



Planning and Transportation Committee

Date: TUESDAY, 2 APRIL 2019
Time: 10.30 am
Venue: LIVERY HALL - GUILDHALL

Members:

Christopher Hayward (Chairman)	Shravan Joshi
Deputy Alastair Moss (Deputy Chairman)	Oliver Lodge
Munsur Ali	Alderman Nicholas Lyons
Rehana Ameer	Natasha Maria Cabrera Lloyd-Owen
Randall Anderson	Andrew Mayer
Peter Bennett	Deputy Brian Mooney
Mark Bostock	Sylvia Moys
Deputy Keith Bottomley	Barbara Newman
Henry Colthurst	Graham Packham
Peter Dunphy	Susan Pearson
Stuart Fraser	Judith Pleasance
Marianne Fredericks	Deputy Henry Pollard
Alderman Prem Goyal OBE JP	James de Sausmarez
Graeme Harrower	Oliver Sells QC
Christopher Hill	Graeme Smith
Deputy Jamie Ingham Clark	William Upton
Alderman Gregory Jones QC	Alderman Sir David Wootton
	<i>Vacancy</i>

Enquiries: Gemma Stokley
tel. no.: 020 7332 3414
gemma.stokley@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1PM
NB: Part of this meeting could be the subject of audio visual recording

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 18 March 2019.

For Decision
(Pages 1 - 16)
4. **MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**
To receive the *draft* minutes of the Streets and Walkways Sub Committee meeting held on 26 February 2019.

For Information
(Pages 17 - 26)
5. **MINUTES OF THE LOCAL PLANS SUB COMMITTEE**
To receive the *draft* minutes of the Local Plans Sub Committee meeting held on 6 March 2019.

For Information
(Pages 27 - 36)
6. **OUTSTANDING ACTIONS**
Report of the Town Clerk.

For Information
(Pages 37 - 42)
7. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 43 - 56)
8. **VALID PLANNING APPLICATIONS RECEIVED BY THE DEPARTMENT OF THE BUILT ENVIRONMENT**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 57 - 60)

9. **LAND ADJACENT TO 20 BURY STREET LONDON EC3A 5AX**
Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 61 - 394)

10. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

11. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

12. **EXCLUSION OF THE PUBLIC**

MOTION – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

For Decision

Part 2 - Non-public Agenda

13. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

14. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

Any drawings and details of materials submitted for approval will be available for inspection by Members in the Livery Hall from Approximately 9:30 a.m.

This page is intentionally left blank

PLANNING AND TRANSPORTATION COMMITTEE

Monday, 18 March 2019

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.00 am

Present

Members:

Christopher Hayward (Chairman)	Alderman Gregory Jones QC
Deputy Alastair Moss (Deputy Chairman)	Shravan Joshi
Rehana Ameer	Alderman Nicholas Lyons
Randall Anderson	Andrew Mayer
Peter Bennett	Deputy Brian Mooney
Mark Bostock	Sylvia Moys
Deputy Keith Bottomley	Graham Packham
Peter Dunphy	Susan Pearson
Stuart Fraser	Judith Pleasance
Marianne Fredericks	Deputy Henry Pollard
Alderman Prem Goyal OBE JP	James de Sausmarez
Graeme Harrower	Oliver Sells QC
Christopher Hill	William Upton
Deputy Jamie Ingham Clark	Alderman Sir David Wootton

Officers:

Alison Bunn	- City Surveyor's Department
David Horkan	- Department of the Built Environment
Deborah Cluett	- Comptrollers & City Solicitor
Carolyn Dwyer	- Director of Built Environment
Paul Beckett	- Department of the Built Environment
Paul Monaghan	- Department of the Built Environment
Catherine Linford	- Department of the Built Environment
Gordon Roy	- District Surveyor
Natalie Evans	- Chamberlain's Department
Rory McMullan	- Department of the Built Environment
Julie Smith	- Chamberlain's Department
Robin Whitehouse	- Markets and Consumer Protection
Kieran Mackay	- Department of the Built Environment
Matt Ball	- Department of the Built Environment
Neel Devlia	- Department of the Built Environment
Elisabeth Hannah	- Department of the Built Environment

1. **APOLOGIES**

Apologies for absence were received from Munsur Ali, Henry Colthurst, Alderman Gregory Jones, Natasha Maria Cabrera Lloyd-Owen, Oliver Lodge and Barbara Newman.

The Town Clerk then advised the Committee that since the publication of the agenda, Sir Mark Boleat had resigned his position on the Court of Common Council and consequently the Committee. The Chairman then paid tribute to Sir Mark Boleat, who had provided a voice for sensible reason in his many years of excellent service to the Committee. The Committee gave thanks to Sir Mark Boleat for his role on the Committee during his time on the Court of Common Council.

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

Alderman Prem Goyal declared a personal interest in Items 6 and 7 by virtue of holding a tenancy in Farringdon Within.

3. **MINUTES**

The Deputy Chairman clarified a point relating to item 6, on page 5, wherein references to officers was specifically TfL officers rather than City of London Corporation officers, as TfL, as the lead authority, would sign off on action taken.

The Interim Director of Markets and Consumer Protection clarified a point relating to item 14, on page 16. The minutes stated that "at present only flight arrivals to Heathrow passed over the city. This would remain the case with the introduction of a third runway." However, the Interim Director of Markets and Consumer Protection clarified that this was not correct. There were 8 scenarios for future departures from Heathrow covering different geographical areas around Heathrow, some of which would overfly the City of London with between 0-17 air craft per hour. Concerns relating to this had been raised in the City of London response to the consultation.

RESOLVED – That, pending the above corrections, the public and non-public summary of the meeting held on 19 February 2019 be agreed as a correct record.

Matters Arising

The Committee sought further clarification on the expansion of Heathrow Airport. A Member said that incoming flights to Heathrow were often visible from London Bridge, and asked whether this was likely to be exacerbated. The Interim Director of Markets and Consumer Protection responded that there were several routes for arrivals into Heathrow, but as the airport expanded it could be assumed that there would be more flight arrivals over the City of London.

A Member thanked officers for the advice, and added that they felt the consultation had been inadequate. The Committee should be active in

monitoring developments, as the expansion would be an ongoing issue with an important impact on transportation. The Chairman added he and other Members periodically met with representatives of London airports, and that the City of London Corporation should be vigilant on the expansion of Heathrow, and should be consulted and kept informed on the matter.

The Committee noted that there were also issues of noise nuisance to be mindful of, but that the City of London Airport had a more direct impact in this regard. The Committee was also advised of a public consultation on the expansion of Heathrow due in June 2019, and noted that the expansion remained subject to litigation.

4. **OUTSTANDING ACTIONS**

The Committee received a report of the Town Clerk detailing outstanding actions since their last meeting.

Updates were provided as follows:

Ludgate Circus

The Director of the Built Environment advised the Committee that the issue was still being raised at the highest level, and that further meetings with TfL had taken place since the last meeting of the Committee. TfL were taking the issue seriously and currently undertaking an options appraisal, which they would report to the City of London Corporation on by 2 May 2019. Officers would then report to the Committee at its meeting on 24 May 2019.

The Chairman added that the matter was of critical importance and remained one of the highest political priorities for the City of London Corporation. Whilst TfL understood and shared the City of London Corporation's concerns, it was important to keep TfL focussed on the issue. Members wanted to hear firm details about actions and timescales by May and would continue to communicate a clear message on the matter. There was a significant ongoing risk of fatality if action was not taken.

Daylight/Sunlight Training

A Member argued that the Committee should separate out the desire for Member training and the desire for alternative guidelines on daylight/sunlight, and requested that a report be brought to Committee setting out how the City of London Corporation would go about creating alternative guidelines, including timescales, and the legal implications. The Chairman added that this would require decisions to be made at Committee and agreed that the issues should be separated.

A Member added that whilst the training might not take place until the new municipal year, it could still be organised now. Members suggested arranging two dates in May 2019, so that as many Members as possible could attend.

Illegal Street Traders on the City's Bridges

The Director of Markets and Consumer Protection advised the Committee that a substantive report on the subject would be brought to the July meeting of the

Committee. Officers continued to enforce in areas under the jurisdiction of the City of London Corporation, but were still awaiting the ratification of the Section 101 agreement with Tower Hamlets. However, officers understood that would be finalised by the end of the week.

Members expressed their increasing disappointment at the speed at which the matter was being addressed and suggested that a letter be sent from the Chairmen of Planning & Transportation Committee and Port Health & Environmental Services Committee urging Tower Hamlets to complete the process as soon as possible. A Member added that the issue created a number of safety and security concerns, and that they were surprised Tower Hamlets had not acted more quickly. It would be important to complete the process before Easter when a large number of tourists would visit the area.

Fumes

The Committee noted that a report would be brought to Committee in April 2019.

RESOLVED – That the list of outstanding actions be noted, and updated accordingly ahead of the next meeting of the Committee.

5. **DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY SINCE THE LAST MEETING OF THE COMMITTEE**

The Committee received a report of the Town Clerk advising Members of action taken by the Town Clerk since the last meeting of the Committee, in consultation with the Chairman and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and 41(b). The action related to the Thames Court footbridge.

In response to a query from a Member, the District Surveyor advised the Committee that works had been scheduled in April and May, and it was anticipated that the footbridge would be reopened by the end of May 2019.

RESOLVED – That the report be noted.

6. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**

The Committee received a report of the Chief Planning Officer and Development Director detailing development and advertisements applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since the report to the last meeting.

RESOLVED – That the report be noted.

7. **VALID PLANNING APPLICATIONS RECEIVED BY THE DEPARTMENT OF THE BUILT ENVIRONMENT**

The Committee received a report of the Chief Planning Officer and Development Director detailing development applications received by the Department of the Built Environment since the report to the last meeting.

With regards to the application relating to the installation of antennae at the Barbican Centre, a Member advised that they understood there had been a number of objections, and asked whether the application would be brought to the Committee. The Director of the Built Environment confirmed that applications had to be brought to Committee if a certain number of objections were submitted, and that officers would check whether the application had reached this threshold.

Members noted that the report listed the addresses of applications but not the applicant. It was felt that this would be helpful for Members and more transparent, as the information was not privileged. The Director of the Built Environment responded that this could be added to the report going forward.

RESOLVED – That the report going forward.

8. PUBLIC LIFT REPORT

The Committee received a report of the City Surveyor containing details of the three public escalators/lifts that were in service for less than 95% of the time. The City Surveyor advised the Committee that all of the lifts were currently in service, apart from Speed House. The Committee noted that the percentage of time in service for Speed House should read 0% rather than 100%.

RESOLVED – That the report be noted.

9. MILLENNIUM INCLINATOR UPDATE REPORT

The Committee received a report of the City Surveyor setting out the work undertaken to the Millennium Inclinator since the Committee agreed that it should be maintained to a higher standard than the other public lifts. The City Surveyor advised that the Inclinator was still out of service at times, but it was felt the new approach was working. The Inclinator had been out of service for a total of 181 hours since the repair work completed in April 2018, which was down on previous years. Officers tried to ensure that any closures undertaken were done as quickly and conveniently as possible.

A Member told the Committee that they would not necessarily agree that the new approach was working, adding that the Inclinator had been out of service over the weekend. The Member requested that officers calculate the total cost of maintaining the Inclinator since the City of London Corporation had inherited the Millennium Bridge, and report this to the Committee. The Committee could then be aware of the investment being made and consider whether this was the right approach and if the Inclinator was fit for purpose. A Member added that they had recently been significantly inconvenienced by an outage to the Inclinator, which had highlighted a lack of accessibility in the area which was not good for the City of London Corporation's image.

A Member asked that officers report the failure rate and level of traffic for the Inclinator in comparison to other escalators and lifts in the City of London, and asked whether it was possible that the City Surveyor's department were not aware of all breakdowns. The City Surveyor responded that a lift was only

included in the report if it had been in service for less than 95% of the time, but the Inclinor could be excluded from this with all breakdowns reported.

Members felt that it would be prudent to start forward planning for the long-term and investigating a total replacement, and that it was misleading if breakdowns for short periods were not reported. The Chairman added that a fully-functional long-term solution was needed, and asked that all breakdowns for the Millennium Inclinor were reported going forward.

RESOLVED – That the report be noted.

10. **SEAL HOUSE**

The Committee considered a report of the Chief Planning Officer and Development Director seeking approval for demolition of the existing building and construction of a basement, ground plus 11 storey building for office use (Class B1) (16,084sq.m GIA), retail use (Class A1/A3) at ground (314sq.m GIA), restaurant use (Class A3) at 11th floor level (708sq.m GIA), a publicly accessible terrace at 12th floor roof level (744sq.m) and public realm improvement works together with ancillary parking, servicing and plant and all necessary enabling works.

The Director of the Built Environment drew the Committee's attention to the tabled addendum sheet, which advised of an amendment to the recommendation in respect of City Walkway, corrections to the report, amended and additional conditions and an additional informative. The Director of the Built Environment then introduced the application to Members and produced the officer's report, informing the Committee about the details of the scheme and its wider implications. The officer's recommendation was that planning permission be granted.

In the absence of any speakers, Members then debated the application. A Member commented that this space was exceptional and would be popular. The view from the Monument would be obscured, but the benefits of the scheme outweighed any harm. The scheme would also provide an alternative viewing point to the Monument, which was not accessible and was not free of charge.

A Member asked for further details from officers on freight consolidation. A Member asked for assurances that public access to the roof garden would be maintained, and asked if protections against later closing the roof garden could be written into the planning permission.

A Member said that they felt the application was well-considered and would provide extra commercial spaces at a part of the riverfront which would benefit from it. The Member asked whether queue management for the roof garden had been taken into consideration, as other roof gardens had proved popular enough to have long queues at street level. Members asked for clarification on whether or not the scheme complied with the London Plan, as there were conflicting statements within the report, and whether there were any outstanding archaeological implications. A Member questioned the opening

hours of the roof garden, suggesting that they were limiting and could be extended to close at a later time. The Member also asked whether the scheme could include public toilet provision, which would be beneficial for the area.

The Director of the Built Environment responded to some of the points raised by Members, and advised the Committee that freight consolidation, public access to the roof garden, and measures to manage queues would all be secured as part of the Section 106 agreement. The Committee was advised of an error in the letter from the GLA provided in the report, and the Director confirmed that the matter would be referred to the Mayor of London if approved. The issues relevant to policy considerations were set out in paragraph 43 of the report. The Director of the Built Environment advised the Committee that the roof garden would be open until dusk or 7pm, whichever was later, meaning that the roof garden would be open later during the summer. There would also be two public toilets available at roof level. There were conditions attached to the permission which addressed archaeological concerns.

Members then discussed the opening hours of the roof garden. Some Members wanted it to be open later, to utilise the space. The space would be popular at night, particularly with the upcoming Illuminated River installation. There was a need to provide more public toilets and amenities, and this was an opportunity. A Member suggested that the roof garden should be open as late as the restaurant within the scheme. However, other Members felt that the current provision was adequate, and that management of the roof garden could become burdensome if it was open too late. A Member stressed that the roof garden was not public realm, but a publicly accessible roof garden, and suggested that negotiation of the opening hours be left with officers.

The Director of the Built Environment responded that officers had discussed the opening times with the applicants, and reiterated that under the current plans, the garden would close at dusk or 7pm, whichever was later, meaning that the garden would likely close at 7pm during the winter, and later during the summer. The roof garden would be available for private hire after these times. Officers considered the proposed arrangement to be reasonable but could discuss it further.

A Member asked for further clarification on the availability for private hire, as it was advertised as a publicly accessible roof garden. The City of London Corporation was encouraging roof gardens because of a lack of ground floor public space. The report should have been clearer on the availability of the roof garden, and should be open to the public longer in winter and summer. The Member suggested 9pm, particularly at the weekend.

A Member suggested that the opening times could be left as proposed that the details would be secured within the S106 agreement which could allow them to be reviewed at a later date. A Member urged caution in pushing applicants on matters of this type, in case it discouraged applicants in future. The roof garden would be available during the evening under the current proposals. The Chairman added that he felt the development to be much improved and a great

opportunity, and would support encouraging officers to undergo further discussions on the opening hours rather than trying to force the issue.

In response to a query from a Member, the Comptroller and City Solicitor advised that dusk was a fairly standard word used in legal agreements, but that a more specific provision could be agreed as part of the S106 agreement. The Director of the Built Environment added that finer details could still be negotiated, adding that the applicants were in attendance and had taken note of the Committee's views. A Member suggested that sunset was also commonly used in legal agreements, and could be used instead as it came at a fixed time on each day.

Arising from the discussion, Members then proceeded to move to a vote on the recommendations as set out in the report and amended on the tabled addendum sheet, with 25 Members voting for the amended recommendations, 0 Members voting against the amended recommendations and 1 abstention. One Member had been ineligible to vote as they had not been present for the duration of the item.

RESOLVED – That:

(a) The application be referred to the Mayor of London 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 permission be **GRANTED** for the above proposal in accordance with the details set out in the attached schedule, the planning obligations and other agreements being entered into in respect of those matters set out in the report, the decision notice not to be issued until such obligations have been executed;

(c) That your officers be instructed to negotiate and execute obligations in respect of those matters set out in the report under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

11. **DOCKLESS CYCLE HIRE**

The Committee considered a report of the Director of the Built Environment proposing a trial of a new approach to managing dockless cycle hire, which would allow operators which meet the selection criteria, including requiring customers to leave bikes in designated areas, to deploy a fixed number of bikes within the Square Mile. The Chairman proposed two amendments to the recommendations, that the approval of criteria for participation in the trial and selection of operators be delegated to the Chief Officer in conjunction with the Chairman and Deputy Chairman of the relevant Committees, and to make it explicit that only chosen operators would be allowed to deploy bikes within the Square Mile under suspension of the current dockless bikes policy. The Director of the Built Environment then introduced the report and drew the Committee's attention to the key points within the proposals.

A Member told the Committee that they supported the proposals, which were sensible preparation for the future, as dockless bikes were becoming more common and were popular with the public. A Member added that they felt the pilot was a good idea, but was concerned about suspending the current policy for operators not chosen for the trial, and queried whether the current policy could continue with exceptions granted to operators in the pilot scheme.

A Member said that it was key that the trial was supported with adequate monitoring and enforcement mechanisms, and asked how this would be accomplished. There was also some concern about the size of the proposed parking bays. A Member asked what the policy would be on moving the bikes during the day, and whether direction to the nearest available parking spaces could be made available, in case there was no space in a bay. It was felt that this should be a key part of the criteria, along with measures for safety and against theft and vandalism.

A Member suggested that the trial be for a minimum of 6 months to give more flexibility, with the aim of developing a well-run service with strong environmental credentials and a clear identity as a City of London scheme. The Museum of London situation had improved in recent weeks. A Member added that they hoped the trial was only the beginning of a sea change which would help to address the aggressive cycling culture that existed within the City of London and redress the balance between pedestrians and cyclists. Members reiterated the need for careful monitoring of the scheme and also that the criteria for success should be clearly set, with a clear sense of what was to be achieved. This would help to inform the Committee's decision-making later on.

The Director of the Built Environment responded that the recommendations could be changed to retain the current policy for non-trial operators. Monitoring would be undertaken by Street Environment Officers who were already reporting bikes to operators under the current policy. Data would also be collected from the operators as part of the scheme, who would also be expected to explain how they planned to manage demand. Key criteria for success would be developed and set before the start of the trial period.

RESOLVED – That the Planning & Transportation Committee:

- a) Approve a six-month trial, with one or more operators, to test the proposed approach to managing dockless cycle hire;
- b) Agree that the approval of the criteria for participation in the trial and the selection of operators be delegated to the Director of the Built Environment, in conjunction with the Chairmen and Deputy Chairmen of the Planning & Transportation Committee and the Streets & Walkways Sub Committee;
- c) Retain the current dockless cycle hire policy, but allow exceptions for chosen operators to deploy bikes within the Square Mile during the trial; and

- d) Agree to increase the charge for the recovery of dockless cycle hire bikes removed by the City Corporation from £82.58 to a maximum £235.

12. **STATEMENTS OF COMMON GROUND**

The Committee considered a report of the Director of the Built Environment providing a brief overview of the likely scope and content of newly-required Statements of Common Ground (SCGs) and seeks the Committee's approval to delegate the preparation and review of SCGs to the Planning Policy and Performance Director, in consultation with the Chairman and Deputy Chairman of your Committee, except in certain specified circumstances.

The Director of the Built Environment introduced the report and drew out the key points for Members. Whilst the initiative was not directly relevant to the City of London in some aspects, it would be applied as part of the processes relating to the Local Plan. It was proposed that existing delegated powers should also apply, and the initiative be progressed by officers with Member oversight.

Members suggested that the Committee be given high-level visibility, and asked that Members be made aware of access to the SCGs and relevant information on them once prepared. The Director of the Built Environment responded that officers would report back at critical stages during the process.

RESOLVED – That the Planning & Transportation Committee:

- a) Authorise the Planning Policy and Performance Director to prepare and review Statements of Common Ground under the duty to cooperate, in consultation with the Chairman and Deputy Chairman of the Planning and Transportation Committee; and
- b) Agree that Statements of Common Ground would only be brought to the Planning and Transportation Committee for approval if a significant new cross-boundary strategic issue arises or if there is a fundamental disagreement between the City Corporation and other SCG signatories.

13. **PUBLICATION OF THE GOVERNMENT'S HOUSING DELIVERY TEST RESULTS FOR THE CITY OF LONDON**

The Committee received a report of the Director of the Built Environment detailing the central government's Housing Delivery Test results, issued on 19th February 2019. The results showed that the 110 total housing units delivered in the City in the three years 2015/16-2017/18 is below the Government's requirement of 262 housing units.

The Director of the Built Environment advised that this was a new test set retrospectively, and therefore the City of London Corporation could not have been aware that they did not meet requirements. However, an action plan to meet the requirements would now be produced. Officers had felt the methodology to be flawed and had responded as such to the central government's previous consultation. Housing Delivery was set over a fifteen-

year timeframe and whilst the City of London Corporation may not meet individual 3-year timeframes, results overall would improve going forward.

RESOLVED – That the Planning & Transportation Committee:

- a) Note the Government’s publication of its Housing Delivery Test results;
- b) Note that housing delivery in the City in the past three years has been below Government requirement and that consequently the City Corporation will be required to produce an Action Plan;
- c) Note that the City Corporation expects that housing delivery in the City will be above the Government requirement for the next few years; and
- d) Note that the City Corporation responded to an earlier consultation on the Test method stating that it is a flawed short-term view, and that the City Corporation will continue to engage with the Government to ensure that the Test is applied appropriately, taking full account of local circumstances including the primary role of the City as a business centre, and the commitment to housing delivery over a longer timeframe and a wider area.

14. THE TRANSITION TOWARDS A ZERO-EMISSION FLEET

The Committee received a joint report of the Director of the Built Environment and the Chamberlain setting out an ambitious yet practical policy, which requires departments to opt for the cleanest possible vehicle or other solution, in line with operational need, technology availability and best value. It proposes this policy be implemented consistently and rigorously through enhanced governance by the Transport Coordination Group (TCG).

The Chamberlain introduced the report and drew Members’ attention to the key points. The Committee was advised that the recommendations had been endorsed by the Policy & Resources Committee at its meeting on 21 February 2019, and consequently a funding report would be submitted to the Finance Committee. There were 34 Corporate or VIP/Mayoral vehicles that were non-compliant with ULEZ (Ultra-Low Emission Zone) rules, and these would be replaced or retrofitted as part of the transition.

A Member queried why Liquid Petroleum Gas (LPG) was not an option in the hierarchy of desirability, as it was widely recognised elsewhere and had shown to be less polluting than petrol. LPG could fit in as at least the third option, and also did not have the same issue of electric vehicles such as infrastructure.

A Member added that this was a small step, and that the City of London Corporation should start to focus more on tackling polluting vehicles in the Square Mile as a whole. As this would be a long process, the sooner it started the better. A Member added that deliveries would need to be ringfenced as the City of London would still require servicing, and deliveries often came from further afield. The Chairman referred Members to the Transport Strategy which would pick up issues such as these.

A Member added that the proposals were in tune with the Transport Strategy, but stressed that the costs of decommissioning electric vehicles needed to be taken into account when installing the infrastructure for electric vehicles. The Member also suggested considering leasing vehicles rather than purchasing them which provided more future-proofing. A Member responded that there was a risk in reliance on leasing as it could be expensive to buy out existing leases. However, it was important that the City of London Corporation devised appropriate exit routes for when technology became obsolete.

A Member stressed that the Transport Strategy was an opportunity to go beyond and that the City of London Corporation should still consider a City-specific scheme with a focus on the most residential areas.

The Chamberlain responded to a number of points raised by Members. The Department of the Built Environment had led on trials, and having selected the cleanest models available. LPG had not been considered a sufficiently suitable or viable option. The intention was to sell one of the historic Rolls Royces and electrify the remaining two. The current intention was to retain the current chassis, including the number plates. The 2019 ULEZ scheme had been brought forward from October 2020, and would cover the Central Charging Zone, which included the City of London.

As the perfect technology was not currently forthcoming, the proposal was to procure the best technology available currently, and once this had become redundant would be swapped for any new technology at that time. Every vehicle would be decided on a case-by-case basis with the challenge of securing value for money.

RESOLVED – That the Planning & Transportation Committee:

a) Note the new policy which requires departments to apply the following priority order to decision-making, when an existing vehicle is non-compliant with air quality regulations or comes to the operational end of life:

1. not replace the vehicle and cover operational requirements with other available vehicles
2. swap the vehicle with a low emission equivalent currently being used outside the ULEZ 2019 Central Charging Zone (Square Mile)
3. replace or retrofit the vehicle with the cleanest possible alternative that:
 - a) meets operational need
 - b) applies the following hierarchy:
 - i. Full electric
 - ii. Plug-in hybrid
 - iii. Petrol hybrid (regenerative braking)
 - iv. Petrol
 - v. (Euro 6/ VI) Diesel
 - c) utilises sufficiently reliable technology and
 - d) constitutes best value for money within the vehicle class.

At this point, the Chairman sought approval from Committee Members to continue the meeting beyond two hours from the appointed time for the start of the meeting, in accordance with Standing Order 40, and this was agreed.

15. CONSTRUCTION LEVY - CODE OF PRACTICE FOR DECONSTRUCTION AND CONSTRUCTION SITES NINTH EDITION 2019.

The Committee received a joint report of the Interim Director of Markets and Consumer Protection and the Chief Planning Officer and Development Director concerning the Construction Levy Code of Practice for Deconstruction and Constructions Sites. The Interim Director of Markets and Consumer Protection introduced the report and advised the Committee that developers were now triggering the scheme and therefore payment was being sought from developers and contractors. The report updated Members on progress implementing the Levy scheme which had been agreed in 2017.

A Member advised that they had concerns about adverse reputational impact as a result of applying the levy, and asked about what flexibility there was in applying the scheme and the penalties for non-compliance. The scheme could also cause conflict with the District Surveyor. The Member suggested that reports on the subject should include the views of users to get feedback on the user experience. A Member added that they still felt the scheme should have a separate category for some small projects, as a levy of £5,000 was particularly harsh in some cases.

The Interim Director of Markets and Consumer Protection responded to points raised by Members. The Code would apply a series of best practices and it was not expected to create conflicts with developers. Officers intended to work with developers to ensure they take the most environmentally-friendly options available. However, there was the option of serving notice for serious non-compliance. The request for user feedback in the annual reports had been noted by officers. There was a caveat relating to very small works within Appendix L of the Code of Practice. Much of the Code of Practice provided guidance for developers about liaising with the public, which was expected of developers and could alleviate issues such as weekend working.

RESOLVED – That the report be noted.

16. FINAL DEPARTMENTAL BUSINESS PLAN 2019/20 - DEPARTMENT OF THE BUILT ENVIRONMENT

The Committee considered a report of the Director of the Built Environment presenting the final high-level business plan for the Department of the Built Environment for 2019/20.

A Member commented that only financial targets were set out within the business plan, and asked that a note setting out non-financial targets at lower levels be prepared and circulated to Members.

RESOLVED – That the Planning & Transportation Committee approve the Department of the Built Environment's final high-level business plan for 2019/20.

17. DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT - QUARTERLY REPORT

The Committee received a report of the Director of the Built Environment providing the Committee with assurance that risk management procedures in place within the Department of the Built Environment are satisfactory and that they meet the requirements of the corporate Risk Management Framework.

A Member queried why risk CR20 on Road Safety was considered an Amber risk and not a Red risk, as it had been considered a Red risk prior to the Bank on Safety scheme. There had been seven collisions at Ludgate Circus between 2013 and 2017, and there had been eight at Bank junction during the same period. The Chairman added that he agreed that Road Safety should be considered a Red risk.

A Member told the Committee that he felt the wording given for the impact of the risk on the risk register was inappropriate. Following a fatal accident in 2015 the City of London Corporation had been expected to take steps to address the risks, and failure to do so would have been a reputational risk. However, there were greater impacts away from reputation, and to describe the impact in this way was insensitive and self-interested. The wording of the risk was felt to be offensive and encouraged the wrong culture. The City of London Corporation would enhance its reputation by doing what was right. The Member advised the Committee that he had drafted a motion for the Committee to resolve to send to the Audit and Risk Management Committee on the matter.

A Member said that risks were assessed on a statistical basis and should not be assessed on the basis of emotion. The City of London Corporation should not accept responsibility for all accidents, as they could equally be caused by a driver or cyclist. Accidents would occasionally happen, and all the City of London Corporation could do was ensure that the highways were as safe as they could be. The Deputy Chairman suggested that the risk register could be presented more thematically as a policy, as this would be more cohesive and better strategically.

The Director of the Built Environment responded to points raised by Members. The wording of the risk related to Road Safety had been raised previously and had been considered at the Audit and Risk Management Committee who had done a deep dive on Road Safety, and compared it to other risks. Officers could review the presentation of risks, the way they were written and the level of risk for Road Safety.

The Member then proposed a motion, as follows, that:

This committee requests that the Audit & Risk Management Committee reviews the description of the Effects of risks not being mitigated for the Road Safety CR20 risk, and ensures that the description describes the true impacts, rather than ignoring these to merely focus on the reputational implications for the City. Furthermore; we request that all risks are reviewed to ensure that similar misjudgements are corrected.

The motion was seconded, and following a vote by Committee Members the motion was carried.

RESOLVED – That the report be noted, and that the Planning & Transportation Committee move that the above resolution be submitted to the Audit and Risk Management Committee.

18. **DEPARTMENT OF THE BUILT ENVIRONMENT: 'BREXIT' UPDATE**

The Committee received a short report of the Director of the Built Environment updating Members on the potential implications of Brexit for the Department of the Built Environment.

RESOLVED – That, Members note this initial report and that further update reports will be made to subsequent meetings of the Committee as appropriate.

19. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

A Member advised the Committee that the closure to Bank Junction had resulted in eastbound traffic increasingly using Lothbury and Bartholomew Lane, which was creating conflict with pedestrians. Whilst there was not necessarily an obvious solution, the Member asked that officers fully investigate the impact on eastbound traffic following the changes to Bank Junction. The Chairman suggested that the issue be added to the Committee's list of outstanding actions. The Deputy Chairman added that the City of London Corporation was alive to the impact of measures on safety, but that congestion should be a lower priority than pedestrian safety.

A Member asked officers to circulate updates on Crossrail and the Illuminated River project to all Committee Members, in case either were raised at the annual Wardmotes, most of which were taking place that week.

A Member raised the issue of Air Quality, which had been considered at Court of Common Council and a number of other Committees. The matter was something for the Committee to look at specifically and the Member suggested that either a report be brought to the Committee or that Air Quality be added to the Committee's list of outstanding actions. The Deputy Chairman added that Members had made it clear that the Committee wanted some form of oversight on the matter and saw Air Quality as an issue relevant to the Committee.

20. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

The Chairman advised the Committee that the next meeting on Tuesday 2 April 2019, was likely to have an item relating to The Tulip on the agenda. If this was the case, because the application would be complicated, the meeting would be likely to start at 10am and have one substantive item. Any other business due for that meeting would be deferred to the meeting on 30 April 2019.

In response to a comment by a Member, the Chairman added that it was the duty of the local planning authority to consider the application in the first

instance and make a decision, regardless of whether or not the application might subsequently be refused by other authorities involved.

21. **EXCLUSION OF THE PUBLIC**

RESOLVED - That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

Item No.	Paragraph(s)
22	
23 - 24	3

22. **NON-PUBLIC MINUTES**

RESOLVED – That the non-public minutes of the meeting held on 19 February 2019 be agreed as a correct record.

23. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

There were no questions.

24. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There was no other business.

The meeting closed at 12.32 pm

Chairman

Contact Officer: Gemma Stokley
tel. no.: 020 7332 3414
gemma.stokley@cityoflondon.gov.uk

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 26 February 2019

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 1.45 pm

Present

Members:

Christopher Hayward (Chairman)	Marianne Fredericks
Oliver Sells QC (Deputy Chairman)	Alderman Gregory Jones QC
Randall Anderson	Paul Martinelli (Ex-Officio Member)
Deputy Keith Bottomley	Barbara Newman
Deputy Kevin Everett	Graham Packham
Deputy Jamie Ingham Clark	

Officers:

Joseph Anstee	- Town Clerk's Department
Zahur Khan	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Alan Rickwood	- City of London Police
Clarisse Tavin	- Department of the Built Environment
Tom Noble	- Department of the Built Environment
Jon Wallace	- Department of the Built Environment
Simon Glynn	- Department of the Built Environment
Mark Lowman	- City Surveyor's Department
Kristian Turner	- Department of the Built Environment

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Alderman Alison Gowman.

2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA

There were no declarations.

3. MINUTES

RESOLVED – That the public minutes and non-public summary of the meeting held on 22 January 2019 be agreed as a correct record.

Matters Arising

The Director of the Built Environment advised the Sub-Committee that following consideration by the Police Committee and the Policy & Resources Committee, from the next municipal year, the City of London Corporation's permanent Anti-

Terrorism Traffic Regulation Order (ATTRO) would be reviewed every three years.

4. **OUTSTANDING REFERENCES**

The Sub-Committee received a list of outstanding references.

Swan Pier and Trigg Lane

The City Surveyor advised the Sub-Committee that work on Swan Lane was progressing and on programme. The project was due for completion in May 2019.

22 Bishopsgate

The Director of the Built Environment advised the Sub-Committee that the proposal taken to the developer to agree the remainder of the Section 278 agreement had been successful, with only one aspect, concerning drainage, outstanding.

Dockless Cycles

The Sub-Committee was advised that the Chairman had made a statement on dockless cycles at the most recent meeting of the Planning & Transportation Committee, and that a report on the matter would be brought to the next meeting of the Sub-Committee.

Members felt that the cycles were still an issue, as they were still being left in obstructive positions across the City. Some Members felt that it was possible the operators were placing the cycles deliberately in some locations, which was contrary to the Memorandum of Understanding between the City Corporation and operators. Members asked what powers the City Corporation had to remove the cycles and whether the operators could be charged for this.

The Director of the Built Environment responded that this was still a developing situation. The City Corporation did have an agreement in place with operators on removing the cycles from within the City boundaries, but there were no direct powers to remove the cycles and officers were still working with other local authorities to produce a pan-London approach on dealing with the cycles and operators.

Members suggested that the City Corporation issue notice to operators of intention to remove cycles on a specified date, with warning that the operators will be charged if the cycles were not removed by that time, or looking into passing byelaws to cover Corporation highways to give the Corporation more power to take action. A Member added that it was a criminal offence to obstruct the highway, so whilst there may be resource issues, the Corporation did have some power to act against obstructions, and supported the idea of giving clear notice and advice to operators to remove obstructing cycles.

A Member added that a pilot scheme under the new Transport Strategy could provide an opportunity, as the City Corporation could choose not to allow any operator that they had enforced against to participate in the pilot.

The Director of the Built Environment advised the Sub-Committee that there was a need to review the wider Street Obstructions Policy, which was focussed on A-boards, and a report would be brought to Committee on the subject. A Member asked that the report clearly distinguished between legal and policy considerations and separated out obstructions by type, so that each could be dealt with as appropriate.

Beech Street

The Sub-Committee noted that a report on Beech Street was on the agenda.

Blackfriars Bridge Underpass

The Sub-Committee was advised that TfL had the required items to repair the steps on order and it was hoped this would be completed by May 2019.

A Member added that progress had been made and one of the steps had now been replaced. The underpass was in a significantly better state than it had been previously, and the challenge now was to maintain it and keep it clean.

Frederick's Place

The Director of the Built Environment advised the Sub-Committee that following the approval for environmental enhancements at Frederick's Place at the meeting on 4 December 2018, officers had looked into the traffic order approved and had found a way to implement it without yellow lines.

5. **BEECH STREET: TRANSPORT AND PUBLIC REALM IMPROVEMENTS**

The Sub-Committee considered a report of the Director of the Built Environment on Beech Street Transport and Public Realm Improvements, seeking approval to increase the scope of the project to investigate the feasibility of a two-way closure of Beech Street and to realign the project objectives. The Director of the Built Environment introduced the report and updated Members on the project. Positive meetings were continuing to take place at Member and officer level with partner stakeholders, including the GLA and TfL.

The Chairman advised Members that he and the Chair of Policy & Resources had met with the Deputy Mayor for Transport and the Walking and Cycling Commissioner at the GLA to discuss a number of issues, including Beech Street, and had gotten their full buy-in, and approval of the collaborative approach with Islington. The project was firmly on the political agenda. The Director of the Built Environment advised Members of his meeting with the Head of Surface Transport at TfL. TfL understood the City Corporation's aims and objectives around the project and the desire to trial closure. The holistic approach to the project would continue to include TfL and Islington going forward.

Members welcomed the report and were encouraged by the continuing dialogue and accelerated timetable. A Member suggested that officers consider the rate of uptake of ULEV vehicles, as this may negate the need for full closure of the street. A Member raised that the 153 bus route now had an entirely electric fleet, and therefore a buses-only exception could be

considered. A Member added that removing traffic was a positive move but access for the residents nearby would need to be considered, and it also needed to avoid diverting traffic to Golden Lane or creating a rat run.

The Director of the Built Environment responded that officers had considered ULEV and that this would be part of the options appraisal for the long-term. TfL had raised the issue of bus routes and officers would work with them to find a solution. Allowing buses had the disadvantage of the loss of public realm benefit so this would need to be taken into consideration.

In response to a query from a Member, the Director of the Built Environment responded that the Gateway 4 report to be brought to Committee in May 2019 on the first interim stage would contain more detailed and complete information on the budget and financing of the project. The £30million set out for programme affiliation related to three workstreams including waterproofing. Modelling of the wider area would also be undertaken during the next stage of the project, and any issues that arose such as rat runs would be mitigated.

RESOLVED – That the Streets & Walkways Sub-Committee:

- a) Note the resolutions from the previous Committee meetings (September 2018) tasking officers with investigating the feasibility of an eastbound and westbound closure, as well as exploring the option of introducing Ultra-Low Emission Vehicle (ULEV) restrictions along Beech Street and investigating options to accelerating the project;
- b) Note the progress and findings to date;
- c) Note the next steps, programme, key project risks & opportunities;
- d) Approve an increase in the scope of the project to investigate the feasibility of a two-way closure of Beech Street (both interim and long-term proposals); and
- e) Approve the Project Objectives.

6. CROSSRAIL REINSTATEMENT PROJECTS - UPDATE REPORT

The Sub-Committee considered a report of the Director of the Built Environment concerning Crossrail reinstatement projects. The Director of the Built Environment introduced the report and gave a short presentation updating Members on Crossrail and the three reinstatement projects at each of the Crossrail Ticket Halls. The report also sought approval for two pieces of public art, the foundations for which would be laid as part of the current public realm works. The Sub-Committee noted that a report would be brought to a future meeting of the Sub-Committee on the potential permanent closure to motorised traffic of the western arm of Finsbury Circus.

A Member advised officers of an issue relating to the pavement on Long Lane between Farringdon Station and Aldersgate Street and asked that this be addressed as part of the public realm works, as it was affecting accessibility. A

Member added that the delay to Crossrail itself was more significant as it could cause cost increases on other projects, and asked if officers had mitigated against this risk.

The Director of the Built Environment responded to points raised by Members. The approval of the Sub-Committee was needed for the increase in budget to cover works and for the physical public realm work needed to install the public art, rather than for the art itself. Public realm work on Long Lane was intended to form part of Culture Mile Improvement work, a report for which would be brought to the Sub-Committee in the near future. With regards to delays to Crossrail, the risk had been considered and factored in, with contingency within the budget. The City of London Corporation could still proceed with its work in order to minimise overall delay. Annual increases to the costs of contractors and materials had also been factored in.

In response to a query from a Member, the Director of the Built Environment confirmed that greening had not been secured for the reinstatement projects due to the risk to substructures in the area. However, officers could push for more greening in the surrounding streets. Members also asked that officers keep accessibility in mind, particularly with regards to Farringdon station and the buildings around the Barbican.

RESOLVED – That the Streets & Walkways Sub-Committee:

- a) Note the current position with regards to the Highway reinstatement projects at each of the Crossrail Ticket Halls; and
- b) Authorise the inclusion of the fabrication and delivery of two pieces of public art into the existing projects at Liverpool Street and Moorgate, subject to the release of funds being approved by the Town Clerk in conjunction with the Chairman of the Policy and Resources Committee.

7. SPECIAL EVENTS ON THE HIGHWAY

The Sub-Committee considered a report of the Director of the Built Environment outlining the major special events planned for 2019 and providing Members with an opportunity to consider and comment on the appropriateness of those events, taking into account their nature, scale, impact and benefits. The Director of the Built Environment introduced the report and drew Members' attention to the key points. There was a core of 14 regular major events which were professional and well-run, with an increasing variety of one-off events and increasing authorised filming events. The Sub-Committee was advised of the Lunchtime Streets event to promote the evolving Transport Strategy, and that the City of London Corporation had been approached to support an event in conjunction with international Car Free Day on Sunday 22 September 2019. Members were asked for their views on such an event.

Members discussed whether the annual report needed to be referred to the Policy & Resources Committee following consideration at Streets & Walkways Sub-Committee as a matter of course. Members felt that consideration at Streets & Walkways Sub-Committee was sufficient, except in cases where an

event was considered to be particularly controversial or political, and escalation was required. This could then be considered on an individual basis. The Chairman added that he would raise the matter with the Chair of Policy & Resources going forward.

The Chairman added that several approaches had been made regarding the Car Free Day, and that if it was supported by Members, the City of London Corporation should work with the GLA and TfL in organising an event.

A Member queried whether a Car Free Day would apply to all traffic, or just private vehicles, and whether the City of London Corporation had the power to refuse requests for road closures for filming made under new powers.

Members were supportive of the City of London Corporation participating in Car Free Day, and raised a number of points, including the possibility of a Car Free Week, Car Free Areas or joining up the Car Free Day with other events in September such as Totally Thames Month or the River Marathon. A Member added that this was a good opportunity to see how a Car Free Day would work in practice, as this could be the first of many such events, which would be beneficial for visitor attractions such as St. Paul's Cathedral.

A Member said that the increase in filming was positive, but that the income often seemed to get lost, and could be put to better use by being used to promote the Corporate Plan. The Member also suggested that the section on benefits in kind be sent on to Finance Grants Oversight and Performance Sub-Committee.

Members stressed that the organisation of the event needed to account for the impact on residents and workers, and on the wider implications for visitors such as through access to car parks. A Member suggested that if there were to be significant crowds then limits on drinking should be considered, as there had been issues during the London Marathon last year. Officers should also consider the impact of cleaning the streets following events and ensure these costs were recovered where possible.

The Director of the Built Environment responded to points raised by Members. Officers would undergo further discussions with relevant stakeholders, but the proposal was likely to be for full closure to all traffic on certain roads, with any issues arising from this to be worked through as appropriate. Soft-level engagement would be undertaken over what to do with the space freed up by road closures. Officers would commit to progressing discussions and would keep Members updated. The Director of the Built Environment confirmed that the City of London Corporation did have powers to push back on requests for road closures for filming, and that officers could look into the way income from filming was used.

RESOLVED – That the Streets & Walkways Sub-Committee:

- a) Agree to support the regular core events programme listed in paragraph 5 and detailed in Appendix 1;

b) Agree to support the additional Cultural, Visitor & Transport Strategy events outlined in paragraphs 18-36, subject to the appropriate degree of due diligence regarding safety, licencing approval, traffic orders (where required) and impact on local stakeholders; and

c) Note the Benefits in Kind listed in Appendix 4.

8. **CULTURE MILE LOOK AND FEEL EXPERIMENTS**

The Sub-Committee considered a report of the Director of the Built Environment seeking approval for a programme of Culture Mile Look and Feel Experiments in support of Culture Mile Look and Feel for summer 2019 and beyond. The Director of the Built Environment introduced the report and gave a short presentation, setting out each installation and key observations on each item. Elements of the programme included a Rotunda Garden installation, Sound Installations in Salters' garden and across the Culture Mile, City Parklets, branding in the public realm, Culture Mile North-South connections, and Culture Spine Meanwhile Projects. Officers wanted to work with local communities to deliver the programme and would continue stakeholder engagements. There would also be Key Performance Indicators for the programme which would be monitored through surveys and with partners. The Chairman praised officers for their work on the programme, which was imaginative and carefully considered.

In response to a query from a Member, the Director of the Built Environment said that any underspend could roll over to the next stages of the Culture Mile Look and Feel programme in Autumn/Winter 2019/20. A Member asked whether officers had considered reuse and sustainability in designing the installations, and the Director of the Built Environment confirmed that legacy had been an important consideration. Officers were looking at ways to reuse structures and gave the example of a past structure that was reinstalled in a local school. The digital legacy of the programme was also being taken into account.

A Member asked for more detail on the North-South connections element of the programme. The Director of the Built Environment responded that this would be an experiment to improve the connection between the Millennium Bridge Approach in the South and Culture Mile to the North. Visitors would be guided through this route. A Member suggested that officers record the traffic impacts around the City Parklets and Meanwhile spaces, so that the data could be used if a decision was taken later on whether to make the installations permanent.

RESOLVED – That the Streets & Walkways Sub-Committee:

a) Approve the programme of installations for the next phase of Culture Mile Look and Feel Experiments in 2019, and the release of funds of £409,000 to implement the programme; and

- b) Authorise delegation of budget adjustments between staff costs, works and fees, to the Chief Officer in consultation with the Chamberlain Department.

9. **BERNARD MORGAN HOUSE PUBLIC REALM**

The Sub-Committee considered a report of the Director of the Built Environment concerning public realm works around Bernard Morgan House, seeking approval to enter into a Section 278 agreement with the developer and for funding to proceed with design development and stakeholder engagement.

The Sub-Committee was advised that the project would be fully funded by the Section 278 agreement and provided an opportunity to implement recommendations from the Barbican and Golden Lane Strategy. The Chairman stressed the importance of continuing stakeholder engagement by both officers and the developer going forward.

RESOLVED – That the Streets & Walkways Sub-Committee:

- a) Authorise officers to enter into a S.278 agreement with the developer; and
- b) Approve the release of £35,000 in order to proceed with the evaluation process with a Gateway 3/4 Options Appraisal submitted in due course, under the Regular reporting route.

10. **LORD MAYOR'S SHOW 2019**

The Sub-Committee received a report of the Director of the Built Environment concerning the Lord Mayor's Show for 2019, with particular regard to the public fireworks display. The Director of the Built Environment introduced the report and outlined the key points for Members. Following the challenging issues and escalation of impact of the 2017 fireworks display, it had been decided to cancel the display in 2018. Officers had been instructed to explore the possibility of reinstating the display for 2019 Lord Mayor's Show or explore alternatives.

The Sub-Committee noted the key findings of the strategic review set out in paragraph 11 of the report. The fireworks display was considered to have a significant and disproportionate impact, and whilst other locations for the display had been considered, these would only have an even greater impact elsewhere. The costs were also increasing significantly. It was understood that the Lord Mayor's Show Ltd would support an alternative. The Sub-Committee noted the proposals set out in the report, chiefly that officers would work with the Illuminated River Foundation to deliver a bespoke lighting installation associated with the Lord Mayor's Show. It was felt that a fireworks display would not be supported by relevant stakeholders. The Chairman reminded Members that the decision with regard to whether the fireworks should take place or not ultimately rested with the Policy & Resources Committee.

Members then discussed the report. A Member suggested that the Care Free Day could be combined with the Lord Mayor's Show weekend, which would

mitigate some of the risks, and that there may be a number of other ways around road closures. A Member added that they felt taking the responsibility for traffic and stewarding away from the City of London Police was a retrograde step, and would support leaving the responsibility with them.

The Director of the Built Environment responded to the points raised by Members. The Illuminated River project was due to be completed in July, and the City of London Corporation would be able to interrupt the standing exhibition for an event. The existing security measures only protected footways, and there would be a requirement to protect the whole bridges and connected areas, meaning that the extent of the closures was not easy in the current environment. The City of London Police would maintain an active role in policing in the event, but would be focussed on crime and disorder rather than stewarding. A budget of £20,000 for stewarding costs in lieu of City Police resources was felt to be sufficient. However, the report would also be submitted to the Police Committee for their view on this aspect.

A Member said that it was important to distinguish between retained and additional crowds. If an alternative event such as a light show sought to retain crowds for longer, this would surely face similar issues to a fireworks display. The Chairman thanked Members for their comments, and added that a lack of support from key stakeholders was the significant issue, as it would not be practical to hold the display without it.

RESOLVED – That the report be noted.

11. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

A Member raised the issue of anti-social behaviour on the public ramp at the back of the City of London School, which was a considerable cause for concern, posing security, safety and reputational risks for the school and City, and asked what could be done to address it.

The Director of the Built Environment responded that the issue had been raised by the school to the City Surveyor and Transportation and Public Realm teams. As there were fire exits and access points in the vicinity, the City of London Corporation would need to engage with BT and the Mermaid Theatre before taking action. Officers would meet with the relevant parties to see what appetite there was to take action without causing any adverse impact. There had been other problems in the area including break-ins. A joint response would be required, and officers would look into the matter and report back to Members.

A Member raised a question about the City's new Lighting Strategy. Certain types of light were known to disrupt circadian rhythms, and it was asked whether the appropriate research and amelioration could be undertaken to ensure there was no adverse impact on public health.

The Director of the Built Environment responded that officers were aware of issues relating to 'blue light'. There was a lot of ongoing research on the subject and officers would take this into account during implementation.

A Member raised the issue of cameras on and under the City's bridges, which had been intended for use to prevent suicides. It had been suggested that the cameras be installed whilst work was undertaken on the Illuminated River installation. However, the project had been incorporated into the City of London Police's 'Ring of Steel' project, and the Member asked what progress had been made.

The Director of the Built Environment responded that he would look into this. The cameras would need to be incorporated into the City of London Police CCTV network, as there would be no location to receive the images apart from the City of London Police control room.

A Member reported that Westminster City Council had recently installed a 3D zebra crossing in a bid to slow traffic, and suggested that officers look into the possibility of using a 3D zebra crossing at the junction of Ludgate Circus.

12. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There was no other business.

13. **EXCLUSION OF THE PUBLIC**
RESOLVED – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Local Government Act.

Item No.	Exempt Paragraphs
14 – 15	-

14. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
There were no questions.

15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
There was no other business.

The meeting closed at 3.37 pm

Chairman

Contact Officer: Joseph Anstee
tel. no.: 020 7332 1480
Joseph.Anstee@cityoflondon.gov.uk

LOCAL PLANS SUB (PLANNING AND TRANSPORTATION) COMMITTEE Wednesday, 6 March 2019

Minutes of the meeting of the Local Plans Sub (Planning and Transportation)
Committee held at Committee Room - 2nd Floor West Wing, Guildhall on
Wednesday, 6 March 2019 at 10.00 am

Present

Members:

Christopher Hayward (Chairman)
Deputy Alastair Moss (Deputy Chairman)
Randall Anderson
Mark Bostock
Deputy Keith Bottomley
Marianne Fredericks
Alderman Gregory Jones QC
Dhruv Patel OBE

Officers:

Gemma Stokley	- Town Clerk's Department
Bruce McVean	- Department of the Built Environment
Peter Shadbolt	- Department of the Built Environment
Alanna Coombes	- Department of the Built Environment
Thomas Parker	- Department of the Built Environment
Isaac Taylor	- Department of the Built Environment
Averil Pittaway	- Department of the Built Environment

1. APOLOGIES

There were no apologies.

2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA

There were no declarations.

3. MINUTES

The public minutes and summary of the meeting held on 9 October 2018 were considered and approved as a correct record.

MATTERS ARISING

Facilities for Public Cycle Parking (page 5) – A Member referred to the comments made around this at the last meeting and the fact that e-bikes would require Wi-fi signal access. She went on to state that there were many Wi-Fi blackspots within the City – some around the Guildhall complex – and added that the new development at 120 Fenchurch Street had also impacted on Wi-Fi access for some mobile phone users. She questioned what Officers and developers were doing to address this. Officers undertook to raise this matter with Strategic Infrastructure colleagues in the City Surveyors Department and seek a response.

4. **UPDATE ON THE LOCAL PLAN CONSULTATION**

The Assistant Director (Planning & Policy) provided Members with a verbal update on the Local Plan consultation.

Members were informed that the Plan had been out for consultation from November until February. All City residents had been contacted regarding the Plan and emails had been sent to over 500 recipients on the Department's mailing list. Members were informed that 175 responses to the consultation had been received to date which, whilst lower than anticipated, was approximately double the number of responses received for previous consultations. Officers reported that, whilst the CPA had around 150 members, they had chosen to submit a single, collective response.

Members were informed that the Local Plan had received lots of press and social media coverage since the launch of the consultation period. Officers reported that key issues that had emerged so far indicated that there was strong support for 'greening' in the City and for efforts around managing intensification in the City Cluster. Concerns around the protection of views of St Paul's and the Tower of London had also emerged as key. Developers had expressed concerns around the cumulative impact of the City's policies.

Officers tabled details of the City Plan Drop-In Sessions that had taken place throughout the consultation process as well as Stakeholder and public meetings. It was reported that this Committee would be tasked with looking at the responses received in greater detail in due course. The Assistant Director (Planning & Policy) highlighted the Youth Engagement Event that had taken place. He reported that the group involved had been aged 17-24 years and that there had been 38 participants. He reported that the group had been very engaged and tabled an evaluation report compiled from the feedback, outcomes and learning from the youth consultation event.

A Member stated that he was currently acting as Chairman for the Partnership of Young London, a London-wide youth group, and suggested that Officers could also be engaged on the Local Plan here if it was thought to be of some use. He applauded their efforts in actively engaging young people in this consultation. It was noted that the CPA also had a 'next generation' body that might be useful in terms of future youth engagement efforts.

The Assistant Director (Planning & Policy) stated that, interestingly, the event had revealed that the group were sceptical of the Cultural Mile, the new Centre for Music and the need to relocate the Museum of London. They stated that they felt unengaged with these proposals. Members highlighted that part of the issue here could be a generational divide in terms of the definition of culture. It was recognised that the City could and should do more to address these concerns - for instance around the wider promotion, inclusiveness, affordability and accessibility of all of its cultural offerings. It was suggested that this be fed back to the Cultural Mile Director.

The Chairman reported that it was proposed that the Local Plan be brought back to this Committee in greater detail in May and asked that the Town Clerk

identify a suitable date for this meeting alongside relevant Officers. It was noted that a new Chairman and Sub Committee membership would have been established by this stage.

A Member referred to the concerns raised by the industry in relation to the cumulative impact of the City's policies and suggested that it might therefore be necessary to prioritise these.

Another Member picked up on comments that suggested that City residents had expressed the view that they felt marginalised and asked for further information on this. The Assistant Director (Planning & Policy) stated that these comments had originated, in the main part, from Barbican and Golden Lane residents around the fact that they felt that the City was prioritising business needs. The Member commented that he hoped that the Local Plan would help to establish clear residential zones where amenities would be highlighted. In response to further questions, the Assistant Director (Planning & Policy) confirmed that the Barbican Residents Association had submitted a response to the consultation.

The Chairman recognised that many residents (of which there were approximately 8,000 in the City) were strongly of the view that they were not recognised as stakeholders in planning terms. He added that some recent planning applications, particularly those where the City Corporation had been the developer, had, unfortunately, created a strained relationship with residents.

A Member stated that he had hoped to see better engagement from residents in general but added that it was important to note that those responses received suggested that residents were generally happier with the new draft Plan than with the existing version.

The Deputy Chairman stated that he would expect these kinds of views to be voiced more strongly from those based in smaller residential pockets within the City which, it could be argued, were more disadvantaged in terms of having a voice/amenity protection than those in the larger residential areas. It was noted that work around the Cultural Mile had managed to successfully bring together both businesses and residents for a common purpose and that this was something that should be promoted and built upon by the Local Plan.

Members were keen to increase the narrative that the more business there was in the City, the more the City would continue to thrive which would ultimately be of benefit to all, including City residents.

RESOLVED – That Members note the initial headlines from the Local Plan Consultation and that this would be considered in greater detail at their next meeting on a date to be confirmed in May 2018.

5. **TRANSPORT STRATEGY – UPDATE POST-CONSULTATION**

The Committee considered a report of the Director of the Department of the Built Environment providing an update following consultation on the draft Transport Strategy.

The Committee focused discussion around the six key issues raised during the consultation:

Concerns over congestion and air quality impacts of delivering the Strategy

Officers reported that comments received from both residents and organisations had recognised that the Strategy would result in reduced capacity for vehicles in the City which would lead to more congestion and, in turn, impact on air quality. It was reported that no changes to the Strategy were proposed as result of these concerns due to the fact that proposals around this needed to be considered in the round, alongside ambitions to reduce emissions from motor vehicles and reducing general motor traffic and the number of freight vehicles on the City's roads.

The Deputy Chairman stressed the need to push the narrative that the Transport Strategy was focused on prioritising people, safety, sensible speed limits and cycling over concerns around congestion.

In response to a question regarding whether there was any evidence to back up the concerns expressed around air quality, Officers stated that there was not and that these seemed to be based primarily on perception at present.

Members suggested that this should be tracked into the Air Quality Strategy with those expressing concerns as part of this consultation invited to contribute to the Air Quality Strategy consultation too. Officers confirmed that there would be cross reference between the two strategies.

A Member suggested that vehicles utilising the river also needed to be considered in terms of air quality as they often tended to be amongst the most polluting. This would be particularly important as the City continued to promote and encourage more travel by river.

Members went on to discuss the overlap of responsibilities between the Planning and Transportation and Port Health and Environmental Services Committees regarding air quality. It was noted that air quality matters were reported to both Committees and that a PHES representative had also recently been appointed to serve on the Streets and Walkways Sub (Planning and Transportation) Committee. Members stressed the need for Officers to be clear on which Committee would be actioning various air quality matters going forward so that there was no ambiguity or disjointedness around this.

Concerns over access impacts of delivering the Strategy

Officer highlighted the consultation summary document which detailed average scores received from respondents to the consultation and suggested that those with limited mobility had tended to score the proposals lower than other groups. Members were informed that text within the Strategy had been updated to clarify that proposals around pedestrian priority in places did not necessarily mean pedestrianisation. Necessary access for both people and goods would be considered through project delivery.

One Member commented that this was a key concern from his point of view. He went on to refer to the experience of one of his constituents with limited mobility who commuted in to London Bridge station by train but then relied upon taxis to take him to London Liverpool Street to get to his place of work. He and other constituents had expressed concern around the impact of increased congestion on those who relied upon taxis to make these kinds of journeys due to limited mobility. He therefore stressed the need for greater flexibility here.

Officers reassured Members that definitions of essential traffic included people who needed to use taxis/private taxis to travel due to mobility problems. It was hoped that moves to reduce general traffic would mean that those people could travel more quickly and reliably around the City. Officers reiterated that there was flexibility to look at this on a project by project basis and that each project would be subject to DDA.

Officers went on to stress that the City Corporation were keen to introduce a standard in terms of accessible streets.

A Member suggested that the wording around maintaining appropriate vehicle access be amended to highlight that this was a commitment as opposed to an intention. Members were supportive of this change which Officers undertook to make in the final version of the document. The Member went on to question what were defined as 'essential vehicles'. Officers clarified that essential traffic included buses, freight and services with a destination within the Square Mile, cyclists, taxis and private taxis.

A Member underlined that there would need to be a trade-off, in some circumstances, between personal need and the greater good. She highlighted that this would also require additional focus on the joining up of transport links and bus routes across the City. She added that Bow Lane was now pedestrianised until 6pm with no major impact in terms of travel and that the City was quite compact in terms of getting from one location to another. It was, however, recognised that there were individuals with genuine needs in terms of reduced mobility and that the opportunity for them to travel throughout the City should not be denied.

The Deputy Chairman referred to the Mayor of London's views on taxis but noted that essential taxi use was a different matter and should therefore be considered separately.

It was noted that the younger generation tended to utilise public transport more frequently to travel around the City and the point was made once again that the more convenient and reliable such transport was the more people would opt for this.

Requests to increase the pace of delivery:

Members were informed that these requests related specifically to the cycle network, impact on air quality and the reduction in motor traffic. Officers emphasised that the milestones quoted within the strategy were delivery by

dates and that some elements may therefore be delivered ahead of these dates – this would be made clearer within the final document. It was noted that some elements would be delivered in 2019 and 2020.

The delivery of the second phase of the cycle network would be brought forward to 2035 which was felt realistic at this stage. Officers that they were, however, reluctant to commit to faster timescales in other areas beyond what was already stated within the Strategy.

The Chairman stated that it was important to inform people that this was very much a live document looking to drive policy change in these important areas.

A Member questioned what factors were driving the timing around the various different areas. Officers responded that one factor was funding. He added that some proposals were also dependent on delivery in other areas too. For example, in order to meet the standards set around reductions in motor traffic, certain traffic measures would need to be delivered first in order to reduce traffic to 'safe and comfortable' levels. The Member stated that it would be useful to include this narrative and some explanation around timescales where possible.

A Member commented that resourcing would also impact upon delivery in matters such as electric vehicle charging points. She therefore questioned whether Officers had begun to ringfence any funds or flag up likely costs at this stage. Officers reported that the Department of the Built Environment were currently undertaking an exercise to prioritise DBE projects which took into account the Transport Strategy. It was intended that there would be a rolling, three-year, programme coming forward.

Officers concluded by stating that the Delivery Plan for the Strategy would be a separate document.

The treatment of Taxis in the Strategy:

Officers highlighted that responses to the consultation had highlighted that taxis wished to be treated differently to private cars and private hire vehicles. The point that taxis were a door to door, fully accessible mode of transport was acknowledged. Officers highlighted that taxis represented approximately one fifth of vehicles on the City's streets and that taxi access would be considered on a project by project basis. No changes to the Strategy were therefore proposed in response to the comments received here.

Members were of the view that the fact that the strategy defined taxis being used by people with access needs as essential traffic was key and should be sufficiently emphasised.

It was noted that the Mayor of London's view of taxis was not generally favourable and that this was very much a London-wide issue. However, it was agreed that their use in the City should be championed if they were assisting those with access needs. It was also noted that taxis were subject to more

intensive regulation than mini cabs meaning that there were distinctions between the two both legally and traditionally.

Officers reiterated that this would be addressed at project level and added that the distinction between taxis and other private hire vehicles was increasingly blurred from a user point of view.

Members recognised that future technological developments may enable cars carrying someone with a recognised disability or access need to be identified and given access to areas that other motor vehicles were not.

The treatment of motorcycles and mopeds in the Strategy:

Officers reported that there had been strong lobbying from motorcycle groups requiring that motorcycles and mopeds be exempt from future access restrictions and road user charges, including emissions related charges. They also suggest that the Strategy should seek to encourage greater use of motorcycles and mopeds to travel around the City.

As with taxi access, it was decided that this should be considered on a case by case basis with no changes to the Strategy proposed in response to the comments received.

It was noted that the responses to the proposals from those travelling on motorcycle or moped within the City were generally less positive when compared to those using other modes of transport.

Officers reported that further work around what prompted such a strong response (generated from a motorcycle action group) was required. A better understanding of why people chose to travel by motorcycle/moped in the City was also needed.

It was noted that electric motorcycle/moped technology was quickly emerging and that the City should look at what it might do to encourage use of such vehicles with the installation of electric charging points and other relevant infrastructure.

The use of motorcycles/mopeds and road safety was also discussed with Members commenting that they often saw users speeding in certain areas of the City and precariously skipping traffic queues. Members went on to discuss courier drivers utilising motorcycles/mopeds and commented that many of these were often driving on provisional licences with no experience of the roads.

Officers confirmed that motorcycle/moped users were termed as 'vulnerable road users' and were over represented in statistics regarding injuries on the road. Whilst there were no statistics to indicate the number of courier drivers using these vehicles on provisional licences only, the assumption was that this was very common. Work around limiting the length of time that such drivers could operate on a provisional licence only was currently underway. TfL were

also looking at the matter with the Road Danger Reduction Team and companies such as Deliveroo.

Members were extremely concerned that this was a legal loophole that was currently being exploited and asked that Officers explore with the Remembrancer whether it might be possible to lobby Government on the matter alongside other boroughs.

The Deputy Chairman reported that the concept of regulating the way that delivery drivers were paid (and thereby encouraging them to slow down) had been raised with TfL. Members agreed that it would be important to tackle the 'bigger picture' here.

Suggested removal of the Cycle Superhighway on Upper and Lower Thames Street:

Members were informed that over 500 people had submitted template responses via the 'Unblock the Embankment' website. No changes to the Strategy were proposed as a result of these responses. Members agreed with this view.

A Member commented that this was a well utilised, expensive piece of infrastructure.

A Member questioned the increasing use of motorised scooters and segways in the City on both pavements and roads. Officers reported that, at present, these were not legally permitted although it was noted that there was likely to be a push for legalisation here going forward. It was noted that this might therefore be worth noting as a specific point within the Strategy.

The Chairman reported that the final iteration of the Transport Strategy would be brought to the Planning and Transportation Committee in April 2019. He wished to thank, on behalf of the Sub-Committee, all of the Officers involved in producing the document which he described as an amazing, forward-thinking piece of work that had been incredibly well received.

6. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB-COMMITEE

There were no questions.

7. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were no additional, urgent items of business for consideration.

8. EXCLUSION OF THE PUBLIC

RESOLVED – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act.

Item No

9

Paragraph No(s)

3

9. **NON-PUBLIC MINUTES**

The non-public minutes of the meeting held on 9 October 2019 were considered and approved as a correct record.

10. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB-COMMITTEE**

There were no questions in the non-public session.

11. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB-COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There were no additional, urgent items of business for consideration in the non-public session.

The meeting ended at 11.28 am

Chairman

**Contact Officer: Gemma Stokley
tel. no.: 020 7332 3414
gemma.stokley@cityoflondon.gov.uk**

This page is intentionally left blank

PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
1.	9 January 2018 23 January 2018 26 March 2018 8 May 2018 29 May 2018 10 July 2018 26 July 2018 11 Sept 2018 8 Oct 2018 30 Oct 2018 20 Nov 2018 18 Dec 2018 29 Jan 2019 19 Feb 2019 18 March 2019	<p>Ludgate Circus</p> <p>The Director of the Built Environment advised that an additional letter would be prepared as a matter of urgency, and gave her assurance that the issue would be treated as a priority.</p>	Carolyn Dwyer/ Zahur Khan / Ian Hughes	May 2019	<p>The Director of the Built Environment advised the Committee that the issue was still being raised at the highest level, and that further meetings with TfL had taken place since the last meeting of the Committee. TfL were taking the issue seriously and currently undertaking an options appraisal, which they would report to the City of London Corporation by 2 May 2019. Officers would then report to the Committee at its meeting on 24 May 2019.</p> <p>The Chairman added that the matter was of critical importance and remained one of the highest political priorities for the City of London Corporation. Whilst TfL understood and shared the City of London Corporation's concerns, it was important to keep TfL</p>

					focussed on the issue. Members wanted to hear firm details about actions and timescales by May and would continue to communicate a clear message on the matter. There was a significant ongoing risk of fatality if action was not taken.
2.a)	20 Nov 2018 18 Dec 2018 29 Jan 2019 19 Feb 2019 18 March 2019	Daylight/Sunlight Training A Member requested that Committee training be offered on this matter as soon as possible.	Annie Hampson	Training to be arranged as soon as is practicable and by no later than May 2019.	<p>A Member argued that the Committee should separate out the desire for Member training and the desire for alternative guidelines on daylight/sunlight, and requested that a report be brought to Committee setting out how the City of London Corporation would go about creating alternative guidelines, including timescales, and the legal implications. The Chairman added that this would require decisions to be made at Committee and agreed that the issues should be separated.</p> <p>A Member added that, whilst the training might not take place until the new municipal year, it could still be organised now. Members suggested arranging two</p>

					dates in May 2019, so that as many Members as possible could attend.
2. b)	18 March 2019	<p>Daylight/Sunlight – Alternative Guidelines</p> <p>A Member argued that the Committee should separate out the desire for Member training and the desire for alternative guidelines on daylight/sunlight, and requested that a report be brought to Committee setting out how the City of London Corporation would go about creating alternative guidelines, including timescales, and the legal implications.</p>		June 2019	The Chairman added that this would require decisions to be made at Committee and agreed that the issues should be separated.
3.	29 Jan 2019 19 Feb 2019 18 March 2019	<p>Illegal Street Traders on the City’s Bridges</p> <p>A Member asked for a progress update in tackling the illegal street trading on and around Tower Bridge. The Committee had previously agreed funding from Bridge House Estates for a full-time licensing officer position dedicated to enforcing across the City’s bridges which are in the jurisdiction of neighbouring</p>	Jon Aaverns /Rachel Pye	July 2019	The Director of Markets and Consumer Protection advised the Committee that a substantive report on the subject would be brought to the July meeting of the Committee. Officers continued to enforce in areas under the jurisdiction of the City of London Corporation, but were still awaiting the ratification of the Section 101 agreement with Tower Hamlets. However, officers understood that would be

		local authorities, and agreed that a progress report would be brought back to the Committee. However, the Member stated that he had seen little, if any, reduction in illegal street trading despite the action taken.			finalised by the end of the week. Members expressed their increasing disappointment at the speed at which the matter was being addressed and suggested that a letter be sent from the Chairmen of Planning & Transportation Committee and Port Health & Environmental Services Committee urging Tower Hamlets to complete the process as soon as possible. A Member added that the issue created a number of safety and security concerns, and that they were surprised Tower Hamlets had not acted more quickly. It would be important to complete the process before Easter when a large number of tourists would visit the area.
4.	19 Feb 2019	Fumes A Member requested an update on this matter following a report to the Committee towards the end of 2018.	David Horkan	30 April 2019	Officers reported that, when this report was considered, the Planning and Transportation Committee had recommended that a new condition around proper maintenance of cooking and ventilation equipment be introduced and that this condition was now being

					<p>attached to applications where appropriate.</p> <p>In response to a question regarding enforcement around this issue, Officers reported that this would need to be explored further with Pollution Control Officers before reporting back to Members.</p>
5.	18 March 2019	<p>Expansion of Heathrow Airport A Member suggested that the Committee should be active in monitoring developments here given that this was set to be an ongoing issue with an important impact on transportation.</p>	Robin Whitehouse/Rachel Pye/Jon Averbs	June 2019	<p>The Chairman reported that he and other Members periodically met with representatives of London airports, and that the City of London Corporation should be vigilant on the expansion of Heathrow, and should be consulted and kept informed on the matter.</p> <p>The Committee was also advised of a public consultation on the expansion of Heathrow due in June 2019, and noted that the expansion remained subject to litigation.</p>

This page is intentionally left blank

Committee(s)	Dated:
Planning and Transportation	2 nd April 2019
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

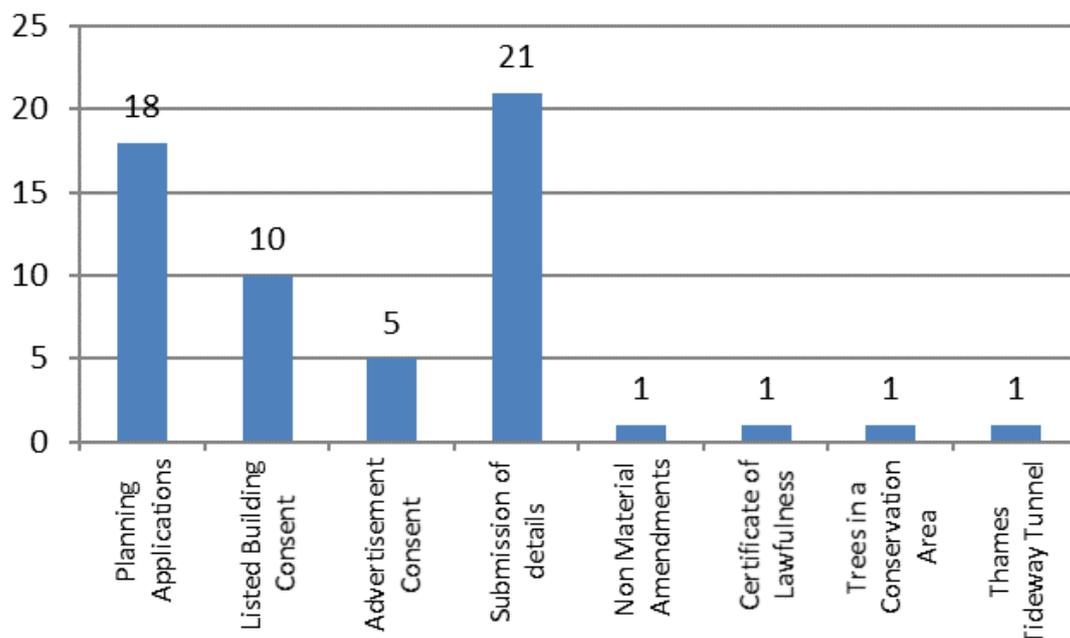
Summary

Pursuant to the instructions of your Committee, I attach for your information a list detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since my report to the last meeting.

In the time since the last report to Planning & Transportation Committee Fifty-Eight (58) matters have been dealt with under delegated powers

Twenty-One (21) relate to conditions of previously approved schemes which two (2) were Planning Obligations. Ten (10) relate to works to Listed Buildings. Five (5) applications for Advertisement Consent. One (1) Non-Material Amendment applications, one (1) Certificate of Lawful Development, One (1) Thames Tideway Tunnel, one (1) Tree in Conservation Area and Eighteen (18) Application have been approved, including Four (4) Change of Use and 387sq.m of created floorspace.

Breakdown of applications dealt with under delegated powers



Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision
19/00013/LBC Aldersgate	168 Defoe House Barbican London EC2Y 8ND	Adjusting existing glass door and glass wall panels plus the construction of new stud walls and fitting a sliding pocket door to enable the installation of an en-suite shower/WC in master bedroom.	Approved 05.03.2019
19/00087/LBC Aldersgate	70 Thomas More House Barbican London EC2Y 8BT	To completely close the opening between the kitchen and living room.	Approved 07.03.2019
18/01311/MDC Aldgate	Gartmore House 8 Fenchurch Place London EC3M 4AJ	Details of a plant noise assessment and anti-vibration mountings pursuant to conditions 2 and 3 of planning permission 18/00115/FULL dated 27 March 2018.	Approved 14.03.2019
19/00042/FULL Aldgate	The Baltic Exchange, 38 St Mary Axe London EC3A 8EX	The removal and replacement of 3 existing antennas with 3 upgraded antennas located on the rooftop, the installation of 1 GPS node and 2 active routers located on existing support poles and ancillary development.	Approved 12.03.2019
19/00043/LBC Aldgate	The Baltic Exchange, 38 St Mary Axe London EC3A 8EX	The removal and replacement of 3 existing antennas with 3 upgraded antennas located on the rooftop, the installation of 1 GPS node and 2 active routers located on existing support poles and ancillary development.	Approved 12.03.2019

18/01198/FULL Bassishaw	Brewers' Hall Aldermanbury Square London EC2	Demolition of third floor mansard, erection of replacement floor and additional double mansard and change of use of second floor from livery hall (sui generis) to office (B1) to create an additional 631.5sq.m of lettable office space (B1); and works to Brewers Hall Garden.	Approved 07.03.2019
18/01372/MDC Billingsgate	10 Lower Thames Street London EC3R 6EN	Details of glazing pursuant to Condition 2 and ventilation and extraction pursuant to Condition 3 of planning permission dated 30.11.2018 (18/00922/FULL).	Approved 07.03.2019
19/00059/MDC Billingsgate	51 Eastcheap London EC3M 1JA	Details of a Demolition and Construction Logistics Plan (including a Scheme of Protective Works) pursuant to condition 2 of planning permission (app. no. 18/00791/FULL) dated 25th September 2018.	Approved 07.03.2019
18/00989/FULL Bishopsgate	Bishopsgate Institute 230 Bishopsgate London EC2M 4QH	Installation of new mechanical ventilation and cooling systems to serve the Library, Great Hall, Upper Hall, and basement archive and erection of five dormer vents to upper hall roof to match existing.	Approved 14.03.2019
18/00990/LBC Bishopsgate	Bishopsgate Institute 230 Bishopsgate London EC2M 4QH	Installation of new mechanical ventilation and cooling systems to serve the Library, Great Hall, Upper Hall and basement archive, installation of five new timber framed,	Approved 14.03.2019

		lead clad dormer vents to upper hall roof to match existing. Restoration and refurbishment of the Library.	
18/01326/FULL Bishopsgate	8 - 10 Brushfield Street London E1 6AN	Change of use of part ground, the first and second floors from Class A1 (retail) to Class B1 (office) / Class D1 (non-residential institution) (177sq.m) and minor alterations to access.	Approved 14.03.2019
18/01327/LBC Bishopsgate	8 - 10 Brushfield Street London E1 6AN	Alterations at basement and ground floor level comprising the installation of partition walls and a new staircase, and the opening up and re-glazing of entrance doors.	Approved 14.03.2019
19/00025/FULL Bishopsgate	100 Liverpool Street London EC2M 2HR	Use of part of the ground floor for a flexible use for either a shop/financial and professional services/restaurant/drinking establishment (A1/A2/A3/A4) in lieu of a shop/financial and professional services/restaurant (Class A1/A2/A3) and provision of external seating areas (368sq.m).	Approved 05.03.2019
19/00114/NMA Bishopsgate	Premier Place 2 & A Half Devonshire Square London EC2M 4BA	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 18/01083/FULL dated 19.12.2018 for the installation of additional louvres at 5th floor level on the Cutler Street and Houndsditch elevations.	Approved 05.03.2019

<p>18/01239/PODC Bread Street</p>	<p>2 - 6 Cannon Street London EC4M 6YH</p>	<p>Submission of details of the carbon dioxide emissions of the completed development and calculation of the Carbon Offsetting contribution pursuant to Schedule 3 Paragraph 11 of the Section 106 Agreement dated 30 July 2015 (Planning Application Reference 14/00780/FULMAJ).</p>	<p>Approved 07.03.2019</p>
<p>18/01381/MDC Bridge and Bridge Without</p>	<p>London Bridge London EC4R 9AN</p>	<p>Submission of a programme of installation to include a plan to manage impacts on Transport for London Road Network (TLRN) and River operations; details of the scope of a trial area of lighting installation and test; submission of final details of electrical cabling and equipment associated with the lighting scheme and a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to conditions 2, 3, 11 and 12 of planning permission dated 7th September 2018 (18/00451/FULEIA).</p>	<p>Approved 05.03.2019</p>
<p>18/01247/ADVT Candlewick</p>	<p>70-72 King William Street London EC4N 7HR</p>	<p>Installation and display of: (i) one internally illuminated fascia sign measuring 0.9m(h) by 0.9m (w) displayed at a height of 4.5m above ground floor level; (ii) two internally illuminated signs measuring 0.16m (h) and 1.2m (w) displayed at a height of 4.5m above ground floor level; (iii) one internally illuminated projecting signs measuring 0.6m (h) by 0.6m (w) displayed at a height of 2.7m above ground floor level.</p>	<p>Approved 05.03.2019</p>

<p>18/01370/FULL Candlewick</p>	<p>Sherborne House 119 - 121 Cannon Street London EC4N 5AT</p>	<p>Refurbishment of Sherborne House including: remodelling of facades on part 4th and 5th floors, part sixth floor extension to provide additional office (Class B1) accommodation, new curtain walling to the internal lightwell, installation of dormer windows, extension of an existing lift shaft, reconfigured office entrance, new external terraces with associated balustrades, provision of ancillary cycle parking and parking storage, installation of PV panels, additional plant equipment at roof level and other incidental works (387sq.m).</p>	<p>Approved 07.03.2019</p>
<p>18/01371/LBC Candlewick</p>	<p>Sherborne House 119 - 121 Cannon Street London EC4N 5AT</p>	<p>Refurbishment of Sherborne House including: remodelling of facades on part 4th and 5th floors, part sixth floor extension to provide additional office (Class B1) accommodation, new curtain walling to the internal lightwell, installation of dormer windows, extension of an existing lift shaft, reconfigured office entrance, new external terraces with associated balustrades, provision of ancillary cycle parking and parking storage, installation of PV panels, additional plant equipment at roof level and other incidental works.</p>	<p>Approved 07.03.2019</p>
<p>18/00751/TTT Castle Baynard</p>	<p>Tideway Working Area Blackfriars Bridge Foreshore Victoria Embankment London EC4Y 0DR</p>	<p>Partial discharge of schedule 3 requirements relating to the pipe subway pursuant to BLABF 24 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.</p>	<p>Approved 07.03.2019</p>

19/00081/FULL Castle Baynard	10 Gough Square London EC4A 3DE	Installation of ventilation grilles in the brickwork at ground floor in the rear lightwell and ventilation grilles with a surround panel within a ground floor window on the east elevation of the building.	Approved 14.03.2019
18/01309/FULL Coleman Street	74 Coleman Street London EC2R 5BT	(i) Partial demolition and re-construction of existing 5th, 6th floors and plant floor, refurbishment and extension of existing office building on to rear courtyard for office (217 Sqm (ii) change of use at part ground floor level from offices (Class B1) to a flexible use for either Class A1 or Class A3 use (99 Sqm)	Approved 14.03.2019
19/00029/FULL Coleman Street	44 Moorfields London EC2Y 9AL	Replacement of existing glazing and louvres with new aluminium framed glazing and louvres.	Approved 07.03.2019
19/00047/FULL Coleman Street	26 - 27 Eldon Street London EC2M 7LA	Removal and replacement of one door for a window and stallriser, and installation of an ATM and letter box.	Approved 14.03.2019
19/00048/LBC Coleman Street	26 - 27 Eldon Street London EC2M 7LA	Removal of the existing mezzanine level and staircase, and refurbishment of the ground floor unit including new layout, partitions and finishes. Removal and replacement of one door for a window and stallriser, and installation of an ATM and letter box. Installation of one externally illuminated projecting sign and three internal fascia signs.	Approved 14.03.2019
19/00050/ADVT Coleman Street	26 - 27 Eldon Street London EC2M 7LA	Installation and display of one externally illuminated projecting sign measuring 0.6m by 0.6m wide at a height above ground of 3.6m and one internally illuminated ATM	Approved 14.03.2019

		sign comprising lozenge measuring 0.5m (w) by 0.13m (h) and lettering 0.377m (w) by 0.04m (h).	
19/00004/FULL Cordwainer	52 Bow Lane London EC4M 9DJ	The replacement of existing single glazed aluminium windows at first, second, third and fourth floor levels, with new aluminium double-glazed sliding sash opening windows to front elevation and aluminium double-glazed casement opening windows to rear elevation.	Approved 05.03.2019
19/00100/MDC Cornhill	The Counting House Public House 50 Cornhill London EC3V 3PD	Details of mechanical plant mountings and the submission of an Accessibility Management Plan pursuant to Conditions 5 and 9 of planning permission 18/00251/FULL dated 09.08.2019.	Approved 14.03.2019
19/00056/LBC Cripplegate	163 Andrewes House Barbican London EC2Y 8BA	Installation of a new partition in the living room.	Approved 07.03.2019
19/00101/PODC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London	Submission of the Television Interference Survey (including Survey Area Map) and the First Interference Survey pursuant to Schedule 1 Paragraph 14.1 and 14.2 of the Section 106 Agreement dated 19 July 2018 in relation to Planning Application 17/00770/FULL.	Approved 12.03.2019
18/00690/ADVT Dowgate	Cannon Railway Bridge Upper Thames Street London EC4	Two internally illuminated (L.E.D. lighting) poster advertising panels each measuring 12m wide x 3m high displayed at a height of 6m designed into the east and west facades of the over road bridge at Upper Thames Street for the display of digital	Refused 14.03.2019

		images showing public information and poster advertising images	
18/01268/FULL Dowgate	Dyers Hall 10 Dowgate Hill London EC4R 2ST	i) Removal of existing glazed barrel vault roof light to the existing entrance Foyer from Dowgate Hill and the provision of a new obscure glazed roof terrace; ii) minor amendment to the previously approved provision of a new lift shaft, enlarging it by approximately 480mm; and iii) formation of a new associated external lift lobby at first floor level also providing access to the new external terrace with structural alterations to the existing main external brick wall to provide access to the communal staircase.	Approved 14.03.2019
18/01382/MDC Dowgate	Cannon Street Railway Bridge Cousin Lane London EC4R	Submission of a programme of installation; details of the scope of a trial area of lighting installation and test; submission of final details of electrical cabling and equipment associated with the lighting scheme and a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to conditions 2, 3, 11 and 12 of planning permission dated 7th September 2018 (18/00457/FULEIA).	Approved 05.03.2019
19/00102/MDC Dowgate	66 Cannon Street London EC4N 6AE	Acoustic report pursuant to condition 2 of planning permission dated 24th July 2018 (planning reference: 18/00404/FULL)	Approved 07.03.2019
18/00446/FULL Farringdon Within	11 Ludgate Broadway London EC4V 6DU	Installation of two air conditioning units at rooftop level.	Approved 07.03.2019

18/01150/MDC Farringdon Within	54 - 58 Bartholomew Close London EC1A 7HP	Submission of a Construction Phase Plan pursuant to condition 2 of planning permission dated 29 January 2018 (ref: 16/01017/FULL).	Approved 12.03.2019
18/01242/MDC Farringdon Within	54 - 58 Bartholomew Close London EC1A 7HP	Submission of an Logistics Plan pursuant to condition 3 of planning permission dated 29 January 2018 (ref: 16/01017/FULL).	Approved 12.03.2019
18/01335/FULL Farringdon Within	Flat 13 & 14 63 West Smithfield EC1A 9DY	Amalgamation of two one- bedroom residential apartments into a single one- bedroom residential apartment (82sq.m).	Refused 07.03.2019
18/01350/FULL Farringdon Within	69 Carter Lane London EC4V 5EQ	Extension to the height of the existing terrace balustrade at fourth floor level.	Approved 12.03.2019
19/00096/MDC Farringdon Within	42 - 44 Little Britain London EC1A 7BE	Submission of an acoustic report pursuant to condition 14 of planning permission 16/00164/FULL dated 16 March 2017.	Approved 12.03.2019
18/01376/FULL Farringdon Without	6 Bream's Buildings London EC4A 1HP	Application under S73 of the Town and Country Planning Act 1990 (as amended) to allow a revised description of development as follows: 'Part demolition and extension of the existing building, associated with change of use from Class B1 to Class C3, including; part demolition of the ground floor and the rear closet wing, demolition of the rear facade, excavation of existing lower ground slab, extensions to ground, first, second and third floors new fourth and fifth floors with a roof terrace above, for the creation of 8 residential units alterations to the existing entrance, cycle parking, ground floor	Approved 14.03.2019

		waste store, plant areas, terraces/Juliet balconies to the rear and other associated works' and the variation of condition 19 (approved plans) of planning permission dated 10th March 2016 (15/00971/FULL)	
19/00009/FULL Farringdon Without	Flat 601 And 503 37 Cock Lane London EC1A 9BW	Amalgamation of 2x two-bedroom apartments into a single four-bedroom duplex apartment (197sq.m).	Refused 12.03.2019
19/00021/LBC Farringdon Without	37 Fleet Street London EC4Y 1BT	Alterations and refurbishment of entrance lobby, banking hall and cashiers' counter.	Approved 05.03.2019
19/00091/TCA Farringdon Without	Staple Inn Hall 1 - 3 Staple Inn London WC1V 7QH	Works of pruning to a Tree of Heaven (Ailanthus Altissima).	No objections to tree works – TCA 13.03.2019
19/00118/MDC Farringdon Without	28 Chancery Lane London WC2A 1EN	Details of sound insulation and air extraction pursuant to conditions 4 and 5 of planning permission 18/00036/FULL dated 15 March 2018.	Approved 12.03.2019
17/00532/LBC Lime Street	1A Leadenhall Market London EC3V 1LR	Refurbishment of existing offices including the creation of an access, removal of partition walls and replacement and infilling of doors at first and second floor level.	Approved 12.03.2019
19/00006/MDC Lime Street	6-8 Bishopsgate and 150 Leadenhall Street London EC3V 4QT	Submission of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction pursuant to condition 12 (part) of planning permission 17/00447/FULEIA dated 13.09.2018	Approved 07.03.2019

19/00007/MDC Lime Street	6-8 Bishopsgate and 150 Leadenhall Street London EC3V 4QT	Submission of a construction management strategy, pursuant to condition 6 (part) of Planning Permission dated 13.09.2018 (17/00447/FULEIA).	Approved 12.03.2019
19/00104/MDC Lime Street	22 Bishopsgate London EC2N	Submission of details of a programme of archaeological work pursuant to condition 48 of planning permission dated 16.09.2017 (application number 16/00849/FULEIA).	Approved 07.03.2019
19/00134/MDC Lime Street	150 Leadenhall Street London EC3V 4QT	Submission of details of a programme of archaeological work and foundation design pursuant to conditions 17 (in part) & 18 (in part) pursuant to planning permission 17/00447/FULEIA dated 13.09.2018.	Approved 14.03.2019
18/01383/MDC Queenhithe	Millennium Bridge London EC4V 4AG	Submission of a programme of installation; details of the scope of a trial area of lighting installation and test; submission of final details of electrical cabling and equipment associated with the lighting scheme and a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to conditions 2, 3, 11 and 12 of planning permission dated 7th September 2018 (18/00458/FULEIA).	Approved 05.03.2019
18/01108/ADVT Tower	109 Minories London EC3N 2NU	Installation and display of one non-illuminated projecting sign measuring 0.74m high by 0.45m wide at a height above ground of 3.28m and one internally illuminated fascia sign measuring 0.5m high by 0.47m wide at a height above ground of 2.77m.	Approved 14.03.2019

19/00002/MDC Tower	78 - 86 Fenchurch Street, 1-7 Northumberland Alley And 1_1A Carlisle Avenue London EC3N 2ES	Submission of details of green roofs pursuant to condition 12 of planning permission dated 20/01/2016 (app. no. 15/00702/FULMAJ).	Approved 07.03.2019
19/00046/ADVT Tower	Site - Mansell Street Adjacent To 1 Goodman's Yard London E1 8AT	Installation and display of one 48 sheet digital LED illuminated advertising display measuring 6.3m high by 6.59m wide	Refused 14.03.2019
18/01384/MDC Vintry	Southwark Bridge London EC4R 1BE	Submission of a programme of installation; details of the scope of a trial area of lighting installation and test; submission of final details of electrical cabling and equipment associated with the lighting scheme and a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to conditions 2, 3, 11 and 12 of planning permission dated 7th September 2018 (18/00453/FULEIA).	Approved 05.03.2019
18/01385/LDC Vintry	Southwark Bridge London EC4R 1BE	Submission of details of fixing methods to be used in the installation of the lighting scheme pursuant to condition 2 of listed building consent dated 7th September 2018 (18/00454/LBC).	Approved 05.03.2019
18/01375/CLOPD Walbrook	111 Cannon Street Basement and Ground Floors London EC4N	Application for a Lawful Development Certificate for change of use from shop (Class A1) to financial and professional services (Class A2) at part basement and part ground floor levels (240sq.m).	Grant Certificate of Lawful Development 12.03.2019

19/00038/FULL Walbrook	11 Old Jewry London EC2R 8DU	Removal of six existing condensers and installation of four new condensers and louvred screen at fifth floor level.	Approved 07.03.2019
---------------------------	------------------------------------	---	------------------------

Agenda Item 8

Committee(s)	Dated:
Planning and Transportation	2 nd April 2019
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

Pursuant to the instructions of your Committee, I attach for your information a list detailing development applications received by the Department of the Built Environment since my report to the last meeting.

Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Valid Applications

Application Number & Ward	Address	Applicant	Proposal	Date of Validation
19/00176/FULL Bassishaw	1 Coleman Street, London, EC2R 5AA	Legal & General Group PLC and Legal & General Investment Management (Holdings) Ltd C/O Agent – JLL	Revised pedestrian entrance to include revolving doors, swing doors, glazed panelling, aluminium cladding and associated works	27/02/2019
19/00159/FULL Billingsgate	St Mary-At-Hill Church, St Mary At Hill, London, EC3R 8EE	The PCC of St Mary C/O Agent – Caroe Architecture Limited	Accessibility improvements for the West Entrance of St Mary at Hill Church, London. Proposal for 2 No. new symmetrical handrails to either side of the existing church entrance to Lovat Lane in order to improve accessibility to the church.	21/02/2019

19/00189/FULL Coleman Street	The Telegraph Public House, 11 Telegraph Street, London, EC2R 7AR	Fuller Smith and Turner Plc C/O Agent – Walsingham Planning	Use of private land accessible to the public as an outside seating area (Class A4) for the siting of eight tables and sixteen chairs.	06/03/2019
19/00119/FULL Farringdon Within	33 - 37 Charterhouse Square, London, EC1M 6EA	UCG/Cognita Schools Ltd C/O Agent – Macdonald Planning Consultancy	Change of use from B1 (office) to flexible use as D1 (school) in association with Charterhouse Square School or B1 (office) with internal alterations and refurbishment and works to the roof to facilitate a terrace for outdoor teaching; comprising canopy and glass frontage along with stair and lift cores (1,091sq.m GIA)	21/02/2019
19/00177/FULL Farringdon Within	135 - 137 Aldersgate Street, London, EC1A 4JA	Mr Nainesh Patel	Alterations to shopfront, including: (i) bringing forward the front shop and existing louvers by 500m; (ii) installation of single door entrance; and (iii) installation of an internal roller shutter.	27/02/2019
19/00184/FULL Tower	Medical Centre, 11 - 13 Crosswall, London, EC3N 2JY	Threadneedle Pensions Limited C/O Agent – Garnett And Partners	External alterations including replacement of existing cladding, ground floor fenestration and access doors; plus, repainting of existing upper floor windows; and a new handrail to roof.	04/03/2019

19/00182/FULL Walbrook	The Mansion House, Mansion House Street, London, EC4N 8BH	City Surveyor's Department COL C/O Agent – AECOM	The installation of a replacement CCTV network, comprising 17 No. external and 34 No. internal CCTV cameras.	04/03/2019
---------------------------	---	--	---	------------

This page is intentionally left blank

Committee:	Date:
Planning and Transportation	2 April 2019
Subject: Land Adjacent To 20 Bury Street London EC3A 5AX Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education/community facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].	Public
Ward: Aldgate	For Decision
Registered No: 18/01213/FULEIA	Registered on: 19 November 2018
Conservation Area:	Listed Building: No

Summary

The proposed development includes the demolition of the existing building at 20 Bury Street and the construction of a building 305.3m high (AoD) (with an area of 470 sqm) comprising a mixed use visitor attraction including viewing areas at levels 4-7 (2,597 sqm GEA) and an education/community facility at level 3 (567 sqm GEA) (Sui Generis), restaurant/bar at levels 8-12 (Class A3/A4) together with a retail unit at ground and basement level (Class A1). The stem of the structure would house lifts and stairs to access the upper floors.

A new two storey pavilion building would be erected at the north west corner of St Mary Axe Plaza and would comprise the principal entrance to the visitor attraction (1,093 sqm GEA) (Sui Generis) where visitors' tickets would be checked with a retail unit 11sqm (GEA) (Class A1) at ground floor level and a publicly accessible roof garden on the roof of the Pavilion building. The Pavilion building would also house some of the cycle parking spaces (long stay and short stay) for the Gherkin and the Tulip at level 1.

The existing servicing ramp leading to the basement of the Gherkin would be removed and would be replaced by two lorry lifts. The two x 2m high walls on either side of the existing vehicle ramp would be removed. The resulting space would be occupied by the new Pavilion building and Plaza and a new pocket park (137sqm).

The basement of the Gherkin would be re-arranged and would provide 4 new loading bays, waste compactor and waste storage facilities, cycle parking and lockers and shower facilities in association with the cycle parking for the Gherkin and the Tulip. A new basement mezzanine floor would provide the area for airport style security checking for visitors to the viewing gallery and access to the lifts which would take visitors to the upper floors.

The development requires an EIA assessment. The application has attracted a number of objections including from Historic Royal Palaces (HRP) and Historic England (HE) and advice from Greater London Authority (GLA) and a number of representations in support of the scheme. These are set out in the report and are attached in a separate bundle of papers.

The characteristics of the proposal and those visiting it and the impact on the servicing arrangements for the Gherkin would mean that it would have some impact on local vehicular and pedestrian movement in the most densely developed part of the City as set out in the report. However, it would not be at a level where it would prejudice the operation of the business City or would limit the development of the City cluster. Impacts would require to be managed by conditions and S106 obligations as set out in the report in order to ensure that the Tulip is operated such that unacceptable impacts would not arise.

It is a shared view with HE, HRP and the Mayor of London along with other objectors that the proposal results in harm to the setting (and to the significance) of the World Heritage Site of the Tower of London. The world heritage site status and the Grade I listing places the Tower of London at the very highest heritage level and as a result greater weight should be given to the asset's conservation. The assessment of the degree of that harm is what is at variance.

It is considered that the Tulip due to its height and form results in less than substantial harm to the significance of the Tower of London World Heritage Site and would be contrary to Local Plan Policy CS12 and London Plan Policies 7.7, 7.8, 7.10, 7.11

The proposal is contrary to Local Plan Policy CS13 and London Plan Policy 7.12 due to non-compliance with the LVMF visual management guidance for view 10A1 from the north bastion of Tower Bridge.

In relation to other designated and non-designated heritage assets, it is considered that the proposed development would not harm their significance or setting.

In considering the proposal, considerable importance and weight must be given to preserving the settings of listed buildings. As set out in paragraph 193 of the NPPF, great weight should be given to the designated heritage asset's conservation, and at paragraph 194, any harm should require clear and convincing justification. Paragraph 196 of the NPPF sets out that where development proposals will lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposal.

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. In this case, while the proposals are in compliance with a number of policies, they are not considered to be in compliance with the development plan as a whole due to non-compliance with heritage policies identified above. The Local Planning Authority must determine the application in accordance with the development plan unless other material considerations indicate otherwise.

Additional material considerations are as follows:

- The proposed development provides the City and London with a new iconic building.
- It provides a new and significant visitor attraction in London, and would help to boost London's tourist offer and economy and would draw people into the City who would not otherwise be drawn to it and thereby benefits the wider UK economy.
- It adds to and diversifies the City's visitor offer and both directly and indirectly supports the City's aspirations to be a 24/7 City. It is anticipated that it would be particularly busy at weekends which is of particular benefit in this regard. It provides a restaurant and bar and facilities that may support local businesses enabling longer opening hours such as in Leadenhall Market. The new facilities it provides may be attractive to local workers and residents.
- The provision of an educational facility for 40,000 of London's state school children free of charge each year is a significant benefit of the proposal enabling each London school child to visit once in their school life time. It is welcomed as a significant resource for key subjects in the school curriculum and has the potential to introduce the City to many children who may not otherwise visit the City or consider it as a place that they may one day wish to work. These benefits would be secured by S106 agreement.
- The educational space would also be available for community and educational use between 1500-1900 hours, the arrangements and details of

this benefit would be secured by S106 obligation.

- Consolidated delivery arrangements would be secured for the Gherkin as well as the Tulip, including the prohibition of peak time servicing.

The scheme would provide benefits through CIL for improvements to the public realm, housing and other local facilities and measures. That payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general there would be site specific measures sought in the S106 Agreement. Together these would go some way to mitigate the impact of the proposal.

This case is very finely balanced. The development is significant in terms of its local and wider impacts and in particular its less than substantial harm to the World Heritage Site. Taking all material matters into consideration, I am of the view that, giving very considerable importance and weight to the desirability of preserving the setting of the Tower of London as a heritage asset of the highest significance, the public benefits of the proposal nevertheless outweigh the priority given to the development plan and other material considerations against the proposals. As such that the application should be recommended to you subject to all the relevant conditions being applied and section 106 obligations being entered into in order to secure the public benefits and minimise the impact of the proposal.

Recommendation

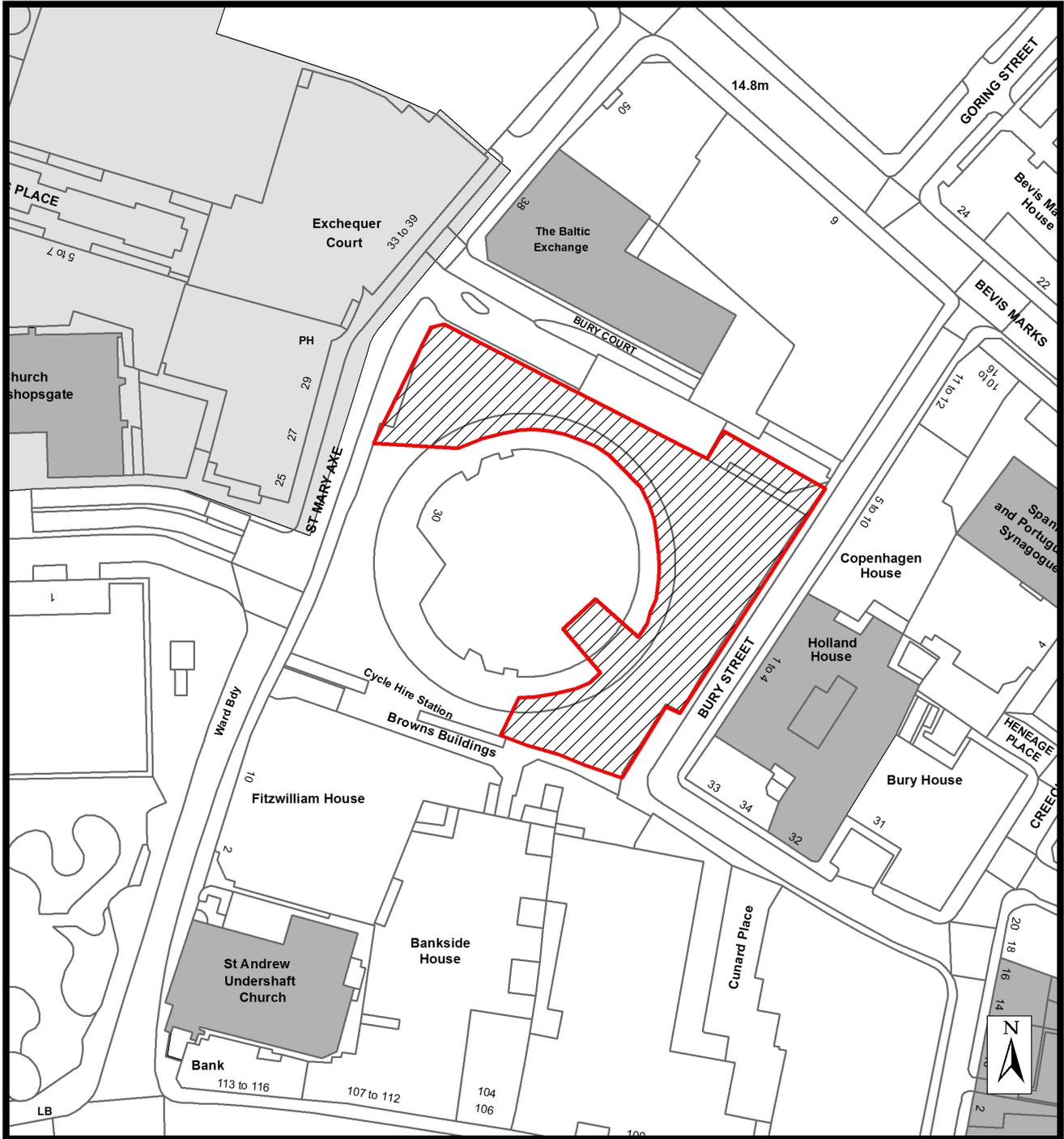
(1) That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

(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;

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

Site Location Plan



© Crown copyright and database rights 2018 OS 100023243

ADDRESS:

The Tulip, Land Adjacent to 20 Bury Street

CASE No.

18/01213/FULEIA

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



DEPARTMENT OF THE BUILT ENVIRONMENT



Existing



Proposed

Main Report

Environmental Statement

1. The application is for EIA development and is accompanied by an Environmental Statement (ES). 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.
2. 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 as required by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
3. The duties imposed by regulation 26 of the EIA Regulations require the local planning authority to undertake the following steps:
 - a. To examine the environmental information;
 - b. To reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to at (a) above, and where appropriate, their own supplementary examination;
 - c. To integrate that conclusion into the decision as to whether planning permission is to be granted; and
 - d. If planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures.
4. The local planning authority must not grant planning permission unless satisfied that the reasoned conclusion referred to at paragraph 3(b) above is up to date.

The draft statement attached to this report at Appendix A sets out the conclusions reached on the matters identified in regulation 26. It is the view of the officers that the reasoned conclusions set out in the statement are up to date.

5. 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.
6. The Environmental Statement is available in the Members' Room, along with the application, drawings, relevant policy documents and the representations received in respect of the application.

Site and Surroundings

7. The proposal site comprises 20 Bury Street and the land to the north west and north east of the building at 30 St Mary Axe ('The Gherkin'). The site extends to cover part of the existing basement space below the Gherkin.
8. A servicing ramp providing access to the basement of the Gherkin which includes a loading bay, plant, car parking and cycle parking. The remainder of the site at ground floor level is public realm. The existing building at 20 Bury Street is six storeys in height (ground plus five storeys) comprising:
 - 428 sqm (GIA) office (Class B1) (Management suite for the Gherkin)
 - 352 sqm (GIA) flexible retail (Class A1/A3) (Vacant)
 - 3119 sqm (GIA) back of house/plant accommodation.
9. The site is adjacent to Grade II listed 38 St Mary Axe to the north, Grade II* listed Holland House to the east, and Grade I listed Bevis Marks Synagogue to the north east. There are a number of other listed buildings in the vicinity. The site is not in a conservation area. St Helen's Place Conservation Area and the Bishopsgate Conservation Area are close to the site.

Relevant Planning History

10. The existing building at 20 Bury Street was granted planning permission in August 2000 as part of the application for the Gherkin to provide Class B1 offices, Class A retail uses and associated car parking, servicing and plant accommodation, and new vehicular access from St Mary Axe (CoL ref: 5173K).
11. Planning permission was granted in January 2014 for the use of the landscaped open space around the Gherkin as an open-air market one day each week (CoL ref: 13/01150/FULL).
12. The Plaza space surrounding the Gherkin (some of which is within the application Site) has accommodated several temporary installations of sculptures over the years which have been granted planning permission.

Proposals

13. The proposed development comprises a tall building (305.3 AoD) for a mixed-use visitor attraction, including viewing areas and an education/community facility (Sui Generis) and restaurant and bar use (Class A3/A4) with a pavilion building for entry accommodation for the visitor attraction. The proposal includes public realm improvements to the Plaza, replacement of the existing servicing ramp with vehicle lifts and provision of cycle parking.
14. The proposed development would result in the loss of the existing building at 20 Bury Street. The back of house and plant (which serves the Gherkin)

(3119 sqm) is located at basement level and this area would continue to be used as back of house space for the Gherkin.

15. The shaft of the Tulip would contain lifts, stairs and plant runs leading to levels 1-12 of the Tulip.

16. Below is a breakdown of the proposed floorspace for each use;

Tulip

Level	Use	Area (sqm GIA)
1 and 2	Plant/Tuned Mass Dampener	772
3	Education/Community Facility	523
4,5,6 and 7	Viewing Area	2353
8 and 9	Restaurant and Kitchen	1034
10	Kitchen/Building Maintenance Garage	381
11 and 12	Sky Bar	480
		TOTAL: 5543

Pavilion Building

Level	Use	Area (sqm GIA)
Ground	Viewing Gallery Entrance	383
1	Cycle Parking	686
2	Rooftop Terrace	529 *
		TOTAL: 1598

Pavilion Building

17. The entrance to the visitor attraction would be from the Pavilion building on the north west corner of the Plaza. The Pavilion building would be two storeys high with a publicly accessible terrace at roof level.

18. At ground floor level, visitors would enter via a pair of revolving doors into the lobby area, beyond which are entrance turnstiles for ticket scan and check. Once visitors go through the turnstiles and their tickets have been checked, they would be directed down escalators (or lifts) to basement mezzanine level for airport style security checking and the start of the pre-show visitor experience. Visitors would queue at this level prior to going through airport style security and would be taken up to the viewing area using the bottom deck of one of the four double decker lifts which transport visitors from the base of the Tulip to the top. (During busy periods visitors would use both the bottom and top deck of the lifts to minimize waiting times).

19. At first floor level, the Pavilion building would house 284 cycle parking spaces for both long and short stay spaces for the Tulip and the Gherkin. Details of how cycle parking would be accessed and allocated are in the transport section of the report.
20. The roof of the Pavilion building would provide 529sqm of publicly accessible space. This would be accessed via stairs or a lift and would have capacity for approximately 100-120 visitors. Pre-booking would not be required to access this space.
21. At ground floor level there would be a small flexible retail unit, opening onto the Plaza and the new pocket park.

Education/Community Facility

22. Level 3 of the Tulip would house 523 sqm of the education facility for use by London's school children, with priority given to primary school children. The space would comprise 3 classrooms and waiting area/cloakroom. The classrooms would be located 240m above street level to give panoramic views over London. It is proposed that the lessons taught in the classrooms would be tied to specific aspects of the National Curriculum for Key stages 1-4 that relate to London's geography, politics, economic, finance, history and the arts, allowing direct references to key landmarks which would be visible from the classrooms.
23. The accommodation would be free to book for all London's state schools and it is anticipated more than 40,000 school children would attend per year.
24. The education facility would be available to schools between 1000-1500 hours during term times including half terms. Between 1500-1900 hours the space would be available free of charge for community/educational purposes. These arrangements and the available facilities would be the subject of detailed obligations to be set out in the section 106.
25. Access to the education/community facility would be from the Pavilion building using the dual functioning servicing lift which are separate from the main visitor lifts and accessed from the base of the Tulip building.

Curated Experience/Viewing Gallery/ Sky Bridge/ Gondola Ride

26. Levels 4, 5, 6 and 7 of the Tulip would comprise the main tourist attraction with curated viewing spaces, a sky bridge and gondola rides. Visitors would be able to circulate between levels 4 and 7 using lifts or spiral stairs.
27. The 'Gondola' rides would be a key feature of the visitor experience and enable visitors to step outside the Tulip into a moving capsule to go on an 8-minute loop around an external track embedded within the structure of the building. The capsules would be located on each of the three 'Structural Spoons' with each 'Spoon' hosting 8 gondola units. Visitors would board the capsules simultaneously at levels 4, 6 and 8, before making a full revolution and alighting at the level of their entry. The Gondola capsule would be a 3m diameter sphere and would have the

capacity for 6-8 people either standing or sitting. The Gondolas would be available for dining.

28. The 'Sky Bridge' forms a part of the visitor experience and is a transparent walkway suspended within the four-storey void of the gallery levels. The glazed bridge would be positioned to give visitors a view directly down onto the top of the Gherkin.
29. A transparent slide moves people from Level 7 to 6 and from Level 5 to 4 and is an additional element of the visitor attraction. The glazed spiral runs outside the main circulation stair for the gallery levels in a counter-clockwise direction. The four floors of the visitor attraction each provide 360° views across London. The main void that links all floors together provides views to the ground immediately below the Tulip and due to its aspect, frames the Gherkin. The void acts as the organising element linking the different levels together visually. Seasonal events together with curated displays will take place to enrich the visitor's experience.

Restaurant and Sky Bar

30. The upper floors of the Tulip, on levels 8, 9, 11 and 12 would provide restaurant and bar space, supported by a main kitchen (and back of house space) at level 10. Those visiting the restaurant and bar would not enter via the Pavilion but would enter at the base of the Tulip where they would undergo airport style security checking at ground floor level prior to using the top deck of one of the four double decker lifts up to level 7 before transferring to local lifts which serve the top of the Tulip. If visitors accessing the restaurant and bar wished to visit the viewing gallery areas (located at levels 4-7) they may do so by purchasing tickets from the lift lobby of the restaurant/bar area at level 10 and then descend down local lifts to the viewing areas.
31. Visitors from both the restaurant and bar and the viewing gallery areas would descend via one of the four double decker lifts and exit from the base of the Tulip (north east corner of the Plaza) via an escalator or lift through the visitor gift shop.

Basement

32. The basement of the Gherkin would be rearranged and would provide four new loading bays, waste compactor and waste storage facilities, cycle parking and lockers and shower facilities in association with the cycle parking for the Gherkin and the Tulip. A new basement mezzanine floor would provide the area for airport style security checking for visitors, a visitor introduction to the facility and access to the lifts which would take visitors to the upper floors.

Public Realm

33. The proposed Tulip and Pavilion will be housed on the existing Plaza and servicing ramp. This results in the loss of 88 sqm of Plaza space to some degree made up for by the inclusion of the servicing ramp and the rooftop space on the Pavilion. The openness of the Plaza in the north west and north east corners would be more restricted than at present, to some

degree mitigated by the pocket park. The scheme necessitates the removal of 5 trees and the impact of this will be mitigated by planting outlined in the Urban Greening section of this report.

34. In addition to the publicly accessible rooftop terrace atop the Pavilion building, the proposal provides a new pocket park located directly south of Bury Court. This would provide 137sqm of usable landscaped space. The memorial plaque for the 1992 Baltic Exchange bombing victims currently on the high wall of the servicing ramp would be relocated in the pocket park and would be a focal point of this space.
35. It is proposed to open up the existing Plaza (to allow for increased permeability) by the removal of some of the boundary walls and the partial replacement of the current Lanlehin granite with York stone paving to create less of a private feel to the plaza surrounding the Gherkin, details of which would be subject to condition.

Consultations

36. Following receipt of the planning application by the City the application has been advertised and widely consulted upon. The application was reconsulted on following the receipt of an amended plan from the applicants showing an increase in the proposed area for education floorspace (from 190sq.m to 314sq.m.) at level 3. Copies of all letters and e-mails making representations are attached in a separate bundle of background papers.
37. The views of other City of London departments have been taken into account in the preparation of this scheme and some detailed matters are addressed by the proposed 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 matters.
38. The applicants have submitted Statements of Community Involvement during the course of the application stage outlining their engagement with stakeholders, interested groups, nearby building owners and occupiers and residents.
39. The application was received on 14 November 2018 and the applicants launched the project website (www.thetulip.com) providing proposal information, images and information about the public exhibitions.
40. Public exhibitions took place at the proposed site of the redevelopment, 20 Bury Street, London, EC3A 5AX between November 2018 and March 2019.
41. Since the application has been submitted the applicants have continued to hold public exhibitions and these were publicised by hand delivered leaflets, advertised on the Tulip website and publicised in the Evening Standard and City Matters.
42. On the days of the exhibition, signage advertising the exhibition was placed outside the venue for the duration of the event. The venue was accessible to people with limited mobility. Visitors had the opportunity to

view display boards, models and use virtual reality headsets containing details of the scheme, including site layout and details of the proposed. A total of 593 people attended the 11 exhibitions held.

43. Historic England have commented on the application and state:

“The gradual intensification and densification of the Eastern Cluster of tall buildings has changed the visual relationship between the City and the Tower of London WHS in some views. The proposals will further change this relationship, creating a vertical 'cliff edge' to the Eastern Cluster when viewed from the north bastion of Tower Bridge (LVMF 1 0A.1), while the unusual form of the building, intended to be eye-catching, draws attention away from the Tower. In our view, the proposed new building would change the relationship between City and Tower to such an extent that the Eastern Cluster begins to visually challenge the dominance and strategic position of the Tower (both attributes of OUV), thereby causing harm to its significance.

This harm is primarily experienced in one view, but it is the view that best illustrates the relationship between the Tower and the City of London and thereby the attribute of OUV that relates to the strategic and dominant position along the river, set apart from the mercantile City. The proposed building would diminish the sense of dominance of the Tower, resulting in harm to the significance of the World Heritage Site.

A further impact on the significance of the Tower occurs in the view from the Inner Ward towards the Chapel Royal of St. Peter ad Vincula. Here, the top of the 'Tulip' would be visible above the roofline of the Chapel, adding to the modern visual intrusions of the tall buildings at 22 Bishopsgate (under construction) and 1 Undershaft (consented) above the chapel roofline when these buildings are completed. The appearance of modern tall buildings above this roofline causes harm, as it diminishes the self-contained ensemble of historic buildings currently largely unimpeded by signs of the modern city beyond. This is not a pristine view, but each time a new building appears in the view, it contributes to a diminution of the impact of the sense of history in this special place. Our view is that the harm here is less than substantial. We also note that there are already viewing platforms in the City of London, including of course Wren's historic Monument, with which the proposed new development would compete.

NPPF policy states that any harm to the significance of a designated heritage asset should require clear and convincing justification (paragraph 194). In cases where proposals lead to less than substantial harm to the significance of a designated heritage asset, the harm should be weighed against the public benefits of the proposal (paragraph 196).

Recommendation

Historic England objects to the application on heritage grounds.

It is for your authority to weigh the harm identified above against any public benefits of the scheme when they consider formal applications. We

also urge you to consider the documents submitted with the application to ensure that the Historic Impact Assessment is in accordance with ICOMOS guidance.

Based on the documents submitted with the application, Historic England is not convinced that the harm to the significance of the Tower of London, a World Heritage Site of international importance, could be outweighed by public benefits. We have informed the DCMS of our position and understand that they intend to send a paragraph 172 notification to the World Heritage Centre.

44. Historic Royal Palaces (HRP) have been consulted and they disagree with the conclusions of the Environmental Statement and consider the proposed development would cause serious harm to the Tower's status as 'an internationally famous monument' and the World Heritage Site's (WHS) Outstanding Universal Value (OUV) would be adversely affected.

HRP disagree with the conclusions in the third paragraph of the Non-Technical Summary, that only one of the three relevant attributes (identified in the Tower London WHS Management Plan 2016) are affected by the proposed development, which is the physical dominance of the White Tower – and then only in one view, the London View Management Framework (LVMF) view 10A.1 from the north bastion of Tower Bridge looking upstream.

HRP state that The Tower's distinctive silhouette as seen in the view from the south bank of the Thames (LVMF protected views 25A.1-3) is recognised internationally; the White Tower has become an iconic image of London, frequently used in publicity by organisations such as Visit Britain. HRP considers that the proposed development would have a major, harmful effect on the setting of the Tower WHS in these views. The height, proximity and dramatic design of the proposed development would diminish the Tower WHS, reducing it to the appearance of a toy castle set-down between the Eastern Cluster and the Tower Bridge. The Heritage Impact Assessment (submitted by the applicant) states that 'The White Tower's distinctive and iconic silhouette seen from the south bank of the Thames would not be altered by the proposed development and the White Tower would continue to dominate its immediate surroundings within the Tower of London World Heritage Site's local setting.'

HRP state the views towards the application site from within the Tower would also be seriously affected by the proposed development, as illustrated in view 26, 29, 30 and 31 in the HIA. In view 26, from the Inner Ward, the proposed development would appear above the eastern end of the Chapel Royal of St Peter ad Vincula as something distinct and separate from the existing and consented buildings of the Eastern Cluster, which already intrude in the view. From this angle, perspective would exaggerate the height of the proposed structure, but not immediately apparent due to the screening effect of a foreground tree in full leaf. The view in winter, or should the mature tree in question be lost, would be very different, with the 'Tulip' providing a distracting object, clearly seen against

open sky above the chapel roof. The HIA acknowledges that the 'magnitude of change resulting from the proposed development' in this view would be 'major' but assesses the 'significance of likely cumulative effect', as 'major, neutral'. HRP considers this conclusion appears neither justified, nor credible.

Other views north-west from within the Inner Ward are similarly affected by the proposed development. In views 29 from the northern Inner Curtain Wall and 31, from the Byward Tower entrance to the Tower, the proposed development would stand apart from the commercial buildings of the Eastern Cluster, appearing as tall as the tallest building in the group. The HIA evaluation of the 'significance of likely cumulative effect' of the proposed development on both of these views is 'major, beneficial', on the basis that the 'Tulip' would 'contribute a high-quality new landmark element to the skyline of the Eastern Cluster' and that the 'modern high-rise commercial character of the background setting of the WHS would be preserved' HRP strongly disagrees and considers that the height and attention-seeking nature of the 'Tulip's' design would make it the most visually intrusive element of the Cluster in these views and that its effect would be both major and adverse.

HRP's conclusion is that the proposed development, would be extremely damaging to the setting of the Tower of London WHS as it would diminish a key attribute of the Tower's Outstanding Universal Value, challenging the Tower's eminence as an iconic, internationally famous monument as seen in the protected LVMF view 25A.1-3. HRP consider that the claimed public benefit of the development, which would neither offer enhancement of the WHS, nor fulfil a planning policy objective, would outweigh the potential harm to the WHS. It would therefore conflict with national planning policy for the historic environment and the relevant policies in both the current London Plan and the City of London Local Plan.

Historic Royal Palaces therefore objects to the proposed development, which we believe would pose a serious risk to the status of the Tower of London as a WHS and we ask the City Corporation to refuse the application.

HRP have commented that the proposal should be referred to UNESCO's World Heritage Centre as a new construction likely to affect the OUV of a World Heritage property in accordance with paragraph 172 of the Operational Guidelines for the Implementation of the World Heritage Convention.

45. Greater London Authority were consulted and they have commented which incorporates comments from Transport for London. They state:

“London Plan and draft London Plan policies on central activities zone; employment; urban design; heritage; inclusive design; transport; and climate change are relevant to this application. The application does not comply with the London Plan and draft London Plan for the following reasons:

Principle of development: The principle of a visitor attraction within a CAZ location would complement the strategic functions of the CAZ. However, the proposal fails to provide free to enter publicly accessible viewing areas and is therefore contrary to London Plan Policy 7.7 and Policy D8 of the draft London Plan.

Historic Environment: The development would compromise the ability to appreciate the Outstanding Universal Value of the Tower of London World Heritage Site and would cause harm to the historic environment. Accordingly, the application does not comply with London Plan policies 7.7, 7.8, 7.10, 7.11 and 7.12 and Policies D8, HC1, HC2, HC3 and HC4 of the draft London Plan.

Design: GLA officers have significant concerns with the design approach. The height is unjustified and the design and the introduction of significant expanse of solid and inactive building frontage would appear incongruous in the existing faceted context of the Eastern Cluster drawing significant attention in this heritage sensitive location. The site layout and loss of public realm at street level is also of significant concern.

Strategic Views: The appearance of the proposed development within LVMF views 10A.1 and 25A 1,2 and 3 would cause harm to these strategic views and would therefore be contrary London Plan Policies 7.11 and 7.12 and Policies HC3 and HC4 of the draft London Plan.

Transport: The proposals are considered to result in a poor quality, unwelcoming, unnecessarily confined pedestrian environment contrary to Policy 6.10 of the London Plan and Policy to D1 of the draft London Plan. The proposals would not reflect the Healthy Streets approach detailed within Policies T2 and T4 of the draft London Plan. The level of cycle parking would not accord with draft London Plan Policy T5.

Energy: The applicant must explore the potential for connection to the City 2 district heat network. The full 'be lean' and 'be green' BRUKL sheets must be submitted. This further information must be submitted before the proposals can be considered acceptable and the carbon dioxide savings verified.

Recommendation: That City of London be advised that the scheme does not comply with the London Plan and draft London Plan for the reasons set out above."

46. GLA submitted further comments following the reconsultation City of London undertook following an increase in the amount of education floorspace provided at Level 3. GLA states:

On 8 February 2019, the applicant provided an updated floor plan to the City of London for Level 3 of the of the bulb element of the

proposals (Dwg. No. A-PT-031-03-01 rev 02). As per the initial application drawings, level 3 was to provide an 88 sq. m. classroom plus associated ancillary space along with back of house/plant space. The alterations to level 3 would now see approximately 168 sq. m. provided for classrooms along with associated ancillary space. It is understood that it is now possible to accommodate the plant/back of house space at Levels 1 and 2.

The Stage 1 report (GLA/4868/01) discussed the heritage impacts of the proposals and noted the high degree of harm to the setting of the Tower of London World Heritage Site, a heritage asset of the highest significance, and the Grade I listed St Botolph's Church. Paragraph 67 of the above mentioned report noted that, in accordance with the provisions of the NPPF, this harm should be weighed against the public benefits of the proposals and that, "Given that the harm relates to a [World Heritage Site], a heritage asset of the highest significance, the weight applied to its conservation, and any harm to its significance, should be very high." Furthermore, paragraph 68 of the report noted that, "the negligible level of public benefit [arising from the proposals] falls substantially short of anything appropriate and the proposals would therefore fail to accord with the provisions of the NPPF."

Having regard to the above, while it is noted that the amendments to Level 3 would result in an increase in educational floorspace, this increase would be small in absolute terms and the conclusions of the Stage 1 report with respect to the assessment of harm to heritage assets remain unchanged. Specifically, it is restated by GLA officers that the public benefits of the proposals would fall substantially short of anything appropriate and the proposals would fail to accord with the provisions of the NPPF.

Further to the above, it is noted that the covering letter submitted with the amended drawing (dated 8 February 2019), along with the original application documentation, refers to the percentage of overall floorspace within the proposals that would be dedicated to this educational space (noted as 8.34% within the covering letter). The letter specifically notes that percentage of floorspace afforded to the educational space is greater than the percentage afforded to free to enter publicly accessible spaces within other tall buildings in the eastern cluster of the City of London. It is noted by GLA officers that when attaching weight to the public benefit associated with this educational floorspace, any weight should be based on the absolute level of floorspace provided and not on any relative/percentage figure. It is therefore considered inappropriate to express the education space in percentage terms of the overall building and, given its minimal amount in absolute terms, any weight afforded to this space should be minimal and would not constitute sufficient public benefit to outweigh the identified harm to heritage assets.

In response to transport comments made at Stage 1, TfL was sent a 'Response to GLA Stage 1 Report' on 19 February 2019 by the applicant's transport consultants Steer. It notes that the amount of public space left over at ground level if the proposed development is constructed would decrease by at least 4%. Furthermore, even if The Tulip is not constructed, pedestrian flows at 6 key locations for pedestrian movement in the surrounding streets will increase by on average 42% due to population growth, other developments already consented nearby, and the future opening of the Elizabeth Line (Crossrail).

Due to the growth in pedestrian crowding already expected around the site at St Mary Axe, Undershaft, Bury Street and Cunard Place, reducing the amount of public space around the existing Gherkin building is totally unacceptable and would be contrary to both the London Plan and draft London Plan. It is not accepted that the development would improve or support active travel or public transport in the vicinity. Nor is it considered that the proposals would reflect or deliver any benefits against the TfL 'Healthy Streets' indicators and approach, or the Mayor's 'Vision Zero' objective for there to be no deaths or serious injuries on London's streets and roads by 2041."

47. Heathrow Airport were consulted and have commented that the proposed development has been examined from an aerodrome safeguarding perspective and have recommended a condition for the submission of a construction management strategy to be submitted prior to any commencement works.

48. NATS have been consulted and they have commented that they are satisfied no impact is anticipated from either the building itself, or the moving gondolas. The proposed development will be shielded by the existing cluster of high-rise buildings, whose impact has been managed or has been deemed to be acceptable.

While NATS has no objection to the building in itself, they commented that high rise cranes in this area do have the potential to affect airspace users and its operations. As such, cranes and construction methodology for a building of this scale, will need to be managed in collaboration with aviation stakeholders. Accordingly, NATS has no objections to the application subject to the imposition of the aviation planning condition requiring the submission of a 'Crane Operation Plan'.

49. London City Airport have been consulted and have commented that they have no direct safeguarding objection to the completed structure subject to the imposition of conditions requiring a Crane Operation Plan and Construction Methodology.

50. London Borough of Tower Hamlets have made the following comments:

"Design and heritage: the proposed development would cause serious unacceptable (less than substantial) harm to the significance and setting of the Grade I listed Tower of London World Heritage, without significant and proportionate public benefit to justify such harm. The proposed

development would conflict with paragraph 193 and 196 of the NPPF and policies 7.7, 7.8, 7.10, 7.11 and 7.12 of the London Plan, including policies D8, HC1,HC2, HC3 and HC4 of the draft London Plan.

Transport: the proposal is likely to impact onto the LBTH local public transport infrastructure which would have to absorb a proportion of the forecasted visitors to site annually. Insufficient information has been submitted with the application to allow officers to fully understand the likely impacts on to the transport network. LBTH reserve the right to provide comments when such information is made available.

Environment: The Environmental Statement does not contain sufficient information to fully assess the proposals and there is likely to significant adverse effects in terms of greenhouse gas emissions.”

51. Port of London Authority were consulted on the application and they commented that the proposed development is such that there is unlikely to be any bearing on the interested of the PLA in this instance.
52. The London Borough of Southwark advises it has no objection.
53. The London Borough of Hackney advises it has no objection.
54. Natural England were consulted and they have commented that the proposed development would not have a significant adverse impact on statutorily protected sites and provided advice on other natural environment issues for information for the applicant.
55. Comments have been received on behalf of the Diocese of London (DoL), who have commented that the proposed development would intrude on the skyline and this is not warranted by the use for which it is intended. The applications places undue emphasis on its contribution as an educational facility and further seeks to exploit policies for the diversification of the City's economy and for supporting tourism.

DoL state that the proposed development would add volume to the competition for the nationally protected views of St Paul's Cathedral as well as local views of other historic monuments and world heritage sites.

DoL consider that the application is exploiting flexibility designed to provide for the nationally important financial industry without providing the jobs, revenue and positive contribution delivered by much less controversial application.

On balance the DoL does not see the merit of approving this scheme but if the planning committee does not resolve to refuse permission, there are a number of practical issues which need to be addressed prior to granting:

- Re-providing the rooftop terrace on the Pavilion building is not of equivalent public benefit and an alternative provision should be made elsewhere locally to offset this loss.
- Confirmation of safe access routes for large numbers of school children.

- The free state school visits would need to be part of a curriculum aligned education programme if they are to be of merit. The programme and capacity elements should be properly modelled through detailed consultation with education providers and should be secured with irrevocable planning obligations to maintain the facility free of charge (particularly for those along City fringes and without priority given to fee paying applications from private schools).
- Concerns regarding the noise and vibration generated during the construction period. The applicants should consult and agree with local occupiers an effective package of mitigation measures via planning conditions and obligations including limiting the permitted hours for noisy works.
- Concerns regarding airborne dust and pollution released through the demolition and construction process. The provision of double glazing to the local churches has been considered necessary. These costs should be met by the development, agreed and installed prior to commencement.

Contrary to the applicant's assertion, that this proposal does not adversely affect St Paul's, the DoL considers the proposed development contributes to a bulk and massing that is to the detriment of the setting a nationally protected and iconic silhouette.

56. A representation has been received from the London Sephardi Trust raising concerns about the impact of the proposed development on the setting of the grade I listed Synagogue, the cumulative impact (including from other developments) on the daylight levels, impact from construction and impacts from any illumination. The Synagogue have received independent advice on Daylight/sunlight (Point2 Surveyors Ltd), Heritage (Caroe Architecture Ltd) and Town Planning (J Watson Consulting Ltd). They state:

"We have established a constructive dialogue with the applicants who have been most helpful in clarifying the potential impacts on the Synagogue, including through assistance with our technical studies.

Setting of the Synagogue and courtyard

The Tulip would introduce a dramatic new feature into the western skyline of tall buildings viewed from the Courtyard. It will be particularly dominant in views both from the Courtyard on the north side of the Synagogue building and from within the glass roofed restaurant extension to the south of the Synagogue.

We are advised that the harm to the heritage significance of the Synagogue would not be 'negligible' as suggested by the applicants' advisors but would amount to 'less than substantial'. We are also advised that under the NPPF (paras 193-194) the City Corporation should give great weight to the conservation of this Grade I listed building.

We must therefore object to the proposed development's harm to the heritage significance of the Synagogue and its setting.

Benefits

We understand that where a development proposal will lead to 'less than substantial' harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal (NPPF, para 196).

We acknowledge that there are potential public benefits to the Synagogue which could go some way in counteracting the harm the Tulip would have on its heritage significance.

In particular, the Trust wishes to increase public understanding of the Synagogue's history and is planning to improve visitor facilities along with an expanded educational programme. The Tulip structure would be some 30m-40m from the Synagogue and visitors would look down upon the Synagogue building so there is obviously potential for the Synagogue's history and symbolic importance to be featured in the Tulip's educational facilities. Visitors to the Tulip could also be encouraged to visit the nearby Synagogue.

We are in discussions with the applicants about how these and other benefits to the Synagogue could be secured. Without such benefits, the Trust would maintain its objection to the scheme on the grounds of harm to the heritage significance of the Synagogue including its setting.

Daylight and sunlight

We understand that the Tulip would have virtually no overshadowing impact on the Synagogue or courtyard and, considered in isolation, would have a very small impact on daylight levels. However, when considered in the context of the cumulative impact of other proposed developments we are advised it would contribute to a noticeable reduction in daylight levels.

The Trust must object to the Tulip's contribution to any reduced daylight levels in the courtyard or Synagogue which are already sensitive to further reductions in levels of light.

Construction

Given the proximity of the site to the Synagogue (30m-40m) we are concerned that appropriate measures should be put in place to ensure no damage or disturbance to the Synagogue during construction. The Synagogue building is 318 years old and has shallow foundations so will be particularly susceptible to construction vibration. We note that the Environmental Statement accompanying the application refers to the uncertainties over predicting construction vibration impacts on nearby buildings and that monitoring will be necessary.

We request that appropriate conditions are attached to any planning permission requiring the most sensitive level of construction vibration monitoring and accompanying measures to ensure that no damage is caused to the Synagogue.

Illumination

Illumination of the structure could have significant night-time impacts on the Courtyard and the Synagogue interior, including during candle-lit

services. We request that appropriate conditions are attached to any planning permission requiring approval by the City of illumination proposals and that such approval would be subject to no harmful impacts on the activities in the Synagogue and Courtyard.”

57. A total of 42 representations have been received by the City of London Planning Department making representations in support of and objecting to the application.

58. In addition to this, following the public exhibitions held by the applicants, they completed a door-to-door exercise close to the site and spoke to a mixture of nearby residents and businesses about the proposed development and asked whether they would be interested in supporting the proposals. The applicants prepared a pro-forma letter for the nearby occupiers to sign. 104 individuals signed the pro-forma letter in support of the application. Once a letter was signed, the individual was given a receipt, detailing the application number, planning application and also contact details for Cicero. A copy of the email from the applicants (Cicero) explaining this and an example of the pro-forma letter and receipt is provided in the background papers.

59. The representations are summarised in the tables below:

Objections

Representation Received	Number of Responses
There is a need for high density office space but the proposal is a gimmick that would become an embarrassing blot on the horizon that only serves to cheapen London's world-class reputation.	1
The design is not worthy to stand alongside and cast a shadow (literally and metaphorically) over our architectural treasures.	1
This is a poor and unattractive design which adds to the visual clutter of the London skyline (including the phallic nature of the building).	16
The educational facilities are a poor substitute for what the Museum of London provides.	1
It would lead to further pedestrians in area which is already suffering.	2
The City already has difficulty in controlling anti-social activities and litter collection in this area particularly related to the night time economy.	1
Disruption to neighbouring businesses and residents in the construction period, with restricted access and periods of extremely noisy works.	4

Bury Street is extremely narrow and the significant number of lorry movements would have an impact on safety.	1
Construction traffic	1
Unsympathetic to its surroundings. The proposal would dominate and overwhelm the Tower of London World Heritage Site.	2
It is a symbol of exclusivity.	1
The scheme is aimed entirely at attracting tourists and has no benefit to real people who live in the area.	1
Its height is entirely determined by an egotistical desire to have the largest structure in the City of London.	1
It would make no architectural or townscape contribution to the surrounding area, particularly the tower which is blank for the majority of its 305 metres.	1
Unsustainable.	3
The City of London should create a competition for the design.	1
The tourist focussed RV1 bus route should be extended to Liverpool Street station.	1
Concerned about the large number of private coaches that would visit the area.	1
The Tulip would fit better in Dubai than London	1
Would lead to tourist crowds and undesirable side effects – rubbish and street sellers.	
London has enough restaurants bars and viewing galleries.	1
Waste of the finite space available for development.	1
Sets a bad precedent by creating the impression that planning permission can be ‘bought’ by inclusion of an education space.	1
Adverse Impact on the transport network.	1

Support

Representation Received	Number of Responses
A world-class visitor attraction for London bringing 1.2 million visitors per year, consistent with the City of London’s Culture Mile initiative and the desire to build public engagement within the City.	104 (who signed the proforma) Plus 3
An elegant design that complements the iconic Gherkin and makes a positive architectural contribution to the	104 (who signed the proforma)

London skyline.	Plus 6
The Tulip and the Gherkin will bring life to the City at all times of the day and evening, seven days a week. This creates opportunities for a diverse range of businesses to operate out-of-office hours, bringing real economic and social benefits for the local community and for London.	104 (who signed the proforma) Plus 5
Delivery of high quality public real, including a new rooftop terrace and street level 'pocket park' providing new landscaped amenity space for local workers, visitors and residents.	104 (who signed the proforma)
Creation of new and substantially improved pedestrian routes adding to permeability in the immediate area.	104 (who signed the proforma)
Generation of 460 full time jobs per year during construction and 600 additional permanent full-time jobs during 20 years of operations	104 (who signed the proforma)
Provision of an education facility within the top of the Tulip, offering 360-degree views and three classrooms. It will enable every inner London state school child between the age of 5-16 years of age to visit the facility free of charge during their school career.	104 (who signed the proforma) Plus 1
This would be a brilliant addition to the London skyline. A beautiful skyline attracts people from across the world and will increase the standing of London as an international City purely through its aesthetic appeal. The City of London needs to deregulate and encourage innovative design in order to compete with the likes of other developing nations.	1
A great innovative design by Fosters again which complements the Gherkin. We should be thankful for the investment by the developers creating something special out of this unused plot	2
The views look awesome and will benefit locals not just tourists. London needs a mix of more tall buildings with restaurants and viewing galleries.	3
With Brexit around the corner, it's key that the City keeps pushing on. It's important to keep alive the City and offer something different.	2
Helps to visually 'thin out' the bulk of the Eastern Cluster of towers	5
The Tulip would not overwhelm the Tower of London as it would be nestled between much larger and wider towers.	2
It is too short. It should be taller to stand out in the Cityscape and have unobscured views.	5

Policy Context

60. The development plan consists of the London Plan and the City of London Local Plan.
61. The Mayor of London and the City of London have prepared draft plans which are material considerations to be taken into account. However, relatively little weight should be afforded to the Draft London Plan and the Draft Local Plan as they are at an early stage prior to adoption.
62. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix B to this report.
63. Government Guidance is contained in the National Planning Policy Framework (NPPF) February 2019 and the Planning Practice Guidance (PPG).
64. There is relevant supplementary planning guidance in respect of; Accessible London: Achieving an Inclusive Environment SPG (GLA, October 2014), Central Activities Zone SPG (GLA, March 2017), Character and Context SPG (GLA, June 2014), Control of Dust and Emissions during Construction and Demolition SPG (GLA, September 2014), Sustainable Design and Construction (GLA, September 2014), Culture and Night-Time Economy SPG (GLA, November 2017), London Environment Strategy (GLA, May 2018), London View Management Framework SPG (GLA, March 2012), London's World Heritage Sites – Guidance on Setting SPG (GLA, March 2012), Use of Planning Obligations in the funding of Crossrail and the Mayoral CIL (GLA, Updated March 2016), Air Quality SPD (CoL, July 2017), Archaeology and Development Guidance SPD (CoL, July 2017), City Lighting Strategy (CoL, October 2018), City Public Realm SPD (CoL, July 2016), City Transport Strategy (CoL, November 2018 – draft), City Waste Strategy 2013-2020 (CoL, January 2014), Open Space Strategy SPD (CoL, January 2015), Protected Views SPD (CoL, January 2012), City of London Planning Advice Notes (relating to Solar Glare, Solar Convergence, Sunlight, Wind and Tall Buildings) (CoL) (July 2017), City of London's draft Wind Microclimate Guidelines (CoL, 2018), Planning Obligations SPD (CoL, July 2014), Historic Environment Good Practice Advice in Planning Note 3 (December 2017), Historic England Advice Note 4 - Tall Buildings (December 2015), Historic England's Guidance 'Protection and Management of World Heritage Sites in England' (July 2009), Tower of London World Heritage Site Management Plan published by Historic Royal Palaces in 2016, Guidance on Assessments for Cultural World Heritage Properties (January 2011) published by ICOMOS.

Considerations

29. 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, to any local finance considerations, so far as material to the application, and to any other material considerations (Section 70 Town & Country Planning Act 1990);
 - To determine the application in accordance with the development plan

unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004);

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). When, as in this case, harm is caused to the significance of a listed building by reason of development within its setting, considerable importance and weight should be given to the desirability of preserving the setting of the listed building/s when carrying out the exercise of balancing public benefits and harm to significance.

65. The NPPF states at paragraph 2 that “Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.
66. Paragraph 10 states that “at the heart of the Framework is a presumption in favour of sustainable development. That presumption is set out at paragraph 11:
- For decision-taking this means:
- c) approving development proposals that accord with an up-to-date development plan without delay; or
 - d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
67. It states at paragraph 8 that achieving sustainable development has three overarching objectives, being economic, social and environmental.
68. Paragraph 131 of the NPPF states “In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”
69. Paragraph 190 of the NPPF advises that Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and

any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

70. Paragraph 192 of the NPPF advises, "In determining applications, local planning authorities should take account of:
- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - c) the desirability of new development making a positive contribution to local character and distinctiveness."
71. Paragraph 193 of the NPPF advises "When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance."
72. Paragraph 194 of the NPPF states "Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:
- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
 - b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional."
 - c) Paragraph 196 of the NPPF states "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."
73. Paragraph 197 states "The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."
74. In considering the planning application before you, account must be taken of the environmental information including the Environmental Statement, the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.

75. The Environmental Statement is available in the Members' Room, along with the application, drawings and the representations received in respect of the application.

76. The principal issues in considering this application are:

- The extent to which the proposals comply with Government policy advice (NPPF).
- The extent to which the proposals comply with the relevant policies of the London Plan and the Local Plan.
- Principle of the development
- Design
- The impact of the proposal on the World Heritage Site of the Tower of London.
- The Impact of the proposal on the London Views Management Framework
- The impact of the proposals on heritage assets (including the setting of listed buildings, Conservation Areas and other Non-designate Heritage Assets)
- Transportation and Highways (including impact on pedestrian and vehicle movement)
- The impact on nearby buildings, spaces and occupiers (including daylight and sunlight and amenity)
- Assessment of the Public Benefits of the proposal
- Planning Obligations and Community Infrastructure Levy

PRINCIPLE OF DEVELOPMENT

77. Local Plan policy DM1.1 states other uses should be refused where the site is considered to be suitable for long-term viable office use and there are strong economic reasons why the loss should be inappropriate.

78. The site of the proposed development is part of the private open space of a larger site which already comprises a tall office building. The development has been assessed to ascertain whether it would jeopardise the future development of the site for office use in line with this policy. An office building providing a significant amount of floorspace could not be built on this limited site and the principle of the proposed development in this location would not be contrary to this policy.

Loss of Office Space

79. The proposal will result in the loss of 428 sqm of (B1)a office floorspace currently used to support the adjacent Gherkin building. This loss of office floorspace is negligible in relation to the total stock of office floorspace in the City and is acceptable in relation to the proposal.

Visitor attraction

80. Local Plan Policy CS11 supports the development of a wide range of cultural facilities in order to maintain and enhance the City's contribution to London's world-class cultural status and enable the City's communities to access a range of arts, heritage and cultural experiences. Paragraph 2.2 of the Local Plan states that alongside its prominent role as a business centre, the City now has *"many other roles"*, one of which is its popularity *"as a visitor destination with 8.8 million visitors a year and a distinctive, high quality environment that combines modern architecture and tall buildings with historic buildings and conservation areas within a rich historic environment"*.
81. London Plan Policy 4.5 encourages decision makers to support London's visitor economy and stimulate its growth by taking into account the needs of business as well as leisure visitors and seek to improve the range and quality of provision. London Plan Policy 2.10 (g) states that development should sustain and manage the attractions of CAZ as the world's leading visitor destination. The supporting text states "The CAZ includes many sights, attractions, heritage assets and facilities at the centre of London's visitor offer, complemented by the presence of specialist retail and leisure uses . The visitor economy is important to London as a whole, and there will be a need to ensure that the CAZ retains its status as a world-class visitor destination, while also meeting the needs of those who live and work there". Draft London Plan Policy SD4 states that tourism should be promoted and enhanced in the CAZ which refers to the importance of the visitor economy which should be strengthened by promoting inclusive access, legibility and visitor experience.
82. The principle of a visitor attraction in this location would be considered to be complementary to the business city and would accord with the wider policy aspirations of the emerging and current Local Plan and the emerging and current London Plan for the CAZ.

Education/Community Facility

83. London Plan Policy 7.1 states development should be designed to improve people's access to social and community infrastructure.
84. Local Plan Policy CS22 seeks to maximise opportunities for the City's working communities to access suitable educational facilities and opportunities including enhancing existing education facilities and ensuring that facilities are sited in appropriate locations. Local Plan DM22.1 states that new social and community facilities will be permitted where they would not be prejudicial to the business City and where there is no strong economic reason for retaining office use.
85. The proposal has been assessed against these policies and the provision of an education use in this context would not be considered to prejudice the business city and would be welcomed.

Retail

86. Local Plan Policy DM1.5 encourages a mix of commercial uses which contribute to the City's economy and character and provide support services for its businesses, workers and residents. Local Plan Policy DM 20.3, allows retail outside of the PSC's where it would help form an active frontage and provide amenity to City workers, residents and visitors and enhance vibrancy. Emerging Local Plan Policy C4 recognises the importance of the night-time economy for the City's economy where it would not impact on the amenity of nearby residents and other noise sensitive uses.
87. The proposed development would be considered to diversify the offer of the City into the evenings and night time which would be consistent with the relevant policies of the Local Plan and London Plan.

DESIGN

Height and Bulk

88. The proposed building is located on the eastern side of the both the Eastern Cluster Policy Area in the City of London Local Plan 2015 and the City Cluster Policy Area in the Draft City Plan 2036. Both policies identify the City Cluster policy area as the preferred location for siting tall buildings where deemed appropriate. The principle of a new tower at this location in the eastern part of the cluster is acceptable in broad policy terms though its height and other issues including the setting of the Tower of London and other views would need to be taken into account in accordance with policy.
89. The proposed Tulip would rise to 305.3 m and would be the tallest structure in the City cluster and second tallest building in London and the UK. As a comparison, the following list outlines the heights of existing and permitted towers in the City cluster (in descending AOD height order):
- 1 Undershaft: 304.9m
 - 22 Bishopsgate: 294.94m
 - 122 Leadenhall Street: 239.40m
 - 110 Bishopsgate (former Heron Tower): 217.80m
 - 52-54 Lime Street: 206.50m
 - Tower 42: 199.60m
 - The Gherkin (30 St Mary Axe): 195m
90. The Planning and Transportation Committee were informed on 26th April 2016 that the Department of the Built Environment is undertaking three-dimensional (3D) computer modelling of the City's Eastern Cluster to better understand the effect of existing planning policies for that area and its relationship to its environs and other parts of the City and in particular the Tower of London who have expressed concern in relation to the impact of the emerging cluster on the World Heritage Site. This work is providing confidence that the cluster can evolve while taking full account of key protected views.

91. Through this 3D modelling initiative, the City is aspiring to develop a cluster of towers that step up in height from all directions towards 1 Undershaft, which was envisaged to be the tallest tower in the future cluster. This was informed by the complex amalgamation of key views of the Tower of London, St Paul's Cathedral and other landmarks. The Tulip's substantial height at this location in the cluster is at odds with this aspirational future shape and form of the City cluster.
92. The proposed tower due to its height and form would have a significant and far reaching impact on London wide views as well a substantial impact on local townscape views.

Design Approach

93. The design is highly unusual and unique within the UK context and has the potential to become an architectural icon for the City, London and the UK potentially providing an international marker.
94. The City Cluster of tall buildings includes an eclectic mix of award-winning designs which define a varied and exciting skyline. Planning negotiations on the various towers focussed on ensuring that each tower has a unique aesthetic to enable it to stand out as a recognizable individual alongside its neighbours whilst contributing to a cohesive cluster.
95. The proposed architectural approach is bold and striking. Its aesthetic inspiration derives from The Gherkin and the proposal seeks to achieve a familial synergy with The Gherkin. The Gherkin itself is a striking iconic building defining the City skyline and a British icon but has been subsumed by the emerging cluster of tall buildings around it in order to deliver the floorspace the City requires. In this regard, a striking and eye-catching architectural statement is not of itself uncharacteristic of the underlying aesthetic of the City cluster.
96. Amongst the more orthodox and conventional new architecture in the City and in wider London, history has shown that there is occasional radical and visually striking new architecture which challenges convention and the norm and provokes a polarized debate as to their appropriateness to the London skyline. London is inherently an innovative and ever-changing City. The Tulip as an architectural expression could continue this tradition of accommodating unconventional and eye-catching landmarks on the skyline, although this needs to be balanced against its impact on other historical landmarks, including the Tower of London World Heritage Site.
97. The design's aesthetic is a tall slender stem rising up to a glazed top enclosed by three curved "spoons". The building comprises of two primary elements, the stem and the top. The combination of both elements and the seamless interface between them results in a convincingly proportioned and accomplished profile to the building, both from views afar and in closer level views.
98. The proposal's glazed top incorporates almost all the uses and is designed to appear light and transparent, primarily clad in glass but also incorporating aluminium and coated stainless steel. Three symmetrical curved oval glazed spoons visually hold the glazed top and at the interface with the top include curved stainless steel channels where 3 metre

- spherical glazed gondolas circulate around the perimeter of the spoons.
99. The glazed panels will be of large format (4.5m high and 1.5m wide) are curved with minimal vertical mullion thickness to ensure a lightweight curved appearance and minimizing structural obstruction to views outwards. The glazing is of neutral coloured double-glazed units with minimal internal reflectance. The top will, by virtue of the glazing and internal layout, have a lightweight appearance. In particular the top will be a column free glazed dome of significant volume. Any louvres needed for plant and kitchen extract will be glazed so as not to compromise the architectural integrity.
100. The stem incorporates lifts and stairs rising over 250m and is constructed of in-situ concrete using a jump-form construction method in 4.5m lifts. The base of the stem flares out at lower levels into three splayed concrete buttresses, which structurally brace the base of the stem. This is a dynamic and architecturally honest approach. The arched voids between the buttresses is infilled with glazing with minimal framing which gives the base of the stem a more open and lightweight appearance enabling views in to the interior providing active and vibrant façade on to the surrounding public realm.
101. The stem comprises three smooth vertical ribs that splay to form the handles of the “spoons” of the glazed top. Between the smooth ribs there are fluted recessed strakes, creating detailing, modelling, and vertical emphasis whilst reducing vortex shedding of wind around the stem.
102. The use of concrete on the stem is an honest approach and is effective in emphasizing the contrast between the two primary architectural elements, of the stem and the transparent, lightweight top it supports. Much will depend on the highest quality of materials, detailing and execution and these will be covered by condition. The facing materials are considered high quality, complementary, durable and have appropriate long term weathering properties.
103. The building maintenance units are housed within the upper levels of the top, architecturally integrated in to the building. Two separate BMU systems are used, one for the top 5 storeys and the other for the remainder, with the exception of the base of the stem which will be maintained and cleaned via ground level mobile cherry pickers.
104. The rainfall shedding strategy ensures rainwater washing down the stem is intercepted by a slot drain at the lower levels of the stem which will in turn drain in to a drainage moat at the base of the stem. In addition, the curvature of the façade ensures that there are limited horizontal surfaces where ice could form. Vulnerable areas where there is a risk of ice or snow forming will have electrically heated elements integrated in to the mullions to avoid any ice or snow shedding.
105. The Lighting Strategy seeks to integrate lighting within the architecture and comprises of internal light sources within the glazed top and the spoons as well as uplighters illuminating the dynamic base of the building and lower part of the stem. In addition, landscaping lighting to handrails

and bollards with the intention to reduce light spillage. The scheme has been developed in line with the Draft City Lighting Strategy. Three parallel rows of aviation safety lights are necessary additions on the uppermost levels of the Tulip on three sides. Conditions and legal agreements could ensure that the structure would not be used for advertising or promotion.

106. The Pavilion Building located in the north west corner of the site accommodates the visitor reception, vehicular servicing access and cycle parking access. The two-storey structure incorporates curved fully glazed walls with Glass Reinforced Concrete on the north elevation around the vehicular lifts. The curved elevations respond satisfactorily with the circular route around The Gherkin as well as the design of both the Gherkin and the Tulip and is of an appropriate height, design and footprint which sits comfortably in its townscape setting.
107. The roof of the pavilion building provides of a soft landscaped garden accessible to the public (up to 100-120 people) by means of a lift and staircase. The scheme provides a small pocket park between the Tulip and the pavilion which includes soft landscaping and a water feature and the re-instatement of the memorial to victims of the Baltic Exchange bombings of 1992. Additional greening is provided by Green walls located on a flank wall in the north east corner and on the north elevation of the Pavilion building as well as the landscaping on the publicly accessible roof garden on the Pavilion building. London Plan Policy 5.10 and the Draft New London Plan in Policy G5 (and associated Table 8.2) sets out requirements for major developments to contribute to urban greening. The scheme delivers an Urban Greening Factor of 0.31 of the Draft New London Plan which is acceptable. Security measures are appropriately and discreetly incorporated in to the building facades and landscaping.

TOWER OF LONDON WORLD HERITAGE SITE

108. A key consideration in assessing the application is the impact on the significance of the Tower of London World Heritage Site. Para 194 of the NPPF states that “any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
109. The Statement of Outstanding Universal Value (SOUV) sets out the significance of the Tower of London and was agreed in 2013 and is included in the Tower of London World Heritage Site Management Plan and identifies the Tower as an internationally important monument and one of England’s most iconic structures. These attributes include an internationally famous monument, its landmark siting, symbol of Norman power, the physical dominance of the White Tower, the concentric defences, surviving medieval remains and historical associations (paras 3.2 to 3.6 of the Management Plan).
110. The Glossary of the NPPF in defining heritage significance states “for World Heritage Sites, the cultural value described within each site’s Statement of Outstanding Universal Value forms part of its significance.” The Mayor of London’s Supplementary Planning Guidance “London’s

World Heritage Sites: Guidance on settings” (March 2012) also sets out the OUV and significance of the Tower of London.

111. The Tower of London World Heritage Site Management Plan published by HRP (2016) provides an agreed framework for long-term decision-making on the conservation and improvement of the Tower and sustaining its outstanding universal value. The Plan embraces the physical preservation of the Tower, protecting and enhancing the visual and environmental character of its local setting, providing a consideration of its wider setting and improving the understanding and enjoyment of the Tower as a cultural resource. The local setting of the Tower comprises the spaces from which it can be seen from street and river level, and the buildings that provide definition to those spaces. Its boundary is heavily influenced by views across the Thames.
112. The Tower of London Local Setting Study, produced in 2010, describes the character and condition of the Tower’s local setting and sets out aims and objectives for conserving, promoting and enhancing appreciation of the Outstanding Universal Value of the Tower is recognised and identified in the City of London Local Plan in Policies CS12 and CS13 and on Policies Map A.
113. There are two views within the London View Management Framework which are key in assessing the Tulip’s impact on the World Heritage Site, Tower Bridge (10A) and City Hall (25A), these are considered in detail below.

Tower Bridge: (10A.1)

114. 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 with the cluster of towers in the City comprising a distinctive element to the west of the Tower. The application includes a comprehensive Historic Impact Assessment in accordance with the ICOMOS guidance for assessing the impact of proposals affecting the World Heritage Site.
115. From this viewpoint, the proposal will appear as a highly prominent landmark on the skyline because it appears removed from the compact cluster of tall buildings and due to its substantial height and distinct form.
116. From this viewpoint, the consented cluster of towers gradually step downwards from the centre at 1 Undershaft in a deferential manner towards the Tower. This profile has been carefully negotiated through numerous planning decisions to mediate between the significant height of the City towers and the more modest height and setting of the Tower of London thereby avoiding an abrupt vertical cliff edge to the Tower. In addition, there is an aspiration for the cluster of towers to read as a single coherent group to ensure a legible and clear relationship between the City cluster as an entity and the Tower of London as a separate landmark to the east.
117. The proposal falls outside this concept and will appear visually separated from the cluster with the upper half of its profile seen against open sky. This visual impact would compromise the legibility of the cluster

of towers and the Tower of London as two distinct entities on the skyline, which will be visually unsettling in the view.

118. The proposal at over 300m high will have an abrupt and overtly assertive impact on the White Tower and would challenge and reduce the visual dominance of the Tower of London, its visual separateness from the City and diminish its perceived strategic siting on the river, all qualities contributing to the Tower's Outstanding Universal Value as a World Heritage Site.
119. At no point will the Tulip rise above or appear to touch the White Tower in this view. The visual impact of the proposal on this view is tempered by the slender profile of the Tulip framed by open sky which gives the proposal a somewhat lighter appearance on the skyline than would be the case with a large wider office tower though because of this, its nature and form draws attention to it.
120. Therefore, the proposal is considered to dominate the Tower of London contrary to para 183 of the LVMF guidance for this view. In addition, the proposal by reason of its close proximity to the Tower, its vertical profile and eye-catching design would compromise a viewer's ability to appreciate the Outstanding Universal Value of the World Heritage Site contrary to paragraph 186 of the LVMF guidance for this view.
121. Although the proposal does not breach the White Towers' skyline and thus does not breach that element of para 186 of the LVMF guidance it will erode the visual separation between the upper parts of the White Tower and the emerging cluster of tall buildings in the background and thereby undermines the objective of retaining visual separation between the upper parts of the White Tower and the cluster (para 186 of the LVMF guidance for this view). The manner in which the proposal would appear as a separate skyline feature, diminishing the visual dynamic of the city cluster of towers and the Tower of London as two discernible and separate skyline features will be contrary to para 187 of the LVMF guidance for this view. This view is identified as View 9 in the Tower of London Local Setting Study. The guidance for this view seeks to ensure " Buildings behind or close to the White Tower should not diminish its perceived scale from this vantage point". For the reasons outlined in preceding paragraphs, the proposal is considered contrary to this guidance."
122. For the reasons outlined, the proposed Tulip is considered to cause harm to the significance of the Tower of London. The harm is considered to be less than substantial. Paragraph 193 of the NPPF states that "when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater weight should). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance". Given the harm in this case relates to a World Heritage Site, a heritage asset of the highest significance, the weight to be applied to its conservation, and any harm to its significance, should be very high. In this

respect the degree of harm is considered to be at the upper limits of less than substantial harm which is in accordance with the views of Historic England, Historic Royal Palaces and the GLA. In this respect the proposal is considered contrary to London Plan Policy 7.7, 7.8, 7.10, 7.11 and in the manner in which the development harms the significance of the Tower of London World Heritage Site as well as Policy 7.12 of the London Plan which seeks to ensure the implementation of the London View Management Framework. The proposal would have an adverse impact on the World Heritage Site and its setting and compromise a viewer's ability to appreciate its Outstanding Universal Value, integrity, authenticity or significance. Therefore, the proposal's impact on view 10A (Tower Bridge) is contrary to Policies CS10, CS12 and CS13 of the City of London Local Plan.

123. This report agrees with Historic England's conclusions that the proposal will harm the significance and Outstanding Universal Value of the Tower of London World Heritage Site from the north bastion of Tower Bridge (View 10A)

124. In accordance with paragraph 196 of the NPPF the level of harm identified to the heritage asset needs to be weighed against the public benefits of any proposal. This assessment is covered under the remainder of this report where the wider planning and public benefits of the proposal are assessed.

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

125. While outside the Protected Vista, the proposal would affect the views from, and between the three Assessment Points (25A.1, 25A.2 and 25A.3). The City cluster of towers is a characteristic element in these views. The site falls outside the Protected Vista from City Hall focusing on the Tower of London. However, the proposal would affect the views from the three assessment points.

126. The principal focus of all three views is the strategic landmark of the Tower of London. The proposal by virtue of its height and eye-catching appearance would appear as a prominent and striking feature on the skyline on the eastern side of the cluster of towers.

127. The proposal will create an assertive vertical edge to the cluster, which appears abrupt but given its significant distance from the Tower is not considered to be harmful to the setting of the Tower of London. At no point in the three Assessment viewpoints would the proposal appear directly over the White Tower and only in the most easterly viewpoint (25A.3) would it rise above the curtain walls, albeit not to a significant degree. The Tower of London to the east of the cluster would continue to dominate the lower scale of the townscape in this part of the view. The Outstanding Universal value and setting of the Tower of London World Heritage Site would not be compromised.

128. Therefore, 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, in particular by virtue of the proposal's

height, scale, massing and materials and its relationship to other buildings in this view and the quality of design. 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 would continue to dominate its surroundings.

Other World Heritage Site views

129. The application includes a Historic Impact Assessment in accordance with the ICOMOS guidance for assessing the impact of proposals affecting the World Heritage Site. The impact of the proposal on a total of 19 views identified in the Local Setting Study were assessed, two of which included assessments during the hours of darkness.
130. The Tower of London World Heritage Site is located a significant distance (600m) to the south-east of the site and the site lies outside the identified Local Setting boundary for the World Heritage Site. The proposal has been assessed from all recognized key views of the World Heritage Site identified in the adopted Local Setting Study
131. Other views listed within the Local Setting Study include views from the Inner Ward, Inner Wall and near the Byward Tower entrance. These have been assessed in turn.
132. From the Scaffold Site viewpoint in the Inner Ward, the proposal will be almost concealed behind the parapet of the Chapel Royal of St Peter ad Vincula. The only part of the proposal which will breach this parapet is the top few storeys, where they will be viewed alongside the upper storeys of 1 Undershaft and 22 Bishopsgate. The proposal would not detract from the scale of the buildings of the Inner Ward or the sense of place of the Inner Ward and, would ensure the buildings surrounding the Inner Ward remain the focus of the view in accordance with the guidance for this view in the Local Setting Study.
133. The Local Setting Study acknowledges that there is a range of views within the Inner Ward. A more detailed and comprehensive assessment of the visual impact on the Inner Ward was required as part of the submission. It is clear that the cluster of towers represent a prominent backdrop to views within the Inner Ward. From the south side of the Inner Ward the proposal will appear as a striking and eye-catching landmark on the skyline. However, in this view the cluster of tall buildings create a prominent and bold backdrop to the Chapel Royal of St Peter ad Vincula. In this respect, the proposal, despite its particularly striking profile is seen as part of this varied and eclectic cluster of tall buildings.
134. As one approaches the Chapel on the northern side of the Inner Ward most of the towers are concealed by the Chapel and stepping further forwards towards the Chapel the proposal and the rest of the cluster are concealed from view. Given the dynamic and ever-changing nature of the view with the kinetic relationship of the cluster backdrop to the view, the proposal is not considered to harm this view.
135. Historic England have concluded that there is less than substantial

harm resulting from the proposal's impact on the Inner Ward, arguing "... the appearance of modern tall buildings above this roofline causes harm, as it diminishes the self-contained ensemble of historic buildings currently largely unimpeded by signs of the modern city beyond. This is not a pristine view, but each time a new building appears in the view. It contributes to a diminution of the impact of the sense of history in this special place". This report does not concur with Historic England's view as, for reasons set out in preceding paragraphs, the Inner Ward view is a kinetic one and as one approaches the Chapel Royal of St Peter ad Vincula a short distance to the north of the scaffold site, the historic building can still be seen against open sky, unimpeded by signs of the modern City beyond.

136. From the identified viewpoints from the Inner Wall looking northwards, the proposal would rise to the right of the 100 Leadenhall Street tower and would be largely framed by open sky. The proposed tower would introduce a further distinctive and eye-catching element on the eastern side of the cluster and viewed alongside the dynamic and eclectic designs of the City's towers. The proposal is not considered to harm views out of the World Heritage Site. From this viewpoint, the proposed tower would sit comfortably at the eastern end of the City cluster.
137. In the view from the Byward Tower entrance, the proposed tower would consolidate and add to the profile of the cluster rising behind the 40 Leadenhall Street tower and would not harm views out of the World Heritage Site from this point.
138. In other views and approaches to the Tower identified in the Local Setting Study, the proposal though clearly visible as an eye-catching silhouette appears as a peripheral feature on the skyline some distance from the World Heritage Site. The emerging City cluster of towers to the west of the Tower of London has become an integral part of the setting and views of the World Heritage Site.
139. The 3D modelling initiative referred to in preceding paragraphs is providing evidence that the cluster can evolve while taking account of key protected views and the wider setting of the Tower of London World Heritage Site. This is in line with Policy CS7 of the Local Plan which seeks to deliver "tall buildings on appropriate sites that enhance the overall appearance of the cluster on the skyline" whilst "adhering to the principles of sustainable design, conservation of heritage assets and their settings and taking account of their effect on the wider London skyline and protected views". Furthermore, para 7.6.4 of the explanatory text of Policy S21 (City Cluster) of the draft City Plan 2036 states "The spatial extent of the Cluster has been informed by technical work undertaken to develop the City's 3D modelling, which shows that there is scope for further tall buildings, although not every site within the Cluster will be suitable". The Tulip conflicts with the 3D model in terms of the relationship with the Tower of London World Heritage Site. In particular, there is an aspiration for the emerging cluster to step upwards gradually in height terms away from the Tower in a deferential manner. The proposal introduces an abrupt vertical edge to the cluster in the view from the north bastion of Tower Bridge

(LVMF 10.A), although this is tempered by its slender profile, the upper half of which is seen against open sky.

London Views Management Framework

140. The London View Management Framework (LVMF) is a key part of the Mayor's strategy to preserve London's character and built heritage. Policy 7.12 of the London Plan ensures the implementation of the LVMF. In particular, the policy seeks to ensure in 7.12A that "new development should not harm, and where possible should make a positive contribution to, the characteristic and composition of the strategic views and landmark elements". Furthermore Policy 7.12C states that "development proposals in the background of a view should give context to landmarks and not harm the composition of the view as a whole". Policy 7.12D sets out principles that new developments should comply with in respect of London Panoramas (a), River Prospects (b) and Townscape and Linear views (c).
141. The LVMF 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.
142. 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 in full and the impact on the following Assessment points are covered in detail. The impact on two specific views (10A, the north bastion of Tower Bridge and 25A from City Hall) are discussed in preceding paragraph in relation to the Tower of London World Heritage Site.

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

143. The proposed Tulip would be concealed behind the consented 1 Undershaft tower when viewed from and between assessment points 15B.1 and 15B.2.
144. The proposal is considered to accord with the guidance for this view (para 262 to 267 of the LVMF). Its height and high architectural design would not draw the cluster closer to St. Paul's Cathedral ensuring the Cathedral's continued visual prominence.

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

145. The impact on the eastern views from Hungerford Bridge is very similar to that from Waterloo Bridge. With the proposal almost wholly concealed behind the consented 1 Undershaft tower from, and between assessment points 17B.1 and 17B.2 and would not harm the appreciation, views or setting of St. Paul's Cathedral.

146. 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 Cathedral is preserved while the proposal consolidates the composition of the existing cluster of tall buildings.

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

147. The proposal would be concealed behind the 20 Fenchurch Street tower from and between Assessment Points 11B.1 and 11B.2. It would consequently not harm the setting of the Tower of London World Heritage Site, which is in the extreme east of the view and would not harm the wider settings of the listed Adelaide House, Custom House, St Magnus the Martyr or Billingsgate Market.

148. 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.

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

149. Apart from a narrow slither of the top of the Tulip, the proposal would be concealed behind the consented 1 Undershaft tower from these two viewpoints. The views and setting of St Paul's Cathedral or other Heritage Assets in this view would not be harmed.

150. The proposal is considered to be in accordance with the guidance for this view (paras 280 to 283 of the LVMF). In particular, the proposal would preserve the townscape setting of St. Paul's Cathedral by being located within and contributing to the existing eastern cluster. The prominence of St Paul's Cathedral would not be reduced or compromised.

St James' Park (26A)

151. The proposal would be almost entirely concealed by the mature tree canopy on Duck Island during the summer months. During the winter months the top storeys of the proposal would be visible through the branches. Numerous tall buildings have been permitted (some of which are under construction) in both Lambeth and Southwark. These would be visible alongside the proposal above the Duck Island. The result would be a backdrop of taller buildings to this view. In this respect, the proposal would not harm this view.

152. The proposal is in accordance with the guidance for this view (para 431 of the LVMF). In particular, the proposal is of a scale, mass and form that does not dominate, overpower or compete with the existing two groups of buildings or the landscape elements between and either side of them. In addition, the proposal in terms of its materials, shape and silhouette would be of appropriate design quality.

Alexandra Palace (1A.1, 1A.2) Parliament Hill (2A.1, 2A.2) Kenwood (3A), Primrose Hill (4A)

153. In each of these views the proposed tower would be located well to the left of the protected vista of St Paul's Cathedral and would not diminish the

appreciation of or the setting of the Cathedral. The tower would be seen on the eastern side of the cluster and would relate satisfactorily with the cluster in accordance with the Visual Management Guidance for these views in the LVMF.

154. In this respect, the proposal is in accordance with the LVMF guidance for these views; para 87 to 90 in the case of 1A.1 and 1A.2; para 98 to 103 in the case of 2A.1 and 2A.2; para 119 to 121 in the case of 3A and para 130 in the case of 4A.1.

Greenwich (5A.1, 5A.2) Blackheath (6A)

155. In these views the proposed Tulip is located well to the right of St Paul's Cathedral and would not diminish the viewer's ability to recognize or appreciate the Cathedral. The tower would relate satisfactorily with the cluster of towers. In this respect the proposal is in accordance with the guidance for these views, para 143 to 147 in the case of 5A.1 and 5A.2 and paras 154 to 156 in the case of 6A.

Lambeth Bridge (19A.1, 19A.2)

156. The proposal would be visible rising above the mature tree canopy between St Thomas' Hospital and Lambeth Palace alongside the other towers of the City Cluster. Combined with the other consented towers, the proposal would relate satisfactorily with the Cluster of towers as a coherent urban form on the distant skyline. The setting of Lambeth Palace would not be harmed. In this respect, the proposal is in accordance with the guidance for this view (paras 334 to 339 of the LVMF).

Other Key Views (non LVMF)

157. London Plan Policy 7.4 requires developments to have regard to local character. In addition, policy CS10 of the Local Plan requires the design of developments to have regard to their surroundings and the historic and local character of the City.
158. The height of the proposed tower means its impact on surrounding townscape views is widespread and the key views impacted upon are discussed in turn:

Monument

159. 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. The proposed tower would be partly obscured by the consented 100 Leadenhall tower but the proposal's eye-catching profile will be discernible on the skyline. The proposal would not harm or obstruct important views of the Monument from afar or in local views.

Fleet Street / Ludgate Hill

160. The Processional Route is identified as a Viewing Point of St Paul's in the City of London's "Protected Views" SPD, January 2012. The gap of open sky between the Cathedral and the cluster is important in the views as well as the ability to appreciate the Cathedral and its western towers against open sky as well as the wider setting of the Cathedral.

161. The proposal will be concealed in the views along Fleet Street to Ludgate, obscured by the 22 Bishopsgate tower which is approaching completion. The tower will not harm views or the appreciation of St Pauls Cathedral.

Bank Junction

162. Looking eastwards at Bank Junction, the tower will be concealed behind the consented towers of 1 Undershaft, 6-8 Bishopsgate and 22 Bishopsgate. The proposal is not considered to harm this view.

St. Paul's Cathedral

163. The proposal would not harm views of, the setting or significance of St. Paul's.

164. Exceptional public views of London are afforded from the Golden gallery of St. Paul's. From here the Tulip would be concealed behind 22 Bishopsgate and no harm to this view arises. The proposal will not harm views out of or the setting of St Paul's Churchyard.

165. The proposal is not considered to harm views within and out of or the setting or significance of St Paul's Cathedral as a listed building or the St. Paul's Conservation Area.

Views from other publicly accessible elevated viewing areas

166. The City cluster forms a key element in a number of elevated views from the upper storeys of buildings, which because they are freely available to the public have significant public benefits. Such areas are increasing in number and are proving to be highly popular and much visited elevated public realm offering exceptional views. In particular, the cluster of towers forms a dynamic element in views from the Skygarden in 20 Fenchurch Street, 120 Fenchurch Street and New Change roof terrace. The impact of the proposal has been assessed and where visible, the proposal would contribute positively to the dynamic qualities of these views.

167. The proposed tower would not harm the views out from other elevated public spaces on 1 Undershaft, 22 Bishopsgate, 100 Leadenhall Street or 6-8 Bishopsgate and where visible will appear as an eye catching addition to the dynamic skyline.

168. The proposal would be a dynamic element in the heart of the City cluster of towers from the viewing gallery of Tate Modern on Bankside

Other Local Views

169. Given the scale of the proposal, it would have a considerable impact on other views both in the City and in the wider area of central London. These have been assessed.

170. The Tulip would appear as a prominent element in views approaching the City cluster from the north, east and south east. The impact of the proposal is significantly less visible in views from the west and south west given the presence of tall buildings on the western side of the cluster which largely conceal it from view.

171. Local views from the west along Leadenhall Street would reveal the striking architectural frisson between The Gherkin and the Tulip rising above it. In this view, the tower would be viewed between the existing Lime Street, Leadenhall Street and St Mary Axe towers, adding another landmark to the established dynamic townscape character, there would be no harm caused.
172. In views south from Bishopsgate and east from Whitechapel Road, the proposal will appear as a dynamic and eye-catching landmark on the skyline. The building would form part of the established cluster and would not have a harmful visual impact. A similar impact would be seen in wider views from Shoreditch High Street, to the north to Whitechapel Road, Altab Ali Park and Commercial Road in the east.
173. From Butler's Wharf the proposed tower would appear as a prominent feature on the skyline at the eastern edge of the City cluster to the right of the northern tower of Tower Bridge. From the eastern end of Butler's Wharf, where the bridge is viewed virtually head on, Tower Bridge would remain visible against clear sky with the emerging City cluster of towers consolidated as a more coherent urban form to its north. This view would not be harmed.
174. From the river terrace of Somerset House, the proposal would be located behind the mature tree canopy in the foreground to the south of existing and approved City cluster towers. The proposal would be a significant distance to the south of St Paul's and would not harm its setting when viewed in winter.
175. In other views such as from Finsbury Circus, Bunhill Fields and the Geffrye Museum, the proposal would be seen as part of the City cluster of towers albeit through mature tree canopies which would largely conceal the tower during the summer months and would not harm to these views.
176. In the case of the impact on the Artillery Company grounds and Finsbury Square, the proposal would be seen alongside the existing towers of the City cluster and alongside permitted towers, the proposal would consolidate the cluster of tall buildings. Therefore, the proposal would not harm the quality of these views.

Impact on significance and setting of listed buildings

177. A large number of listed buildings are located in close proximity of the site. In addition, by reason of the scale and height of the development it would affect the setting of a number of other listed buildings further afield. These will be discussed in turn:

Holland House, Bury Street, grade II*

178. Grade II* listed offices of 1914-16, built to designs by H.P. Berlage for a Dutch shipping company. The building is a striking landmark and particularly in its use of grey-green faience materials. It has a very high quality of detailing and execution.
179. The proposal will be in close proximity to the listed building and will

have a significant impact appearing as an assertive neighbour. The base of the stem would obscure views of the listed building in views eastwards from across the public realm around The Gherkin. However, the listed building is already close to The Gherkin and will be close to the 100 Leadenhall Street tower and as such has an established relationship with the tall buildings of the cluster which are a characteristic part of the listed building's setting. Within this context, the proposal would not harm the setting or significance of the listed building.

Bevis Marks Synagogue, Heneage Lane, grade I

180. A representation has been received from the London Sephardi Trust, stating that the harm to the heritage significance of the Synagogue and its setting would not be 'negligible' as suggested by the applicants' advisors but would amount to 'less than substantial'.
181. Synagogue of 1701 with associated buildings and courtyard. It is of very high architectural and historic significance and importance reflecting the area's connection with the Jewish community. The synagogue forms a group with adjacent unlisted buildings facing Bury Street and Heneage Lane, which reflect the historic built-up nature of its setting.
182. The synagogue has large windows to the north, east and west, resulting in a well illuminated space during daylight hours, contributing to the quality and appreciation of the exceptional interior. Artificial light within the building is minimal and largely restricted to historic fittings. Given the large double height windows, the enclosed nature of the Synagogue's setting, the presence of numerous existing and consented tall buildings as a backdrop and the slender profile of the proposal's stem, the proposal will not diminish daylight to a degree that would harm the appreciation of the historic interior.
183. The forecourt is a remnant of the historic street pattern which has been absorbed into the synagogue's use, and now forms a private, gated and enclosed space used in conjunction with the building. From within the courtyard tall buildings, including The Gherkin, 52 Lime Street, 6 Bevis Marks and 100 Leadenhall Street are viewed.
184. The proposal would have a significant impact on views from the courtyard. It would appear as a prominent skyline feature with the added perception of overhanging the courtyard which may appear uncomfortable in views westwards. However, within the context of the established townscape, including existing and consented tall buildings, it is not considered that the proposal would harm the setting or significance of the synagogue, as such the report does not agree with the conclusions of the objector that there is harm to the listed Synagogue.

38 St Mary Axe, grade II

185. The current Baltic Exchange. The proposal will be a very assertive neighbour to this listed building in views to the east. However, the listed building stands in close proximity to The Gherkin and its backdrop in many views is characterized by the tall buildings of the cluster. In this respect, though the proposal will have a significant impact on the listed building, the impact is not considered harmful.

186. The two storey Pavilion building will obscure views of part of the south elevation of the listed building and the two servicing lifts serving the development will be directly opposite this listed façade. However, the scheme involves the removal of an unsightly vehicular ramp and the provision of a new pocket park along with significant urban greening including the north wall of the Pavilion building. In this respect the setting and significance of the listed building will not be harmed given the public realm enhancements proposed.

Church of St Andrew Undershaft, grade I

187. 16th century church and one of the City's few surviving pre-fire buildings. The proposal will appear as a prominent feature on the skyline rising behind The Gherkin in views looking north east. The setting of the Church is dominated by 30 St Mary Axe, the consented 100 Leadenhall Street tower along with the Scalpel and other consented towers and the addition of the proposal will contribute to this dynamic backdrop of towers and would not harm the setting or significance of the listed building

Church of St Helen Bishopsgate, grade I

188. 13th century church with additions from the 14th-20th centuries. As one of the City's few surviving pre-fire buildings, the building has exceptional architectural and historic interest. The churchyard contributes to the building's significance.

189. The church's immediate setting from the west comprises a group of 19th and 20th century buildings, with the tall buildings of the City Cluster providing a long-established dramatic contrast in scale immediately to the south and west.

190. The proposal will be visible as an eye-catching feature in views to the east rising over The Gherkin. Views of the tower in the context of the church would be limited to views eastwards from Great St Helens, and it is not considered there would be a harmful impact on the setting or significance of the listed building.

Church of St Botolph, Aldgate, grade I

191. The church of St Botolph Aldgate dates to 1741-4 is of brick with classical stone detailing and a distinctive obelisk tower. The churchyard and railings to the south and west contribute to the building's setting and significance. The church's setting is enhanced by the new Aldgate Square public realm to its west, with a group relationship to the Sir John Cass School. The setting is otherwise characterised by modern commercial buildings of medium scale in the City and Tower Hamlets, with the tall buildings of the cluster set some distance away to the west defining a prominent backdrop.

192. The proposal would be seen in the backdrop of the church as part of the established cluster. In certain views looking north west there would be a somewhat uneasy relationship between the tower of the Church and the eye-catching upper storeys of the Tulip which visually challenges the Church tower. However, this is a transient impact and the Church tower is appreciated against open sky in most other views, north, east and south in

its immediate setting. In this regard the setting and significance of the Church is not considered to be harmed.

Sir John Cass School, grade II*

193. School of 1908. The proposal would appear as a prominent landmark in views westwards across Aldgate Square but as part of the imposing backdrop of the tall buildings cluster. There would be no harm to the setting or significance of the school.

Guild Church of St Ethelburga the Virgin, grade I

194. Dating to the 14th and 15th centuries with significant 20th century phases arising from bomb damage, built of ragstone and brick. Exceptionally significant as a pre-fire building. The church's modest scale is contrasted greatly by the neighbouring tall buildings.

195. The proposed development would be seen as a prominent and distinctive skyline feature in views looking east, rising to the left of the Gherkin. The backdrop of the Church is characterized by tall buildings and within this dynamic context the proposal will not cause any harm to its setting or significance.

Church of St Katherine Cree, grade I

196. Church of 1631 with a tower of c.1504. A rare date for a City church and the building is a unique example in the City of the early use of classical architectural motifs alongside the perpendicular gothic features. The building is of exceptional architectural and historic significance, with the enclosed churchyard to the north-east contributing to this significance.

197. The church sits within a street block, and its setting is complemented by moderately-scaled masonry warehouse and office buildings, now in part residential use which buffer the building from tall buildings further to the west.

198. However, the Church's backdrop is characterized by tall buildings including The Gherkin, The Leadenhall Building, Creechurch Place and the consented 100 Leadenhall Street tower. The proposal will add another skyline feature to this backdrop but given the dynamic nature of the backdrop, not in a manner which causes any harm to the setting or significance of the church.

Lloyd's Building, grade I and grade II

199. The 1986 High Tech building by Richard Rogers Partnership and the retained 1928 Portland stone frontage to Leadenhall Street. The building is highly significant utilising high quality materials and innovative construction techniques. The building's setting has evolved since its completion and it sits comfortably amongst the taller buildings of the cluster, whilst providing a mediation in scale to the lower rise buildings to the west.

200. The proposal would be seen as a striking skyline feature behind the Gherkin in views to the north east introducing a bold new architectural addition to the setting of the ground-breaking architecture of Lloyd's. In this respect, the proposal would complement the setting of Lloyd's and would not harm the setting or significance of the listed building.

Leadenhall Market, grade II*

201. A market complex built in 1881 by the City Corporation to the designs of Horace Jones on the site of the Roman forum-basilica. The market is of high architectural and historical significance and forms a key landmark in the City cluster.
202. The market is largely appreciated internally from within its covered arcades, with development at its perimeter having minimal impact on its character. A number of existing and consented tall buildings lie between the market and the proposed development. The development would not be perceived from the Market and would not result in any harm to its setting or significance.

Lloyd's Register of Shipping, 71 Fenchurch Street, grade II*

203. Built between 1899 and 1901 to designs by the Victorian architect Thomas Edward Colcutt, the building is of very high architectural significance. The building has a relationship with modern tall buildings and has a substantial extension by Richard Rogers dating to 2001.
204. The proposed tower would form a prominent new element in the building's dynamic backdrop when viewed from Lloyd's Avenue, but would not be harmful to its setting or significance.

Dixon House, 1 Lloyd's Avenue, grade II

205. A Portland stone classical building of 1900 which is of high architectural quality and has strong group value with Lloyd's Register and other buildings in the Lloyd's Avenue Conservation Area.
206. The proposed tower would form a prominent new element in the building's backdrop when viewed from Lloyd's Avenue. The building would be highly visible in the context of the listed building, but would not be harmful to its setting or significance.

Nos. 46, 48, 52-58, 60-68, 70 Bishopsgate

207. This collection of grade II listed buildings on Bishopsgate defines the western boundary of the St Helen's Place Conservation Area. The proposed tower would appear as part of the backdrop to these listed buildings in views southwards along Bishopsgate where the view is characterised by tall buildings, in particular 22 Bishopsgate immediately to the south. The proposed tower would not harm the setting of these listed buildings.

2-16 Creechurch Lane, grade II

208. A former tea warehouse faced in brick and stucco, dating to 1885. The building sits within a group of warehouse buildings that form a coherent townscape setting. The proposed development would be visible in views to the north as a prominent feature on the skyline.
209. However, the setting of these listed buildings is characterised by taller buildings such as Creechurch Place, The Gherkin as well as the consented 100 Leadenhall Street tower. In this context the proposal would not harm the listed building's setting or significance.

19-21 Billiter Street, grade II

210. A Victorian commercial building in a classical style dating to 1865. The building is embedded within a modern office development and its context will be further altered when these buildings are replaced by the 40 Leadenhall Street development. The proposal would be concealed behind both the consented 100 Leadenhall Street and 40 Leadenhall Street towers. Therefore, the proposal would not harm its setting or significance.

The Setting of other Listed Buildings

211. There are a large number of listed buildings in this part of London where the proposal will appear in their setting. The impact on these other listed buildings have been assessed and harm to their setting or significance was not identified

Impact on the significance of conservation areas

212. The site is adjacent or in close proximity to a number of conservation areas. The proposal would also affect more distant conservation areas within and outside the City. These include conservation areas in other Boroughs, in particular, the London Boroughs of Islington, Tower Hamlets and Hackney. The impact of the proposal on nearby conservation areas within the City is set out below:

St. Helen's Place Conservation Area

213. To the west of the site lies the St. Helen's Place Conservation Area, which comprises a compact group of historic buildings around St Helen's Place and Church. The St. Helen's Place Conservation Area, more so than any other, is surrounded by the tall buildings of the City cluster which comprise its setting. The proposal would be visible as a prominent landmark in views eastwards along St Helen's Place alongside The Gherkin to the north of the 100 Leadenhall Street tower with the 1 Undershaft tower to the south. In the context of its existing character and setting, the additional impact of the development would not be harmful to the significance of the conservation area.

Bank Conservation Area

214. The Bank Conservation Area is located some distance to the west. By virtue of the presence of tall buildings to the immediate west of the proposal, the scheme will be largely concealed in views within the Conservation Area, especially in key views such as Bank junction and Cornhill. Views of and from within this conservation area are characterised by the backdrop of tall buildings in the City cluster on the north and east side of Bishopsgate.

215. In the limited parts of the Conservation Area where glimpses are afforded of the proposal such as Great Winchester Street and Copthall Avenue, it would be seen against the backdrop of the completed and consented towers. In this respect, the proposal is not considered to harm the significance of the Bank Conservation Area

Leadenhall Market Conservation Area

216. Leadenhall Market is characterised by the presence of tall buildings as a backdrop to the north and east. The proposal is some distance to the north east. The proposal would not harm views in to or from the conservation area or its significance.

Bishopsgate Conservation Area

217. This conservation area lies a significant distance to the north of the site. However, by reason of the substantial height of the proposal it would have an impact on the setting and in views southwards from the conservation area. The conservation area is characterised by an extensive grouping of historic masonry buildings around Liverpool Street Station, with a backdrop of towers in the City cluster.

218. In views from Devonshire Square, the proposal will appear as an imposing landmark, though alongside other tall buildings. The visual effect is not considered harmful and is seen alongside the other towers of the City cluster.

219. In views south within the Conservation Area, the proposal would contribute to the dynamic quality of the tall buildings cluster and is not considered to harm the significance of the Bishopsgate Conservation Area.

Lloyd's Avenue Conservation Area

220. The Conservation Area lies to the south east of the site and comprises a significant group of Edwardian and later buildings. The area is focused on the Lloyd's Avenue thoroughfare, with the view north terminated by 105 Fenchurch Street, and flanked by Lloyd's Register (GII*) and Dixon House (GII). The Gherkin is a distinctive focal point in views along Lloyds Avenue, which along with the consented 100 Leadenhall Street tower create a visual termination to the view. The proposal will introduce a striking and imposing new focal point in this view. Given the characteristic backdrop of tall buildings in this view and the enclosed character of the conservation area the scheme would not harm its significance.

Fenchurch Street Station Conservation Area

221. This small conservation area lies to the south of the site and is centred on Fenchurch Street Station and earlier buildings to its south. The proposal would be concealed from views from the station forecourt by the consented 100 Leadenhall Street tower. In this respect, the proposal would not harm the setting of the Conservation Area.

Old Broad Street Conservation Area

222. This Conservation lies to the north west and limited glimpses of the proposal would be afforded although from many vantage points, the proposal would be concealed behind existing towers which is a distinctive backdrop to the Conservation Area in views to the east. The proposal will not harm the setting of the Conservation Area or its significance.

Finsbury Circus Conservation Area

223. This Conservation Area lies a significant distance north west of the site

and focuses on the formal Circus with its central garden framed by fine masonry buildings. The proposal would be seen in views eastwards from the northern half of the Circle as an eye-catching feature on the skyline but alongside the other towers within the City Cluster defining a distinctive backdrop to the Circus, albeit screened to a degree by the mature trees of the gardens. In this respect the neither the setting nor the significance of the Conservation Area will be harmed

Non-designated Heritage Assets

224. The proposed development would impact on the significance of non-designated heritage assets within the site boundary and in its vicinity.
225. Despite its relatively recent completion (2003), The Gherkin (30 St Mary Axe) is regarded as a non-designated Heritage Asset due to its striking architectural contribution and impact on the skyline.
226. Since completion, the building has caught the public imagination and arguably developed an architectural iconic status, frequently used to symbolize the City of London and London as a whole, both to the UK and globally (for example, publicizing the London Olympics). The building has won numerous architectural awards including the Stirling Prize in 2004. As one of the earlier towers in an area subsequently earmarked for a cluster of towers, the Gherkin has been subsumed in the emerging cluster. As such its distinctive appearance on the skyline of London is has diminished, particularly from the west. Despite this, its striking profile and appearance means it retains a high architectural significance worthy of being identified as a non-designated heritage asset.
227. The Tulip has been assessed in relation to The Gherkin's significance and is not considered to have a harmful impact. The design process by the same architect in developing the Tulip was based primarily on the familial aesthetic relationship with the Gherkin to achieve architectural synergy between the two. The architectural frisson between two complementary and remarkable architectural forms creates a dynamic and striking relationship which is considered appropriate.
228. The Tulip's and its pavilion's impact on the public realm around The Gherkin is considered acceptable. In particular, the form of the public realm was not satisfactorily resolved as part of The Gherkin development, appearing ill-defined with an ambiguous relationship to the dense urban grain of vits surroundings.

Outside the site

229. A number of unlisted historic buildings in the immediate setting of the proposed development are considered non-designated heritage assets.
230. 113-116 Leadenhall Street is an attractive stone bank dating to 1891 with refined detailing. As the only surviving Victorian building on Leadenhall Street, the building is a valuable element of the townscape and reinforces and contributes to the setting of St Andrew's Church.
231. 33-34 Bury Street is an office building of 1912, built for Messrs Burge, grain dealers. The building is a characterful survival of a small-scale early 20th-century office building, once a common type in the City. It has good

quality carved stone detailing and makes an effective contrast with Holland House adjacent.

232. To the east of Creechurch Lane, north of the church are a group of high quality 19th century former warehouse buildings. Each is considered a non-designated heritage asset for the positive contribution it makes to the townscape and setting of the church. The buildings form a strong group and provide a valuable surviving historic townscape at the eastern edge of the City cluster. The buildings are 18-20 Creechurch Lane (Cree House), 24 Creechurch Lane (Fibi House), 12-14 Mitre Street (Mitre House), 27-31 Mitre Street.

233. The proposed development would impact on the setting of the above non-designated heritage assets due to its scale and proximity. However, the historic buildings have a relationship with the tall buildings of the City cluster and it is not considered that the impacts of the scheme would be harmful to their significance.

TRANSPORT, SERVING PARKING AND IMPACT ON PUBLIC HIGHWAYS

234. Local Plan Policy CS16 sets the strategic aim to improve the sustainability and efficiency of travel in, to, from and through the City. London Plan Policy 6.3 states that development proposals should ensure that impacts on transport capacity and the transport network are fully assessed and that development should not adversely affect safety on the transport network. The applicants have submitted a Transport Assessment in support of the application to assess the impacts on the transport network.

Servicing

235. The existing 30 St Mary Axe development is serviced primarily from a basement servicing area accessed by a two-way ramp from St Mary Axe in the north-western corner of the site. The two-way ramp is proposed to be removed and would be replaced by two vehicle lifts leading to a smaller basement servicing area comprising three 8-metre bays and one smaller bay for vans and facilities maintenance vehicles.

236. The submitted transport assessment sets out the existing servicing arrangements for 30 St Mary Axe (Gherkin). The existing number of deliveries received by the Gherkin is 81 deliveries per day. 19 deliveries are in addition from couriers which are made by bicycle or on foot.

237. It is estimated that these deliveries would remain, and the proposed development would generate a further 28 deliveries; comprising 21 deliveries for the restaurant, bar, café and shop, 6 for the viewing gallery and 1 for the education facility. The estimate of 21 deliveries for the restaurant is considered to be a conservative estimate, as restaurants often require to inspect food deliveries personally prior to accepting them, and there is a concern that not all restaurant deliveries would be able to be consolidated, as they would need to arrive at the site from the individual suppliers.

238. With the increase in the number of extra deliveries to the Tulip, the addition of approximately 1.2m visitors per year and additional cycling movements, it is likely to increase the conflicts within the Eastern Cluster. In order to ensure that the proposal does not prejudice the operations of the business city, limit development in the Eastern Cluster or create additional servicing pressures in the Eastern Cluster, conditions/s106 obligations are recommended to mitigate any adverse impact.
239. If planning permission were to be granted, it is considered that the proposed development should not create additional servicing pressures on the Eastern City Cluster through attracting additional vehicles to the site. The following conditions and S106 obligations would be necessary prior to the first operation of the development and must be maintained for the life of the building (and accepted by the applicant):
- The total number of deliveries to both the Gherkin and the Tulip shall be no more than 81 deliveries per day (excluding courier deliveries made by bicycle or on foot)
 - Deliveries to both the Gherkin and the Tulip shall be consolidated and an off-site consolidation centre be operated to route as many deliveries as possible to both buildings.
 - No deliveries shall be accepted to either the Gherkin or the Tulip other than from a consolidation centre from the date on which the operation of the Tulip commences [other than approved non-consolidated deliveries such as for certain fresh food products].
 - No deliveries shall be accepted to the Gherkin or the Tulip other than from a motor vehicle parked wholly within the basement servicing area or from a courier on a bicycle or on foot.
 - No deliveries shall be made to the Gherkin or the Tulip during peak periods (between 0700 and 1000 hours, 1200 and 1400 hours and between 1600 and 1900 hours) Monday to Friday Except in emergency (lift repairs, etc.)
240. With restrictions for deliveries during peak periods, a high proportion of deliveries would arrive at night-time. A condition is recommended regulating the acoustic properties of the lift doors to minimise disruption to the surrounding area.
241. The use of an off-site logistics centre and consolidated servicing system would have a number of benefits including:
- Reduction in the number of service deliveries to the Gherkin and Tulip combined
 - Scheduled deliveries in accordance with times to be agreed by the City of London and controlled by a delivery management system;
 - Use of the optimal type of vehicle for the specific journey and load and driven by a regular team of drivers;
 - Associated environmental benefits:
242. There would also be a number of security benefits;

- All delivery vehicles from the consolidation centre would be expected;
- Vehicle contents could be security checked and vehicles sealed at the consolidation centre;
- Drivers would be security vetted.

243. The imposition of these conditions and S106 obligations would mean that both the Tulip and the Gherkin would have no greater impact in terms of vehicular traffic than the Gherkin does alone at present and peak hour deliveries would be prohibited.

Parking

244. Local Plan Policy DM16.5 states that new development should be car free except for designated Blue Badge spaces.

245. There will be no car parking spaces, except for 2 disabled user spaces in the basement, which is a reduction on the existing 15 general and 3 disabled users spaces. Whilst the loss of the general parking is welcome, the loss of a disabled bay is not ideal. It would comply with the requirements of the London Plan policy 6.13 (and table 6.2) which requires at least one space to be provided. There are on-street disabled bays in the vicinity.

Bicycle Spaces

246. The number of existing cycle parking spaces serving the Gherkin is 114 long stay spaces (in accordance with the original permission) accessed via the existing ramp from St Mary Axe. There is no existing provision for short stay cycle parking at ground floor level within the curtilage of the Gherkin.

247. New cycle parking spaces are proposed for the Tulip and Gherkin by way of a VeloMinck® automated cycle parking system which would be located at first-floor level of the Pavilion building. The VeloMinck® system is an automated system which transports bicycles to and from the entry point to a parking space within the building. Users would access one of three access points to the system within the ground floor of the pavilion building by inputting an entry code to store and to retrieve their bicycle. The automated cycle parking system capacity would be standard cycles. In addition, 10 cycle parking racks (accommodating 20 cycles) at grade would be located at the north-eastern and south eastern corners of the site.

248. Draft London Plan Policy T5 requires the provision of 21 long stay and 126 short stay cycle parking spaces (a total of 147 spaces) for the Tulip. A total of 21 long stay and 63 short stay cycle parking spaces (50% of the short stay provision required) is being provided for sole use by the Tulip in the Pavilion building. The long stay provision would be compliant with the draft London Plan standards for the Tulip, however, the short stay cycle parking spaces would not be compliant with the draft London Plan Standards for the Tulip.

249. The remaining 200 cycle parking spaces within the Pavilion building would be provided as spaces for use by the tenants of the Gherkin. The Gherkin building is outside the scope of the Tulip development planning unit, except for its basement, where the existing cycle parking for the building is located, is included within the Tulip development planning unit. It is proposed the 200 spaces use by the tenants of the Gherkin within the Pavilion building, which would be in addition to the existing 114 long stay cycle parking spaces in the basement which would be a significant improvement to the current situation, a total of 314 cycle parking space. In order to make the Gherkin building compliant with the cycle parking standards of London Plan Policy 6.9 and draft London Plan Policy T5, a total of approximately 842 and 1005 spaces respectively would be required.
250. The development would provide 40 showers (including accessible showers), lavatories, and 398 lockers in association with the cycle parking.
251. A condition is recommended which would set out the total number of cycle parking spaces and associated shower and locker facilities which would be required and for them to remain for the life of the building. A s106 obligation requiring a cycle parking management strategy is also recommended to ensure all occupiers and visitors to the Tulip and Gherkin would have access to the relevant cycle parking spaces and the associated facilities (this is discussed below in the report).

Public Transport

252. London Plan Policy 6.1 highlights that development should be supported “that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity”.
253. The development site is highly accessible by public transport and records the highest possible Public Transport Access Level (PTAL) of 6b. Liverpool Street Underground Station (which includes the Elizabeth Line when operational) is within a seven minute walk from the site. Liverpool Street and Fenchurch Street Mainline Stations are both within a seven minute walk. There are 26 bus services available within 640m of the site.
254. The proposed development is predicted to generate a low number of people per public transport mode when the visitors are distributed to various modes. It is predicted that the proposed development is likely to attract a maximum of 1447 people per hour during peak use, which includes 700 visitors to the viewing gallery, 194 visitors to the education facility and 553 visitors to the restaurant/bar (Table 5.2 Transport Assessment).
255. Using the ticket sale restrictions that have been accepted by the applicant, it can be expected that a maximum total of 1047 people will visit the development per hour during the AM peak and 1247 people per hour during the PM peak. There may be up to 80 additional people per hour that visit the area to view the attraction, but do not enter the building.
256. The trips have been measured against the existing baseline and split between the different predicted modes of transport; the majority of journeys would be undertaken by train or Underground and DLR, with the

remaining smaller percentage by bus, taxi, bicycle or foot. The AM peak has not been predicted because it will be unlikely to be at capacity levels therefore the PM peak demonstrates the worst case scenario.

257. It is estimated that the proposed development would increase the number of national rail passengers by about 6.6% in the PM peak hours in the inbound direction (Moorgate), inbound trains at peak times generally have enough capacity to cope with this increase. The proposed development would increase the demand for outbound trains by a maximum of 0.7% (Liverpool Street). There is a negligible increase to all underground and DLR trips predicted, ranging from a 0.0% increase on the Central Line westbound (Bethnal Green) to a 0.5% increase on the Circle line (clockwise). The only increase above 0.5% is a predicted 3.5% increase on the Waterloo & City line (eastbound). It is anticipated that the proposed opening of Crossrail in 2018 would alleviate the pressure on the rail services, because the Elizabeth Line will account for 20% of the trips.
258. Overall a total of 319 inbound and 319 outbound PM peak (1700-1800) trips are forecast on the rail network.
259. Overall a total of 191 inbound and 191 outbound PM peak (1700-1800) trips are forecast on the underground network.
260. Overall a total of 174 inbound and 174 outbound PM peak (1700-1800) trips are forecast on the Elizabeth Line.
261. Overall a total of 54 inbound and 54 outbound PM peak (1700-1800) trips are forecast on the bus network.
262. Overall a total of 44 inbound and 44 outbound daily taxi movements are forecast.

Pedestrian Movements

263. London Plan Policy 6.10 states development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street. London Plan Policy 7.5 establishes a criteria for proposals to make the public realm the highest quality. Local Plan Policy DM16.2 states pedestrian movements must be facilitated through and around new developments.
264. The applicants have undertaken a pedestrian modelling assessment to assess the impact of the Tulip on the surrounding pedestrian network. This report has been independently assessed by Arup on behalf of the City of London. Arup have concluded that the proposed development will not result in an unacceptable impact on the wider pedestrian network, provided that City of London are satisfied with the public realm impacts of the development, given that it reduces the extent of the current open space around the Gherkin.
265. The assessment method adopted by Space Syntax when assessing the pedestrian movements takes into consideration a typical busy day for the visitor attraction (which is referred to as the design day) and this is likely to occur on approximately 30 busiest days of the year including during summer holidays and public holidays. The applicants have assessed this as a worst-case scenario.

266. The applicant has indicated that, in the peak hour during its design day the Tulip development would add an additional 1 740 pedestrian movements (870 arrivals and 870 departures, comprised of 848 visitors to the viewing gallery, education facility and restaurant and bar and 22 staff). In addition, there would be an estimated maximum of 80 trips per hour to account for non-paying visitors, e.g., architectural tourists and visitors who want to visit and view the building but who do not wish to pay to enter it. These 1 820 visits in the peak hour would add significant additional stress to the streets in the City Cluster, which already experience substantial crowding in some locations at sometimes.
267. The ability for streets in the City Cluster to cope with the additional pedestrians arising from the Tulip development would depend on those visitors' arrival and departure routes and, in particular, the widths of the affected footways and footpaths. This means that the effects of the additional pedestrian trips would not be evenly spread, but would vary substantially between individual locations. The analysis undertaken as part of the application indicates that in some locations the streets would cope well with the additional trips. On the eastern arm of Bury Street, for example, the predicted pedestrian numbers in the peak hour would increase from 713 to 783, which would not alter its pedestrian comfort level of A-, which is described by the *Pedestrian Comfort Guidance for London* (Transport for London) as "comfortable for all areas".
268. In other locations, however, very crowded conditions are likely to be experienced. The likely most crowded street would be St Mary Axe between Camomile Street/Bevis Marks and Bury Court, where predicted pedestrian numbers would reach 6 599 in the evening peak hour, which would result in a pedestrian comfort level (PCL) of C-, which is described by the *Pedestrian Comfort Guidance for London* as "very uncomfortable". The guidance states that "At PCL C+ - C-, the pedestrian environment is becomes increasingly uncomfortable, with the majority of people experiencing conflict or closeness with other pedestrians and bi-directional movement becoming difficult."
269. In other locations the predicted pedestrian comfort level depends on whether or not consented developments and their accompanying enhancements to the public realm go ahead. In particular, if the 1 Undershaft development does not proceed and thereby provide additional pedestrian space on the south side of Undershaft and the western side of St Mary Axe south of Undershaft, the predicted pedestrian comfort level on Saint Mary Axe south of Undershaft would be C+ and the predicted pedestrian comfort level on Undershaft would be C-.
270. However, these poor conditions need to be considered firstly in the context of the degree to which the predicted pedestrian comfort levels result from the Tulip development and secondly the degree to which the crowding could be mitigated, for example through footway widening or timed closures to motor vehicles or by limiting access to the Tulip.

271. In the most problematic location, i.e., St Mary Axe between Camomile Street/Bevis Marks and Bury Court, the Tulip development is predicted to contribute 609 pedestrian trips per hour to the total of 6 599, i.e., the Tulip development-related pedestrians are approximately 9.2% of the total. In other potentially problematic locations, the Tulip development-derived contribution to the crowding is likely to be less, with the Tulip development contributing 644 pedestrians per hour to the predicted total of 7 326 pedestrians on St Mary Axe south of Undershaft, i.e., 8.8% of the total, and 191 pedestrians per hour to the predicted total of 4 620 pedestrians on Undershaft, i.e., 4.1% of the total. Therefore, while the Tulip development is adding significant additional stress to the streets in the City Cluster, the majority of the pedestrian trips that are likely to result in the uncomfortably crowded conditions are not caused by that development.
272. In some locations where poor conditions are likely to result, action would be able to be taken to provide relief through the provision of additional pedestrian space. In particular, the consented development at 1 Undershaft would, if constructed, provide additional pedestrian space on the south side of Undershaft and the western side of St Mary Axe south of Undershaft. This would improve the predicted pedestrian comfort level on St Mary Axe south of Undershaft from C+ to B and on Undershaft from C- to A-. However, on St Mary Axe between Camomile Street/Bevis Marks and Bury Court there may be much less scope to provide relief and improve on the very poor predicted pedestrian comfort level of C.
273. The City has published an *Eastern Cluster Area Strategy* for consultation, and this proposed that a raised carriageway be installed on St Mary Axe and that timed closures be introduced to restrict some or all motor vehicle movements along this street at peak times. However, no detailed analysis has yet been undertaken on the feasibility of these proposals and the timed closures would be likely to be very challenging, given the volume of freight that will need to access Undershaft to service the cluster of very large buildings that are or will be serviced from this cul-de-sac, in particular 6-8 Bishopsgate, 22 Bishopsgate, 122 Leadenhall Street and 1 Undershaft. Therefore, the level of mitigation that may be able to be implemented will vary considerably.
274. The predicted pedestrian comfort level of C- on St Mary Axe between Camomile Street/Bevis Marks and Bury Court needs to be considered likely. At present the Plaza area around the Gherkin is generous and is used both for access, sitting, tables and chairs, sculptures and once a week for a market. The Tulip and the Pavilion will increase the numbers needing to access the site and will result in a loss of public realm (88sqm) which will change the character and the purpose of the space, making it a busier environment. This is to some degree mitigated by the creation of the pocket park and the rooftop pavilion. In order to mitigate these impacts it will be necessary to restrict other activities (such as markets and tables and chairs) by condition and S106 obligations.
275. In order to reduce potential pedestrian conflict and to ensure the quality of the pedestrian environment would not be unacceptable, both within the

Plaza and the public highway as a result of the proposed development, conditions/S106 obligations are recommended which limit the number of ticket sales during the peak commuter periods Monday to Friday (excluding weekends and bank holidays) between;

- 0700-1000 hours – no more than 300 tickets per hour
- 1200-1400 hours and 1630-1830 – no more than 500 tickets per hour
- at all other times – no more than 700 tickets per hour

276. The visitors to the bar, restaurant and education/community facility would not be capped. This means that there would be the possibility of the Tulip generating pedestrian numbers at the design day capacity at every day of the year, though the applicants have indicated that this is unlikely to occur.

S278 Works

277. Section 278 works are considered necessary to mitigate the impacts of the increase in the potential number of cyclist and pedestrian trips generated to and from the site. Section 278 works (including design and evaluation costs) include but are not limited to:

- Pedestrian improvements to St Mary Axe and Bevis Marks to improve pedestrian priority
- Contributions to the delivery Eastern City Cluster Strategy projects
- Improvements to Bishopsgate/Camomile Street/Wormwood Street e.g. modelling and crossing improvements.

Stopping up/Dedication of land as public highway

278. There is no intended permanent stopping up.

Coach Parking

279. There would be a group booking process for the visitor attraction, and as part of that process the person making the booking would be asked to advise how the group was intending to access the site. If the person making the booking advised that the group would arrive by coach, they would be advised that the booking could not be accepted on that basis as coach access to the site would create additional vehicular pressure in the surrounding streets. A S106 obligation is recommended to ensure that no groups and school parties to the education/community facility or groups to the visitor attraction shall be accepted who come by coach and are dropped within the Square Mile.

ACCESS

280. London Plan Policy 7.2 states that development should achieve the highest standards of accessible and inclusive design, ensuring that developments can be used safely, easily and with dignity by all regardless of disability, age gender ethnicity or economic circumstances. Local Plan policy DM10.8 requires that developments meet the highest standard of accessibility and inclusive design.

281. The proposed development and surrounding public realm has been designed to ensure that it is accessible and inclusive for all visitors.
282. Two wheelchair accessible parking bays would be provided at basement level and a lift within the Pavilion building would provide access to street level.
283. There would be a level approach from the north-west into the reception area of the Pavilion building which is the main entrance for the visitor attraction. Visitors would pass through the reception area, cross the security barriers, and take a lift or an escalator down to the Basement Mezzanine level which runs eastwards towards the Tulip lift lobby.
284. There would be level access to the lobby at ground floor level, at the south side of the base of the Tulip tower, for dedicated lift access to the restaurant and bar.
285. Access to the rooftop terrace on the Pavilion building would be accessible by stairs and a lift.
286. Designated escape routes for disabled staff and visitors from each part of the building would be incorporated.
287. The Access Officer welcomes the inclusive access to and within the building which would meet the requirements of Local Plan policy DM10.8 and London Plan policy 7.2. S106 obligations/conditions are recommended to ensure the facilities meet the requirements for the educational/community uses to ensure to ensure full accessibility and provision.

WASTE MANAGEMENT

288. The basement layout would be revised and would include a new basement mezzanine level alongside the two existing basement levels. The basement area would be shared between the Gherkin and the Tulip.
289. The waste management for the Gherkin would be amended and coordinated with the Tulip.
290. Each of the tenants in the Tulip would be provided with waste storage areas within their demise which allows their generated waste to be segregated in to residual refuse, mixed recycling and organic waste.
291. At regular intervals, the segregated waste from the Tulip would be transported to the basement waste storage area via back of house service corridors. A lift leading to basement level from the Pavilion Building would be used to access the basement waste storage area.

292. The centralised waste storage area would be located at basement level, and it is proposed to use a commercial waste collection contractor (with a consolidation strategy) to collect the waste from the basement waste storage area via the vehicle lifts.
293. There would be minimum headroom of 5m within the service area and lifts.
294. The Waste and Amenity Planning Manager is satisfied with the proposals would comply with Local Plan Policies CS17, DM17.1 and London Plan Policy 5.17.

SECURITY

295. A number of internal and external security measures would be employed to address security issues which arise with a development of this size, location and nature.
296. Externally, perimeter protection would be achieved by the installation of Hostile Vehicle Mitigation (HVM) bollards which would all be on the development site on private land. There are existing perimeter walls to the South, East and West of the site which would be retained for a total of 146m along the site perimeter which would work in conjunction with the HVM bollards. At the pocket park along Bury Court, a water feature partially sunk below the park floor level is proposed, which would help prevent vehicles crossing the Plaza. The Plaza currently has security and CCTV surveillance to all entry points and corners and this is proposed to be continued.
297. The security access arrangements for entry to the visitor attraction and the restaurant and bar have been reviewed. For visitors attending for the visitor attraction, an initial security scan would be carried out within the ground floor of the Pavilion building prior to visitors descending to the basement mezzanine level where airport style security checking would take place. For visitors who are attending the restaurant or bar, they would be security checked at the ground floor of the Tulip tower prior to ascending to the upper levels.
298. The City of London Police have commented that they have reviewed the public realm amendments covering Hostile Vehicle Mitigation and public access to the visitor attraction and are happy with the proposals.
299. If planning permission were to be granted, details of the security measures and a requirement that no queuing arises external to the Tulip and Pavilion buildings would be sought by condition/S106 obligation. Any alterations on the highway would be secured through a Section 278 agreement. The applicants would also be required to enter into a separate security S106 agreement.
300. Overall, proposed security measures (subject to the recommended conditions and S106 obligations) would comply with paragraph 95 of the

NPPF, London Plan Policies 7.3 and 7.13, and Local Plan Policies CS3, DM3.2 and DM3.3, DM3.4.

FIRE STRATEGY

301. Draft London Plan Policy GG6 (Increasing efficiency and resilience) states developments must create a safe and secure environment which is resilient against the impact of emergencies including fire and terrorism. Draft London Plan Policy D3 (Inclusive Design) states development proposals should be designed to incorporate safe and dignified emergency evacuation for all building users with suitable sized fire evacuation lifts.
302. The application is accompanied by a Fire Strategy which includes a number of points in relation to the proposed building. The proposed development would be divided into three zones, each with its own fire strategy as each of the zones have different occupancies. The zones would be spatially separated by fire rated construction, allowing the zones to be treated independently from one and another.
303. Zone 1 comprises the top of the proposed development, Zone 2 comprises the stem of the proposed development designed (to be used for egress and maintenance only) and zone 3 comprises the base of the proposed development including ground floor (retail), basement mezzanine (public waiting area) and basement level (mechanical, electrical and public health equipment).
304. The top levels of the building - comprising the top of the Proposed Development - are the most critical in terms of life safety. The fire strategy is to initiate phased evacuation of each level following smoke detection within the zone. The fire floor should be evacuated first, followed by the others. Throughout Zone 1, occupants on every area of the floor plate will have access to two fire escape routes. The travel distances would be compliant with Part B of the Building Regulations with the maximum travel distances on a typical floorplate being 21 m, which would be less than the maximum allowable 45 m.
305. Emergency egress from the Gondola's would be possible from every level of the building. Emergency brakes would secure the cabin in a locked and stable position. Depending on the location of the cabins, passengers would be able to escape onto the nearest floorplate through hatches in the building envelope. Ladders would be deployed in cases where the cabin were in between floors and trained members of staff would assist with evacuation.
306. The stem (zone 2) would contain two independent staircases (in the form of a scissor staircase), maintaining one usable escape route even if one staircase were to become compromised by smoke. Occupants would

enter the staircases through protected, ventilated lobbies, limiting the quantity of smoke that could flow into the stairwell. There would be an option to use the express lifts for emergency evacuation from levels 3, 4, 6 & 7. Disabled occupants who are unable to use the staircases can wait in the refuge areas located in the protected lobbies. A manual call point would be available to be used to communicate with the security team at the base of the building, and the fire lift can be used for evacuation. Zone 2 would comprise a rest space on every landing and at every fifth level, there would be a stopping point for the lift that allows occupants to wait in front of the fire lift for evacuation.

307. Occupants on Ground level would be able to evacuate via the main external doors in the retail areas. Occupants on Basement Mezzanine level will be able to evacuate via one of six staircases and escalators to reach the exterior.
308. Zones 1 and 3 in the building are to be fitted out with an automatic smoke detection and alarm systems.
309. The escape routes of 30 St. Mary Axe (the Gherkin) would remain independent and unaffected by the proposed escape routes from the Proposed Development.
310. If planning permission were to be granted, a condition would be recommended requiring the submission of details of a Fire and Emergency Escape Strategy for all building users (including people with disabilities) with details of the means of escape (including the Gondolas), areas of refuge and fire evacuation lifts and stairs shall be submitted to and approved in writing by the Local Planning Authority in consultation with the London Fire and Emergency Planning Authority, Building Control Health and Safety Team prior to first occupation of the building and the strategy shall remain in place thereafter.

AVIATION

311. An aviation safeguarding assessment has been submitted in support of the application. The assessment evaluates the proposed development in terms of aerodrome safeguarding with specific reference to London City Airport, Heathrow Airport and the National Air Traffic Services (NATS) and other users of the airspace in London.
312. NATS, London City Airport and Heathrow have been consulted and they have advised that no impact is anticipated from either the building itself, or the moving gondolas as the proposed building would be shielded by the existing cluster of high rise buildings, whose impact has been deemed to be acceptable.
313. Heathrow, NATs and London City Airport have advised that whilst there is no safeguarding objection to the completed structure, the operations of cranes during the construction of the structure may have the potential to affect airspace users and its operations. They have since reviewed the matter and are of the view that the development in construction and operation could be acceptable subject to conditions which includes a Crane Operation Plan and a Construction Management Strategy which

would need to be submitted for approval in consultation with London City Airport and NATS to safeguard aviation routes at Heathrow and London City Airport.

ENVIRONMENTAL IMPACT OF PROPOSAL ON SURROUNDING AREA

314. The impact of the scheme on the amenity of the surrounding area has been assessed taking into account Development Plan policy and relevant guidance. If planning permission were to be granted conditions have been recommended.

WIND MICROCLIMATE

315. The likely effect of the development on the wind microclimate in the immediately surrounding area has been assessed using two methodologies and the results considered against the policy requirements of policies 7.6 and 7.7 of the London Plan and DM10.1 of the Local Plan. The assessment has been undertaken using a boundary layer wind tunnel and computer-based technologies to simulate the wind microclimate conditions and the likely effects on sensitive receptors have been assessed for suitability using the widely accepted Lawson Comfort Criteria.

316. For a mixed use urban site such as the proposed development and surrounding area the desired wind microclimate would typically have walking during the windiest season on pedestrian thoroughfares, standing conditions at main entrances, sitting conditions at outdoor seating and amenity areas during the summer season.

317. The assessment, using wind tunnel tests, provides details of the average and gust wind conditions around the existing site and the proposed development and assesses the cumulative impact with other proposed developments including 22 Bishopsgate, 1 Undershaft, 1 Leadenhall Street, 6-8 Bishopsgate, 40 Leadenhall Street, 60-70 St Mary Axe, 52-54 Lime Street. Assessments are given for both the summer season and the windiest season. Wind speeds were measured at 196 locations for 36 wind directions at 10o intervals. The measurements covered ground and terrace level locations along the building facades and at corners, thoroughfares within open amenity spaces and on pedestrian routes within and around the site and roof top terraces.

318. The methodology adopted to carry out the wind assessment combined the use of Computational Fluid Dynamics (CFD) and physical model-based wind testing using a boundary layer wind tunnel testing. Both studies were carried out independently from one another. The combination of the two methods of assessment provides a comprehensive understanding of wind effects around the site.

319. The methodology adopted to assess the wind microclimate is in line with City of London's draft Wind Microclimate Guidelines. This includes the use of the updated Pedestrian Comfort Criteria.

320. Windspeeds across the site were tested under a number of different configurations to demonstrate a robust assessment of the wind environment, assessing the existing site with the existing surrounding buildings, the Proposed Development with the existing surrounding buildings, the Proposed Development with future consented buildings (cumulative scenario) and six further scenarios capturing the phasing of consented developments within the Eastern Cluster.

Existing Baseline Scenario

321. The baseline assessment scenario has wind conditions ranging from being suitable for 'frequent sitting' to 'walking' use during the windiest season. The wind conditions generally around the site are suitable for a mix of 'standing' and 'occasional sitting' use with localised areas of 'walking' use wind conditions toward the south-west of the site, adjacent to 122 Leadenhall Street. These conditions are acceptable for the intended use.

322. In the summer season, wind conditions around the site are generally one category calmer with the vast majority of locations having 'standing' to 'occasional sitting' wind conditions, specifically around the St Mary Axe Plaza, Aldgate Square and the St Helen's Churchyard. Wind conditions near the 122 Leadenhall amenity space are suitable for 'standing' use with one instance of 'walking' use wind conditions. There were no exceedances of the 15m/s safety threshold at any location in the baseline scenario.

Proposed development with existing surrounding buildings

323. With the completion of the proposed development the wind conditions generally remain consistent with the baseline scenario in the windiest season.

Thoroughfares

324. All thoroughfare locations along St Mary Axe, Bury Court, Bury Street, Leadenhall Street and Bevis Marks would experience wind conditions ranging from suitable for 'frequent sitting' to 'walking' use. All thoroughfare locations would be suitable for the intended pedestrian uses during the windiest season.

Entrances

325. All entrances to the Proposed Development would experience 'standing' or calmer wind conditions and therefore are suitable for the intended use. All surrounding buildings entrances remained suitable for 'standing' or calmer use during the windiest season.

Ground Floor Amenity Spaces

326. The proposed pocket park north of the Gherkin would experience wind conditions which are suitable for 'occasional sitting' and 'standing' during the windiest season and 'frequent sitting' during the summer season and therefore would be suitable for the intended use. This would be achieved by specific landscaping features at which include:

- Two 6m evergreen trees in the pocket park;
- 1m hedging on the north and east side of seating areas in the pocket park;

327. St Mary Axe Plaza, St Helen's Churchyard and Aldgate Square would experience wind conditions which are suitable for a mix of 'occasional sitting' and 'standing' use in the windiest season which would be consistent with the baseline scenario. The amenity space at 122 Leadenhall Street remained consistent with the baseline scenario during the windiest season.

Terrace Level Amenity Space

328. The amenity space on the roof of the Pavilion building would experience wind conditions which are suitable for 'occasional sitting' and 'standing' in the windiest season and a mix of 'occasional sitting' and 'frequent sitting' in the summer season. This would be achieved by specific landscaping features at roof level which includes:

- 1m hedging on the north and east side of southern seating areas on the pavilion building roof;
- 1m hedging on the west, north and east of the northern seating areas on the pavilion building roof;
- Four evergreen 4m tall trees on southern corner of pavilion building roof; and
- 1m hedging in southern area of pavilion building roof.

329. There were no locations in and around the Proposed Development site which would have strong winds exceeding the 15m/s safety threshold.

Proposed Development with Future Consented Buildings (Cumulative Scenario)

330. Wind conditions are windier than in the baseline scenario and Proposed Development with existing surrounding building scenarios by up to one category towards the south-west of the site. All other areas (around St Mary Axe and along Bevis Marks and Leadenhall Street) of the site remain largely consistent with the previous mentioned configurations. Wind conditions ranged from suitable for 'frequent sitting' to 'walking' use during the windiest season.

331. During the summer season wind conditions surrounding the site range from suitable for 'frequent sitting' to 'standing' use with one instance of 'walking'.

Thoroughfares

332. All thoroughfare locations along St Mary Axe, Bury Court, Bury Street, Leadenhall Street and Bevis Marks would experience wind conditions ranging from suitable for 'occasional sitting' to 'standing' use with one instance of 'walking' use during the windiest season. The respective thoroughfare locations would experience wind conditions suitable for 'frequent sitting' to 'walking' use during the summer season. All thoroughfare locations would be suitable for the intended pedestrian uses during the windiest and summer season.

Entrances

333. All entrances to the Proposed Development would experience 'standing' or calmer wind conditions and therefore are suitable for their intended uses during the windiest season.

334. The majority of surrounding building entrances would remain suitable for 'standing' or calmer use ; however, one entrance location towards the south-west of the site would experience 'walking' wind conditions during the windiest season. This is one category windier than desired. No mitigation would be required on behalf of the Proposed Development as results for the Future Baseline scenario (Existing Site with Future Consented Surrounding Buildings) shows that this 'walking' wind condition remained and is therefore not caused by the Proposed Development.

Ground Level Amenity Spaces

335. The new pocket park of the proposed development would experience wind conditions which are suitable for 'frequent sitting', 'occasional sitting' and 'standing' during the windiest season. In the summer season the new pocket park would experience wind conditions suitable for 'frequent sitting' during the summer season.

Terrace Level Amenity Spaces

336. The rooftop terrace of the Pavilion building would experience wind conditions which would be suitable for a mix of 'frequent sitting' and 'occasional sitting' in the windiest season and 'frequent sitting' during the summer season, which would be suitable for the intended use.

337. There were no occurrences of strong winds exceeding the 15m/s safety threshold.

Conclusion

338. Throughout all the configurations tested, the changes in wind conditions would not result in any areas becoming windier than desired for

their intended use in either the windiest or the summer season and the safety threshold would not be exceeded at any time.

DAYLIGHT AND SUNLIGHT

339. Local Plan Policy DM10.7 'Daylight and Sunlight' resists development which would reduce noticeably the daylight and sunlight available to nearby dwellings to unacceptable levels, taking account of the Building Research Establishment's (BRE) guidelines. Policies 7.6 and 7.7 of the London Plan provide further guidance. Policy 7.6B(d) states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings. Policy 7.7D states that tall buildings should not affect their surroundings adversely. Paragraph 3.10.41 of the Local Plan indicates that the BRE guidelines will be applied consistent with BRE advice that ideal daylight and sunlight conditions may not be practicable in densely developed city centre locations and should be applied flexibly.

340. The BRE guidelines consider a number of factors in measuring the impact of development on daylight and sunlight on existing dwellings:

- Daylight to windows: Vertical Sky Component (VSC): a measure of the amount of sky visible from a centre point of a window. The VSC test is the main test used to assess the impact of a development on neighbouring properties. A window that achieves 27% or more is considered to provide good levels of light, but if with the proposed development in place the figure is both less than 27% and reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable.
- Daylight Distribution: No Sky Line (NSL): The distribution of daylight within a room is measured by the no sky line, which separates the areas of the room (usually measured in sq. ft) at a working height (usually 0.85m) that do and do not have a direct view of the sky. The BRE guidelines states that if with the proposed development in place the level of daylight distribution in a room is reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable. The BRE advises that this measurement should be used to assess daylight within living rooms, dining rooms and kitchens; bedrooms should also be analysed although they are considered less important.
- Sunlight: sunlight levels are calculated for all main living rooms in dwellings if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are considered less important although care should be taken not to block too much sun. The BRE explains that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% APSH between 21 September and 21 March; and receives less than 0.8 times its former sunlight hours as result of a proposed development; and has a reduction in sunlight hours received over the whole year greater than 4% of annual probable sunlight hours.

341. It should be noted that where there are existing low levels of daylight in the baseline figures any change in the measured levels has been generally described in two ways to give a more complete picture. These are:
- Percentage change (10% reduced to 8% = 20% reduction); and
 - Actual/Absolute change (10% reduced to 8% = 2% change).
342. The main assessment for loss of daylight and sunlight considers the proposals in the context of the existing scenario, where the proposed scheme is the only change and consented buildings which are not yet constructed are not included in the assessment model. Where buildings are already under construction, they have been included in the existing scenario. This is referred to as the existing vs proposed scenario.
343. Paragraph 3.10.41 of the Local Plan states when considering proposed changes to existing lighting levels, the City Corporation will take into account the cumulative effect of development proposals.
344. The applicants have carried undertaken a daylight and sunlight assessment for a number of scenarios. These include:
- Baseline
 - Baseline vs Proposed Development (referred to as proposed vs existing scenario)
 - Baseline vs Cumulative Scenario (i.e. all schemes which have been consented but not yet implemented) (referred to as cumulative scenario)
 - Baseline + Cumulative without Proposed Development vs Cumulative Scenario including the Proposed Development (referred to as future baseline)
345. The future baseline scenario is considered to be a more appropriate approach as it allows the extra impact of the Tulip itself to be quantified.
346. The daylight, sunlight and overshadowing assessment submitted by the applicant as part of the Environmental Statement, has been independently assessed by BRE to review the scope, methodology and conclusions of the report. A copy of this report is provided in the background papers and is available to view online.
347. While the assessment has been carried out for the surrounding buildings including commercial offices, in this report particular attention is paid to those considered as sensitive in terms of daylight and sunlight including residential, religious and educational buildings.
348. The map below shows the location of the sensitive residential receptors in relation to the proposed development.



SOURCES OF INFORMATION
MEASURED SURVEY - 0810.006

- Residential
- Religious
- Ancillary Accommodation
- Guildhall Properties
- School
- Spaces to assess for overshadowing
- Mixed use

- 1) 4-8 Creechurch Lane
- 2) 10-12 Creechurch Lane
- 3) 14-16 Creechurch Lane
- 4) 18-20 Creechurch Lane
- 5) 2 Creechurch Lane
- 6) The Gibson Hall
- 7) 50 Bishopsgate
- 8) 27-31 Mitre Square
- 9) 4 Heneage Lane, Spanish and Portuguese Synagogue
- 10) St Katharine Creechurch
- 11) 26 Wormwood Street
- 12) Cornhill - St Peter upon Cornhill Church
- 13) 50 Cornhill
- 14) 1-24 Wormwood Street
- 15) 25 Wormwood Street
- 16) St Helens Church Bishopsgate
- 17) St Andrew Undershaft Church
- 18) Merchant Taylors Hall
- 19) Merchant Taylors Hall
- 20) 33 Great St Helens
- 21) John Cass Primary School
- 22) Rabbi's House (2 Hebeuse Lane)
- 23) Petticoat Tower
- 24) 150 Bishopsgate
- 25) 1-6 White Kennet
- 26) St Ethelburgas Centre
- 27) 52-68 Bishopsgate
- 28) Drapers Hall
- 29) 19 Old Brood Street

NOTES:
PROPOSED HEIGHTS SHOWN IN USA.
ALL HEIGHTS AND DIMENSIONS GIVEN IN M AOD
PROJECTS UNDER CONSTRUCTION IN ORANGE
N.B. DO NOT SCALE OFF THIS DRAWING

PROJECT:
PROJECT TULIP

DRAWING NAME:
IN AN VIEW PROPOSED PROPOSED IRI3

DWN BY	SCALE	CHK BY	DATE	REV No
TRF	PROPOSED		05.08.18	A
DRG No.	REF No.	ADDR No.	IS No.	DWG No.
12854	01		01	01

gia
The Whitehouse
Belvedere Road
London SE1 8GA
t 020 7202 1400
f 020 7202 1401
mail@gia.uk.com
www.gia.uk.com

Daylight Assessment Results

349. In terms of the impact on daylight, the assessment shows, that for 29 of the properties that have been identified as being sensitive, the effect of the proposed development on 22 of the properties would experience losses ranging between be very minor or negligible where the proposed development could be expected to result in a small but barely noticeable losses and are therefore considered appropriate.
350. The nearest sensitive properties to the proposed development are; The Bevis Marks Synagogue and the associated Rabbi's House at 2 Heneage Lane, the residential properties at 10-12, 14-16 and 18-20 Creechurch Lane and the Churches of St Andrew Undershaft and St Helens Bishopsgate.

St Helens Bishopsgate Church

351. In the proposed vs existing scenario, 55 out of the 55 windows assessed would experience a negligible impact with VSC losses ranging between 0%-5%. Overall, the effect of the proposed development on this property is considered to be negligible in the proposed vs existing scenario.
352. In the cumulative scenario 24 out of 55 windows assessed would experience a negligible impact with losses ranging 0%-19%. 4 out of the 55 windows assessed would experience a major adverse impact with losses ranging between 34.6%-38.9%. 21 out of the 55 windows would experience a major adverse impact with losses exceeding 40%, with one window which would nearly lose all of its light. However, these losses are attributable to the consented developments rather than the proposed development.
353. In the future baseline scenario, 53 out of the 55 windows assessed would experience a negligible impact with losses ranging between 0%-2.9%. one window (W16/F00) would experience a minor adverse impact with a loss of 20%. and one window (W7/F01) would experience a moderate adverse impact with a loss of 33.3%. Both of these windows have very low existing levels of VSC in the baseline. W16/F00 has an existing VSC of 0.5 with a retained value of 0.4 in this scenario. W7/F01 has an existing VSC of 0.3 with a retained value of 0.2 in this scenario. The relative losses for both of these windows would be 0.1 and this shows as a high level of change when expressed as a percentage. Overall, the effect of the proposed development in the future baseline scenario is considered to be minor to negligible and well within the BRE guideline values .

The Bevis Marks Synagogue

354. In the proposed vs existing scenario, eighteen windows (serving the main religious space) would experience a negligible impact with VSC

losses ranging between 3% - 8.6%. The actual degree of change is very small, which shows as a larger percentage loss because the existing VSC is very low. Overall, the effect of the proposed development on this property is considered to be negligible in the proposed vs existing scenario.

355. In the cumulative scenario, eight windows (serving the main religious space) would experience a major adverse impact with VSC losses exceeding 40%. Another two windows (serving the main religious space) would experience a moderate adverse impact with a loss of 34% VSC to each of these windows. The actual degree of change is small, which shows as a larger percentage loss because the existing VSC is very low. Overall, the effect of the proposed development on this property is considered to be moderate to major adverse in the cumulative scenario. Most of the losses are attributable to the consented developments rather than the proposed development.

356. A representation has been received from the Synagogue stating that whilst they acknowledge the Tulip would have virtually no overshadowing impact on the Synagogue or courtyard and, considered in isolation, would have a very small impact on daylight levels, however when considered in the context of the cumulative impact of other proposed developments they are advised it would result in a noticeable reduction in daylight levels and object to the Tulip's contribution to any reduced daylight levels in the courtyard or Synagogue.

357. As discussed above, the future baseline scenario allows the extra impact of the Tulip itself (in comparison to cumulative developments) to be quantified. In the future baseline scenario, 18 windows (serving the main religious space) would experience losses ranging between 3.6%-13% which would be negligible. The actual degree of change is very small, which shows as a larger percentage loss because the existing VSC is very low. Overall, the effect of the proposed development in the future baseline scenario is considered to be minor to negligible and well within the BRE Guidelines.

358. In all the scenarios assessed and summarised below, the actual degree of change is very small, which shows as a larger percentage loss because the existing VSC to these properties is very low.

2 Heneage Lane (Rabbi's House)

359. In the proposed vs existing scenario, all the windows assessed serving the property would experience a negligible impact with VSC losses ranging between 4.9% - 10.9%. Overall, the effect of the proposed development on this property is considered to be negligible in the proposed vs existing scenario.

360. In the cumulative scenario, four windows would experience a negligible impact with VSC losses ranging between 8% - 17.8%. Two windows serving bedrooms would experience a minor impact with VSC losses of

23% and 28%. Overall, the effect of the proposed development on this property is considered to be negligible to minor in the cumulative scenario and most of it attributable to the consented developments rather than the proposed development.

361. In the future baseline scenario, all 6 windows serving the property assessed would experience a negligible impact with VSC losses ranging between 6.3%-10.9%. Overall, the effect of the proposed development on this property is considered to be negligible and well within the BRE guideline values.

2 Creechurch Lane

362. In the proposed vs existing scenario, 24 out of the 24 windows assessed serving the property would experience a negligible impact with VSC losses ranging between 4.7% - 9.3%. Overall, the effect of the proposed development on this property is considered to be negligible in the proposed vs existing scenario.
363. In the cumulative scenario, 14 out of 24 windows assessed serving the property would experience a major adverse impact with VSC losses above 40%. Overall, the effect of the proposed development on this property is considered to be major adverse in the cumulative scenario however any losses are attributable to the consented developments rather than the proposed development.
364. In the future baseline scenario, In the proposed vs existing scenario, 24 out of the 24 windows assessed serving the property would experience a negligible impact with VSC losses ranging between 6.7% - 13.5%. Overall, the effect of the proposed development on this property is considered to be negligible and well within the BRE guideline values.

4-8 Creechurch Lane

365. In the proposed vs existing scenario, 34 out of the 59 windows assessed serving the property would experience a negligible impact with VSC losses ranging between 1.3% - 8.1%. Overall, the effect of the proposed development on this property is considered to be negligible in the proposed vs existing scenario.
366. In the cumulative scenario, 27 out of the 59 windows assessed would experience a negligible impact with VSC losses ranging between 0% - 18.8%. 14 out of the 59 windows assessed would experience a minor adverse impact with VSC losses ranging between 23.4% - 27.2%. 2 out of the 59 windows assessed would experience a moderate adverse impact with losses of 30% and 35 % (to windows serving the living room). 16 out of the 59 windows assessed would experience a major adverse impact with VSC losses above 40%. Overall, the effect of the proposed development on this property is considered to be negligible to minor in the cumulative scenario and any losses are attributable to the consented developments rather than the proposed development.

367. In the future baseline scenario, 59 out of the 59 windows assessed would experience a negligible impact with VSC losses ranging between 0% - 10.3%. Overall, the effect of the proposed development on this property is considered to be negligible and well within the BRE guideline values.

10-12 Creechurch Lane

368. In the proposed vs existing scenario, 32 out of the 32 windows assessed serving the property would experience a negligible impact with VSC losses ranging between 9.4% - 19.5%. Overall, the effect of the proposed development on this property is considered to be negligible in the proposed vs existing scenario.

369. In the cumulative scenario, 1 out of the 32 windows assessed would experience a minor adverse impact with a VSC loss of 29.7%. 14 out of the 32 windows assessed would experience a major adverse impact with VSC losses above 40%. Overall, the effect of the proposed development on this property is considered to be moderate to major adverse in the cumulative scenario and any losses are attributable to the consented developments rather than the proposed development.

370. In the future baseline scenario, 25 out of the 32 windows assessed would experience a negligible impact with VSC losses ranging between 0-20%. 7 out of 32 windows assessed would experience a minor adverse impact with VSC losses ranging between 20% - 25.8%. Overall, the effect of the proposed development on this property is considered to be negligible to minor.

14-16 Creechurch Lane

371. In the proposed vs existing scenario, 32 out of the 32 windows assessed serving the property would experience a negligible impact with VSC losses ranging between 8.3% - 17%. Overall, the effect of the proposed development on this property is considered to be negligible in the proposed vs existing scenario.

372. In the cumulative scenario, 5 out of the 32 windows assessed would experience a moderate adverse impact with VSC losses ranging between 30.5%-36%. 27 out of the 32 windows assessed would experience a major adverse impact with VSC losses above 40%. Overall, the effect of the proposed development on this property is considered to be moderate to major adverse in the cumulative scenario and any losses are attributable to the consented developments rather than the proposed development.

373. In the future baseline scenario, 26 out of the 32 windows assessed would experience a negligible impact with VSC losses ranging between 15.3%-19.6%. 6 out of the 32 windows assessed would experience a minor adverse impact with VSC losses ranging between 20.5% - 21.6%. Overall, the effect of the proposed development on this property is considered to be negligible to minor.

18-20 Creechurch Lane

374. In the proposed vs existing scenario, 41 out of the 41 windows assessed serving the property would experience a negligible impact with VSC losses ranging between 3.9% - 9.7%. Overall, the effect of the proposed development on this property is considered to be negligible in the proposed vs existing scenario.
375. In the cumulative scenario, 19 out of the 41 windows assessed would experience a negligible impact with VSC losses ranging between 5.3%-15%. 4 out of the 41 windows assessed would experience a minor adverse impact with VSC losses ranging between 24.3%-26.7%. 18 out of the 41 windows assessed would experience a major adverse impact with losses over 40%. Overall, the effect of the proposed development on this property is considered to be moderate to major adverse in the cumulative scenario and any losses are attributable to the consented developments rather than the proposed development.
376. In the future baseline scenario, 41 out of the 41 windows assessed would experience a negligible impact with VSC losses ranging between 4.3%-15.5%. Overall, the effect of the proposed development on this property is considered to be negligible and well within the BRE guideline values.
377. Loss of daylight to the following buildings have also been assessed and would experience negligible losses below 20% and would be well within the BRE guidelines for all windows in the proposed/existing scenario and the future baseline scenario. While some of these would have adverse impacts in the cumulative scenario, the results demonstrate that the impact would be principally due to the consented buildings and not the proposed one.
- Petticoat Tower
 - 33 Great St Helens
 - St Andrew Undershaft Church
 - Gibson Hall
 - 50 Bishopsgate
 - 52-68 Bishopsgate
 - 78 Bishopsgate (St Ethelburga's Centre)
 - 27-31 Mitre Street
 - Sir John Cass Primary School
 - St Katherine Cree Church
 - Cornhill-St-Peter upon Cornhill Church
 - 26 Wormwood Street

- 50 Cornhill
- 1-24 Wormwood Street
- 25 Wormwood Street
- 19 Old Broad Street (City of London Club)
- Drapers Hall
- Merchant Taylors Hall
- 1-6 White Kennett Street
- 150 Bishopsgate

Conclusion

378. The applicants have identified all of the relevant locations in the vicinity of the development which would have a requirement for daylight, and have been comprehensive in this respect, by including a number of residential, religious, educational and commercial properties.
379. Many of these buildings are some distance away and the losses of daylight would either be very small or zero. The nearest ones are the Bevis Marks Synagogue and associated Rabbi's House, residential dwellings at 10-12, 14-16 and 18-20 Creechurch Lane and St Andrews Undershaft and St Helens Bishopsgate Churches. The loss of daylight to the two churches and the Synagogue would be very small. The adjoining Rabbi's house at 2 Heneage Lane would have a slightly larger relative loss, but still well within the BRE guidelines. The dwellings at 10-12, 14-16 and 18-20 Creechurch Lane would have the largest relative losses, although still within BRE guidelines in all cases.
380. In the cumulative scenario, many of the existing buildings including 33 Great St Helens, St Helens Church, St Andrew Undershaft Church, 2, 4-6, 10-12, 14-16 and 18-20 Creechurch Lane, 50 and 52-68 Bishopsgate, 27-31 Mitre Street, the Synagogue, St Peter's Cornhill, 50 Cornhill, 19 Old Broad Street and 1-6 White Kennet Street would all experience large cumulative losses. However, the loss of light would be largely due to the other consented buildings in the cumulative scenario and very little of it would be due to the Tulip.
381. In conclusion the assessment shows that the proposed development would not result in unacceptable adverse impacts to any of the properties affected. It is considered that the proposed development would not cause unacceptable harm to the amenity of surrounding land and buildings and complies with Local Plan Policy DM 10.7 and policies 7.6B and 7.7D of the London Plan.

Sunlight

382. The following properties have been assessed and would experience negligible losses of annual probable sunlight hours (APSH) and would be within the BRE guidelines in all cases in the proposed vs existing scenario and the future baseline scenario. Additional losses would be experienced by these properties in the cumulative scenario, however the results show

any sunlight losses would be attributable to neighbouring consented schemes and not the Proposed Development.

- Petticoat Tower
- 33 Great St Helens
- St Helens Church Bishopsgate
- St Andrew Undershaft Church
- 4-8 Creechurch Lane
- 18-20 Creechurch Lane
- The Gibson Hall
- 50 Bishopsgate
- 52-68 Bishopsgate
- 78 Bishopsgate (St Ethelburga's Centre)
- 27-31 Mitre Street
- 4 Heneage Lane Spanish And Portuguese Synagogue
- Sir John Cass Primary School
- St Katharine Cree Church
- 26 Wormwood St
- Cornhill-St Peter Upon Cornhill Church
- 50 Cornhill
- 1-24 Wormwood St
- 25 Wormwood St
- 19 Old Broad Street (City of London Club)
- Drapers Hall
- 1-6 White Kennett Street
- 150 Bishopsgate

Conclusion

383. In conclusion the proposed development would not cause unacceptable harm to sunlight levels to the nearby sensitive properties identified. It is considered that the proposed development would not cause unacceptable harm to the amenity of surrounding land and buildings and complies with Local Plan Policy DM 10.7 and policies 7.6B and 7.7D of the London Plan.

Transient Overshadowing

384. The assessment of the impact of transient overshadowing was undertaken according to the BRE Guidelines in respect of several key

amenity areas identified in proximity to the site and considered having regard to Policies 7.6 and 7.7 of the London Plan.

385. The applicants have assessed the impact on five of the closest open spaces nearest to the proposed development which includes; St Helen's Bishopsgate Churchyard, Jubilee Gardens (off Houndsditch), the Courtyard of Bevis Marks Synagogue, the playgrounds at Sir John Cass Primary School and Aldgate Square.
386. The results show that there would be no significant overshadowing effects cause by the Proposed Development on any neighbouring amenity areas on March 21st, June 21st or December 21st and would not cause unacceptable harm to the amenity of the surrounding land and buildings and complies with policies 7.6 and 7.7 in the London Plan.

Solar Glare

387. The BRE Guidelines recommend that solar glare analysis be carried out to assess the impact of glazed facades on road users in the vicinity. In this case, viewpoints for the analysis were positioned at points before a signalised railway, road junctions and pedestrian crossings where a distraction to motorists may occur.
388. A total of 50 junctions on the nearby roads and railways were assessed. The assessment considered the potential occurrence of solar reflections from the Proposed Development, their duration and proximity to a driver's line of sight.
389. Out of the 50 sensitive locations tested, the proposed development would not be visible from 22 of them and the effects on these locations are considered to be negligible.
390. From 20 of the remaining 28 locations, reflections either occur more than 30° from the drivers' line of sight, or only a small portion of the facade of the Proposed Development is visible with small reflections occurring at distances greater than 15° of a driver's line of sight. From these 20 viewpoints, the effects are considered to be negligible.
391. The remaining eight junctions would experience minor adverse impacts. The reasons for the minor adverse impact would be due to solar reflections occurring within 30° to 10° or between 10° and 5° on a small section of the façade and for short periods of time with traffic signals remaining unaffected.
392. If planning permission were to be granted, a S106 obligation would be recommended to require a solar glare assessment to be submitted post completion but prior to occupation which would include details of any mitigation measures (if considered necessary).

Solar Convergence

393. Solar convergence is a geometric phenomenon related to concave facade design and the building focuses the sun's rays which can cause localised areas of solar radiation. The proposed development contains concave glazed façade treatments on both the Pavilion building and at the bottom of the Tulip tower. The Pavilion glazing covers two storeys plus a parapet. The glazing on the Tulip tower is around 17m high, although it tapers as it goes up. There is a small chance that sunlight could reach both areas of glazing (although the Pavilion glazing may be partly overshadowed at the critical times by the Leadenhall building and 1 Undershaft).
394. The Gherkin (30 St Mary Axe) would be the principal obstruction restriction incoming sunlight to the proposed development. Whilst the Gherkin is there, sunlight could only reach the concave facades on the base of the Tulip tower and Pavilion at an oblique angle which would significantly limit the convergence effect. However, instead of the Sun's rays converging to a point, the reflection has the potential to form an optical 'caustic' or extended area of high levels of reflected light in the walkway between the Pavilion and Tulip tower and the Gherkin.
395. BRE have produced a guidance note, which the City of London adopted to produce a planning advice note on solar convergence called "Guidelines and best practice for assessing solar convergence in the City of London" 2017. These guidance notes provide advice on reviewing the effects of the convergent reflections onto exposed building materials at street level, as well as people in order to recommend limiting irradiance levels so that damage to objects and injury to people may be avoided.
396. Following comments from the independent assessment carried out by BRE on behalf of the City of London, the applicants have undertaken further analysis to assess the potential solar convergent reflections caused by the concave glazed facades of the Tulip and the Pavilion building. Mitigation measures have been introduced to both buildings which include; faceted glazed façade at the base of the building, a solid projecting canopy projecting 1.5m at the base of the Tulip above the entrance and projecting louvres at the base of the Pavilion building to help intercept the sun's rays.
397. The daylight and sunlight consultants have run simulations for a full yearly study at 5-minute intervals for the relevant hours of the day (from 07:00 to 15:00) for the 21st of months January to December) to assess the occurrence of any convergence using a worst-case scenario. The occurrence of any convergence is dependent upon the time of day and season. However, due to the proposed building's orientation and the dense urban environment, issues would only arise around midday at the base of the Tulip and in the early morning and late morning/early afternoon in front of the Pavilion. BRE's report recommends overall that:
- no area should receive a solar irradiance of 10,000 W/m² or above;

- Areas where people are likely to be present (including windows to occupied rooms) should not receive a solar irradiance of more than 2,500 W/ m² for more than 30 seconds;
- Areas where people are likely to be present (including windows to occupied rooms) should not receive a solar irradiance of more than 2,500 W/m² for more than 30 seconds;

398. The results for the year have been broken down by period of the year.

21st January and 21st February

399. All levels of irradiance are below the 1,000 W/m² threshold and therefore these will have no impact on people at street level.

21st March

400. The maximum levels of irradiance are below the 1,500 W/m² threshold and would be considered to have a negligible impact on people at street level.

21st April to 21st August

401. The maximum levels of reflected irradiance are below the 1,500 W/m² threshold, whilst the maximum levels of combined irradiance achieve a maximum of approximately 2,250 W/m² for a few moments per day. These values are generated by the base of the Tulip and occur approximately between 11:50 and 12:25. these are maximum values and occur in a very small area, with the vast majority of the remaining area measuring levels below the 1,500 W/m² threshold. owing to the small size of the area affected and the short time in which reflections occur, these levels are likely to have a negligible impact on people at street level.

21st September

402. The maximum levels of irradiance are below the 1,500W/m² threshold and would be considered to have to have a negligible impact on people at street level.

21st October 21st November and 21st December

403. All levels of irradiance are below the 1,000 W/m² threshold and therefore these will have no impact on people at street level.

Conclusions

404. Overall, all levels of irradiance on the public space fall below the 2,500 W/m² threshold. All levels of reflected irradiance fall below the 1,500 W/m² threshold. The maximum recorded combined irradiance is approximately 2,250 W/m² and this is generated by the base of the Tulip

for only a brief period of time around noon. The affected area would be small, and it would be unlikely to cause any impacts at all on people in the public realm. A condition requiring the mitigation measures at the base of the Tulip and the Pavilion building to be submitted prior to commencement. A S106 obligation will require a solar convergence assessment to be submitted post completion but prior to occupation which would include details of any mitigation measures (if considered necessary).

Light Pollution

405. The impact of light pollution has been considered in respect of the effect on nearby properties, including 4-8, 10-12, 14-16, 18-20 and 2 Creechurch Lane, 50 Bishopsgate, 27-31 Mitre Street, 26 Wormwood Street, 50 Cornhill, 1-24 wormwood Street, 25 Wormwood Street, 33 Great St Helens, 2 Heneage Lane (Rabbi's house), Petticoat Lane and 150 Bishopsgate.
406. The closest sensitive residential receptor is 2 Heneage Lane (Rabbi's house) which would be the worst-case scenario. Any light pollution impact experienced by all the other receptors will be lower than that presented for the Rabbi's house due to their greater distance between the light source and the sensitive receptor.
407. A representation has been received by the London Sephardi Trust on behalf of Bevis Marks Synagogue, who have raised concerns about the illumination of the structure could have night impacts on the Courtyard of the Synagogue interior, including during candlelit services.
408. If planning permission, were to be granted a condition would be recommended requiring details of their lighting strategy for both internal and external lighting for the proposed development, including lighting within the public realm to ensure there is no unacceptable impact on nearby occupiers and the visual amenity of the area.

ENERGY AND SUSTIANABILITY

409. The NPPF, London Plan Policies 5.2, 5.3, 5.6, 5.7, 5.9 and 5.15 and the Local Plan Policies CS15, DM15.1, DM15.2, DM15.3, DM15.4 and DM15.5 seeks to ensure that sustainability is integrated into designs for all development.
410. A sustainability statement has been produced to demonstrate that the proposed development has been designed to take into account the likely impacts of climate change, that the materials specification would follow principles of lean design and use of environmentally friendly and responsibly sourced materials, that waste reduction measures would be incorporated, that pollution would be minimised, that sustainable travel methods would be promoted.

Energy Consumption

411. 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.
412. The Energy Statement prepared by Foster & Partners shows that this development has been designed to achieve a 42.04% improvement in carbon emissions compared with the 2013 Building Regulations requirements. This would be achieved by the installation of electrically driven Air Source Heat Pumps (ASHPs) to provide space heating and hot water and the installation of integrated photovoltaic panels at the top of the proposed structure.
413. The façade of the main Tulip structure would be formed from doubly-curved units and would be covered with films and coatings to ensure that the internal spaces do not over heat, reducing the need to rely on mechanical cooling.
414. The internal spaces within the Pavilion Building and the Tulip would be equipped with low energy lighting, including LEDs. Due to the purpose of the space, illumination would be low which would help to further reduce energy. Energy efficiency measures such as Occupancy sensing and automated lighting will be specified to an appropriate level throughout the back of house areas, toilets and circulation spaces would be used. This would assist with reducing the use of artificial lighting when areas are not occupied.
415. The applicant has investigated the feasibility of CHP. However, the applicant does not consider that it is practical or economic, as a connection would result in higher carbon emissions and worsened local air pollution. If planning permission were to be granted, a condition has been recommended which requires details of potential connection opportunities to any district heating network outlining design proposals for future proofing arrangements.
416. The reduction in regulated carbon emissions following the energy demand reduction and with the proposed energy efficient measures in place would be 42.04% which would exceed the London Plan policy 5.2 target of 35% improvement over Building regulations. If planning permission were to be granted, an "as built" BRUKL assessment should be required through S106 agreement so that carbon offsetting can be secured if this carbon reduction is not achieved.

BREEAM

417. A preliminary BREEAM pre-assessment has been carried out which indicates that the building would achieve an 'excellent' rating with the potential to achieve additional credits above this. Areas which would be targeted to achieve further credits include water and waste management. If

planning permission were to be granted, a condition would be recommended requiring the submission of a post construction BREEAM assessment to demonstrate what credits the completed building has achieved.

URBAN GREENING

418. Local Plan Policies DM10.2 and DM10.3 and London Plan Policy 5.10, 5.11 and the draft London Plan Policy G5 requires major developments to contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping, green roofs and green walls. The Mayor has developed a generic Urban Greening Factor model to assist boroughs and developers in determining the appropriate provision of urban greening for new developments. The draft policy suggests a target Urban Greening Factor (UGF) of 0.3 for commercial developments.
419. The proposed development would incorporate new areas of greening including the creation of a new pocket park with trees and low-level planting, two green walls, a publicly accessible rooftop terrace with soft landscaping and trees. The incorporation of additional greening on the site would positively enhance the site's ecological value. The UGF for this application has been calculated as 0.31 which would exceed the draft London Plan Policy G5 and is welcomed.

AIR QUALITY

420. The EIA includes an assessment of the likely changes in air quality as a result of the construction and operational phases of the development and has been considered having regard to Policies 5.9 and 7.14 of the London Plan and policies CS15, DM15.6 and CS16 of the Local Plan.
421. During construction dust emissions would increase and would require control through the implementation of good practice mitigation measures in the Construction Method Statements. If planning permission were to be granted this would be secured via a condition to the planning permission.
422. The number of additional vehicles during the construction phase would lead to a small increase in the number of vehicles on the local highway network. The overall impact would not be considered sufficient to cause a significant effect at any of the nearby local air quality receptors.
423. It is proposed to replace the current boilers within the Gherkin with high efficiency ultra-low NO_x boilers. This is welcomed and would contribute to reducing the air quality emissions in the area which would be welcomed.
424. The hot water and heating for the Tulip and the Pavilion Building would be sourced through air source heat pumps (which extract heat from the air outside) and the
425. pavilion building would be provided by an air source Variable Refrigerant Flow (VRF) system, thus energy use at the Tulip and the pavilion building would not require the use of combustion plant. The proposed buildings hot water, space heating and cooling demands would not contribute to local air pollution emissions.

426. The air quality assessment states that the development should have no significant detrimental impact on air quality during the construction and operational phases. The proposals would meet the air quality neutral requirements and would comply with Local Plan Policies CS15, CS16, DM15.6 and London Plan Policies 7.14.

FLOOD RISK AND WATER MANAGEMENT

427. The site is located in Flood Zone 1 and as such it is at a low risk of fluvial and tidal flooding. A Flood Risk Assessment has been carried out in accordance with Local Plan policy CS18 for major developments.

428. It is proposed to capture all runoff from the footprint of the Tulip via a slot channel around the façade and retain it on the site from greywater use.

429. The runoff from the roof of the Pavilion building would be attenuated within the substrate of the green roof prior to discharge to the combined public sewer at a rate not exceeding 1.5l/s. In order to allow for this a 100mm deep substrate plus an attenuation layer with a minimum depth of 91mm would be required.

430. The proposals would be compliant with Local Plan Policies DM18.2 and DM 18.3 and London Plan Policies 5.12 and 5.13. If planning permission were to be granted, conditions requiring further details of the proposed SuDs (including a lifetime maintenance plan) and the measures to be taken to prevent flooding during the course of the construction works would be secured via a condition.

NOISE AND VIBRATION

431. The EIA assesses the impact from noise and vibration on the surrounding area and in particular in relation to noise sensitive receptors around the site such as residential properties on Creechurch Lane and Mitre Street, nearby religious uses including St Helens Church and Bevis Marks Synagogue and a number of commercial and office premises in close proximity to the proposed development. The assessment has been considered having regard to policies 7.15 of the London Plan and DM15.7 of the Local Plan.

432. The noise environment present within the vicinity of the proposed development predominantly consists of road traffic noise on the local road network, fixed plant, delivery noise sources and noise associated with existing commercial premises surrounding the Site.

433. During the construction phase, higher noise levels are likely to be generated with the highest predicted noise level likely to be during the demolition and construction phase. If planning permission were to be granted conditions would be recommended to include control over working hours and types of equipment to be used, would be included in a Construction Management Plan, a Construction Logistics Plan to manage all freight vehicle movements to and from the site and a scheme for

protecting nearby residents, churches and commercial occupiers from noise, dust and other environmental effects attributable to the development to be approved under condition.

434. The Proposed Development includes several event spaces located in the top of the Tulip (over 240m above ground level). The event spaces have the potential to generate noise and are likely to be used during the daytime into the evenings and early night-time periods. The Sky Bar, located at the upper part of the top, would be mechanically ventilated, but could be naturally ventilated during some parts of the year. The proposed height of the building results in the openings being approximately 300m from the nearest sensitive receptors. On this basis the internal noise levels associated with its operation expected to be inaudible at the nearest noise sensitive properties.
435. 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.
436. During the operational phase of the development it is predicted that that changes in predicted traffic flows would result in a negligible change in road traffic noise.
437. A representation has been received from the London Sephardi Trust regarding potential damage or disturbance to the foundations of the Synagogue and any impacts from construction vibration.
438. If planning permission were to be granted, the impacts on noise and vibration would be managed through conditions and provisions in the S106 agreement to minimise adverse effects (including to the Synagogue) so as to ensure that no unacceptably adverse impact occurs.
439. Subject to the imposition of conditions and S106 provisions, the proposed development would comply with the relevant policies of the NPPF, London Plan Policies 7.7 and 7.15 and Local Plan Policies DM3.5 and DM15.7.

TELEVISION AND RADIO (ELECTRONIC INTERFERENCE)

440. If planning permission were to be granted, a condition is recommended requiring the applicants to submit a baseline Terrestrial Television and Radio Interference Study prior to demolition. Once the development is completed but prior to occupation, the applicants would be required to submit a post construction Terrestrial Television and Radio Interference Study to assess any deterioration (if any) attributable to the proposed development and detail any mitigation measures, to ensure that there are no unacceptably adverse impacts as a result of the proposed development.

ARCHAEOLOGY

441. The site is in an area where remains from all periods from Roman to post medieval have been recorded. An Historic Environment Assessment

setting out the archaeological potential and impact of the proposed building has been submitted with the application.

442. The proposed building is within the north east of the basement footprint of 30 St Mary Axe. There have been a number of archaeological investigations on the site, including excavation prior to the construction of 30 St Mary Axe. The building and archaeological records and existing construction drawings from the site have been assessed and it is considered that the depth of the existing basement is below the depth of archaeological remains. A sub-basement from an earlier building on the site may survive below the existing basement. The assessment indicates that the proposed development would not have an archaeological impact.
443. The proposed building would include a basement level lower than the existing and new piled foundations.
444. If planning permission were to be granted, an informative is recommended to cover any potential changes to the proposed basement and foundations and, in this eventuality, to enable consideration of any archaeological impact.
445. The burial and plaque of the Roman Woman found on the site when the Gherkin was redeveloped would be outside the red line of the planning application and will remain in its location.

ASSESSMENT OF PUBLIC BENEFITS

446. Paragraph 196 of the NPPF states “where a development proposal will lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”. The National Planning Practice Guidance states that “public benefits...could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework. Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to the genuine public benefits”. Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. The paragraph 196 NPPF balancing approach is also set out in paragraph 7.31A of the London Plan. As the statutory duty imposed by section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 is engaged, considerable importance and weight must be given to the desirability of preserving the setting of listed buildings when carrying out the balancing exercise.

Economic Impact

447. In economic development terms the Tulip is unusual within the City in that its sole purpose is as a tall purpose-built visitor attraction which by its nature is impactful on the skyline and the City’s image. The unique nature of the Tulip will provide an iconic and different visitor attraction to the City and a new skyline image.

448. Its height as London's second tallest building requires its location in the City in the Eastern Cluster. Its small footprint occupies a site which could not significantly contribute to the office stock in the City. The scheme results in the loss of 1,227 sq. m of office space and 352 sq. m of flexible retail space as well as other supporting functions for the Gherkin which are to be retained or re-provided.
449. The economic significance of the Tulip rests on its ability to contribute to: -
- a. Attracting visitors to the City, London and the UK
 - b. The consequential benefits to other visitor providers
 - c. The degree to which it would enhance the image of the City both as a visitor destination and as a business City
 - d. The extent to which it would support the City's aspirations to become a 24/7 more diverse City, supporting the needs of workers, visitors and residents.
 - e. To be considered alongside its impact on the operation of the Business City.
450. The facility provides a visitor attraction for an anticipated 1.2million visitors a year with exceptional facilities including the gondolas. No such attraction exists in the City.
451. High level viewing galleries have been sought as planning benefits in the City and have been provided in and are planned for a number of tall buildings which are accessed free of charge. These have proved to be popular and have opened this aspect of the City to workers, visitors and residents in a way that has not previously been possible except from St Paul's, the Monument and Tower Bridge. Since it opened over 2 million people have visited the Sky Garden at 20 Fenchurch Street.
452. This proposal adds to the City's portfolio of visitor attractions in a contrasting and positive way which has the potential to draw in new audiences. Those audiences may be younger than the City's existing visitor demographic widening its visitor base.
453. The City's modern architecture of exemplary quality is already a significant draw for visitors and the Tulip could become a part of the City's identity, strengthening it as a national and internationally recognised visitor destination, adding to London's standing.

Visitors to the City, London and the UK

454. The Applicant anticipates that 1.2 million visitors would visit the Tulip each year. The economic analysis and economic impact of the scheme has been analysed in the context of this presumption.

455. The Tulip's capacity to accommodate visitors is greater than the 1.2 million specified. If the Tulip were to be operated throughout the day at its operation capacity (i.e. the number of people who could be accommodated within the facility and be transported by the lifts) the figures would be much greater. On this basis it is legitimate for Members to manage the impact of the proposal from visitors by the imposition of conditions restricting number of tickets sold per hour and during peak periods. The restrictions on numbers recommended would enable more visitors than the 1.2 million anticipated. Clearly economic benefits would decrease if there were fewer visitors and increase with greater numbers of visitors except with regard to (e) if it were to detrimentally impact on business operations in the area. No analysis of this economic impact has been undertaken by the applicant as it is not assumed to arise. A S106 obligation would secure the availability of the facility for visitors, including visitors on low incomes and children.

456. For comparison other similar high-level attractions across the world had the following approximate visitors in 2015 in millions:

- Eiffel Tower, Paris 6.9 m
- London Eye, London 3.6 m
- Burj Khalifa, Dubai 2.1 m
- CN Tower, Toronto 1.6 m
- Space Needle, Seattle 1.4 m
- Shard, London 0.8m

457. Visitor numbers to other attractions in the City or in adjoining boroughs for comparison were in 2017 in millions, [figures extracted from the Association of Leading Visitor Attractions]:

- South Bank Centre 3.2 m
- Tower of London 2.8 m
- St Paul's Cathedral 1.6 m
- Tower Bridge 0.8 m
- Museum of London 0.7 m

458. Two hundred and thirty-eight attractions across the UK were included in this 2017 survey with visitor numbers ranging from 8,014 to 5.9 million at the British Museum. 1.2 million visitors would place the Tulip in a band between 1 and 1.5 million which would include the 21st and 33rd most visited attractions in the country. Of the 1.2 million visitors 923,800 are expected to be from the UK with 376,200 from overseas. The Tower of London is in the top ten and St Paul's in the top twenty most visited attractions in the UK.

459. London and Partners in 'A tourist vision for London' 2017 identified 31.2 million overnight visitors with the tourism sector contributing £15.4 billion in direct gross added value to the London economy each year. By 2025 overnight visitors are estimated to grow to 40 million.
460. According to the same study the 2 greatest pull factors for culture and leisure visitors to London are cultural experiences (39%) and architectural and iconic landmarks (18%). These support 80,000 jobs of which 45,000 are in cultural experience and architectural and iconic landmarks.
461. According to an analysis prepared by Deloitte on behalf of the applicant the Tulip would provide 60 FTE jobs per year directly and 600 additional FTE jobs in London over a 20-year operational phase.
462. The economic benefits of the construction phase have not been included in this report as would be the normal practice in relation to other City developments.
463. The Deloitte report based on the anticipated 1.2million visitors indicated that the gross value added (GVA) from the development between 2026-2045 during its operational phase would be £760M across London. This would be derived from:
- £90M from direct onsite activity
 - £130M from indirect activity (the increased demand for intermediate goods and services)
 - £390M from direct offsite activity (e.g. accommodation, food and beverages and offsite spending)
 - £400M from net economic spillovers to the rest of the UK
 - In addition, Deloitte assesses the wider impacts over the same period would be £110M derived from:
 - £100M Icon value
 - £1M enhanced public realm
 - £9M education
 - £3M agglomeration
464. Icon value is additional value to consumers beyond the price paid for attendance including the ability to choose to visit an attraction as a result of its existence.
465. It is estimated that the Tulip's icon value would be lower than other similar attractions elsewhere in the world because of the depth of London's broad based cultural/ tourism offer.
466. The £3M benefits from agglomeration occurs when firms and people locate together for economic benefit. The Tulip could lead to benefits and co-location in tourism employment density in East London, drawing

investment to cater for the growing weekend economy in the City and its environs.

467. Deloitte assess that *“this is a marginal impact based on current parameters but one which could increase significantly if this stimulates a broader step-change in the City of London’s tourist offer. The analysis on agglomeration only considers the productivity uplift from the Tulip itself”*.

468. The Tulip has no other purpose than as paid for attraction, restaurant and bar. The benefit derived from it is the provision of one floor to provide a free of charge educational facility for 40,000 London school children affording the opportunity for every London state school child to visit the facility once in their school lifetime as well as for community use.

Education/ Community Offer

469. The proposal would provide 523 sqm (GIA) of education floorspace at level 3 of the Tulip comprising three fully equipped classrooms for use by 40,000 state school children per annum.

470. The education space would be a flexible facility which would be bookable free of charge to state schools in London. The facility would be available for use between 1000 – 1500 hours Monday to Friday during term time (including the three half term holidays). It would provide an opportunity for London school children to interactively study a wide range of subjects in line with the national curriculum (including history, politics, finance, economics, human and physical geography and others) with the opportunity to see, first hand, the historical, cultural, political or geographical landmarks and spatial features of the Greater London area.

471. Between 1500-1900 hours this facility will be provided for free for other education and community use and would be bookable by such groups and individuals. This would widen the benefits of the proposal to the wider community.

472. Outside these hours and at weekends, the space is available for commercial and private hire.

473. The applicant has referred to studies that shows museums and similar cultural institutions play a role in promoting learning outside the classroom. They refer to research undertaken jointly by the Department for Digital, Culture, Media and Sport (DCMS) and the Department for Education (DfE) which has identified benefits for both pupils and teachers when education is taken out of a formal environment. Learning outside of formal environmental is seen as enhancing motivation, confidence, enjoyment and understanding that underpins academic achievement.

474. The proposed development would provide a socially inclusive offer for the whole of London as it is targeted for use by all schools in London and provides access to school children who may not otherwise have the opportunity to visit the City which is seen as a place for just finance and business.

475. In February 2019 the Applicant held a roundtable discussion with London teachers and education stakeholders directly involved in organising school trips and relevant issues to seek their views on the education facilities and its operational management.
476. The seventy-four schools within 3 miles of the site were contacted. Twelve teachers and representatives attended.
477. There was a significant interest in the Tulip being a focal point for 'cultural capital' in helping to build pupils' understanding of the City around them and the opportunities it offered as social and cultural exclusion is an issue.
478. They considered a single visit may need to be longer than forty-five minutes and would need to be supported by pre-visit and post-visit information. It could help bring curriculum topics to life in terms of construction/sustainability/history/design and technology with the Tulip acting as an example of 'aspirational architecture'.
479. As well as being a teaching space they were of the view that the facility could be an aspirational space for school and extra-curriculum activities such as prize giving events.
480. They indicated that demand would be low around exam periods and the facility would not be used during school holidays. This means that the educational space would be available for other community uses for at least a quarter of the year and out of school hours.
481. In dealing with barriers to use of the education facility the teachers raised a number of points in relation to the need for:
- Risk assessment visits
 - Accessible facilities for disabled children
 - Cost of the visit to the school even when the facility is free
 - Teacher education sessions
 - The need for the facility to be language accessible
482. On balance the education facility would be a valued resource the use of which needs to be widened to achieve other community benefits. If planning permission were to be granted, details of the hours of use, by whom, the booking system and a management strategy for the space would need to be secured via a s106 obligation.

Delivering Social and Cultural Enhancement

483. The proposed development would provide a new tourist attraction which would be considered to be an added benefit to promote the strategic function of the City of London as a nationally important location for globally orientated financial and business services. The provision of a visitor attraction in this location would be seen to be complementary to this function and would accord with the wider policy aspirations for the CAZ in line with London Plan Policy 2.10 and 4.5. GLA have commented in their

consultation response that this function would accord with the policy aspirations set out in the London Plan.

484. The impact of a paid visitor attraction on the free to access roof gardens and viewing galleries provided and permitted is unclear. The requirement for these is supported by the Draft London Plan and Local Plan policies and remains as a benefit to be sought as part of major developments. The present indications are that these have proved very popular and that demand for them outstrips capacity. The proposed development would provide a different offer to the existing viewing galleries for tourists by providing a wider offer by continuing to provide a facility which is free at the point of entry so to that degree they are socially inclusive.
485. In discussions with the applicants, officers have sought to increase the public benefits by securing concession. The concessions agreed are; under 4s free, 4-12 discounted, student discount and senior citizen discount and visitors on state benefits with the amounts to agreed, which would be secured via a s106 obligation. This would ensure that the attraction is widely accessible to all members of the community in line with Local Plan Policy CS11 as well as provide a wider benefit. These would be secured by a s106 obligation.
486. Special arrangements are being sought in relation to open house day which would be secured via a s106 obligation.

Impact on retail

487. The Tulip is proposed to be open 7 days a week with 1.2 million visitors anticipated to visit the attraction per annum. The number of visitors anticipated would be lower than those visiting St Paul's. The existing evening and weekend economy in the City of London is predominantly Monday – Friday with the majority of retail units closed during the weekend including the nearby Leadenhall Market. The introduction of a visitor attraction to the area would present the benefits of enlivening different types of retail operations within the Eastern Cluster, which would not be limited to the typical City peaks and troughs of commuter and lunchtime activities, thus supporting the potential for more evening and weekend opening. Furthermore, it could provide greater linking between the existing facilities to the East and North including the Tower of London and Petticoat Lane and Spitalfields, acting as a catalyst for enlivening adjoining areas such as Leadenhall Market and the Culture Mile.
488. Your officers consider this presents a wider benefit for the City as this new retail and visitor attraction has the potential to be a catalyst to encourage other retailers to open later into the evenings and weekends which would be supported by Local Plan Policy CS11, London Plan Policies 2.10 and 4.5 and the emerging Local Plan policy C4.

Impact on the business community

489. Your officers have assessed the impact of the proposed development on the business community. London Plan policy 2.10 (c) states development should sustain and manage the attractions of the CAZ as the world's leading visitor destination. The proposed development would create an iconic building which has the potential to enhance the status of the financial business centre and may be an attractor for other businesses to locate here.

490. It is acknowledged that at peak times (morning, lunch and evening rush hour), there will be an increase in the number of visitors to the area over and above the existing workforce which will to a limited degree worsen existing and projected pedestrian movements.

491. The influx of visitors, customers to the restaurant and bar and groups of school children and the pattern of their movements and behaviour (e.g. taking photos, gathering in groups in unison, tour guides) could disrupt members of the business community when they move through the area to carry out their day to day activities.

CIL AND PLANNING OBLIGATIONS

492. 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. It would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.

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

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

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	£549,300	£527,328	£21,972
Mayoral planning obligation net liability*	0	0	0

Total liability in accordance with the Mayor of London's policies	£549,300	£527,328	£21,972
--	-----------------	-----------------	----------------

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	£823,950	£782,753	£41,198
City Planning Obligation Affordable Housing	£219,970	£217,523	£2,197
City Planning Obligation Local, Training, Skills and Job Brokerage	£32,958	£32,628	£330
Carbon Offsetting as designed	£186,498	£186,498	0
City Planning Obligation Monitoring Charge	£3,750	0	£3,750
Security S106 Eastern City Cluster	£50,000	£50,000	0
S278 Evaluation and Design	£100,000	£100,000	0
Total liability in accordance with the City of London's policies	£1,416,876	£1,369,402	£47,474

Monitoring and Administrative Costs

495. 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.

496. 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.

City's Planning Obligations and Conditions

497. Due to the specific nature of the site, there are a number of conditions and S106 obligations which will be necessary to make the development

acceptable in addition to those already set out in the appendix/schedule of this report. 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
- Consolidation for the Tulip and the Gherkin
- Maintain the existing cycle parking at basement level for the Gherkin and provide the additional 284 spaces provided for both the Tulip and the Gherkin with required locker and shower provision.
- Provide 20 Short Stay Cycle Parking Spaces at grade.
- Additional Cycle Spaces for adaptable bicycles.
- The present Market use shall cease.
- The tables and chairs around the base of the Gherkin shall be limited to ensure adequate space for movement.
- Travel Plan
- No coach drop off within the Square Mile
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Local Procurement
- Carbon Offsetting
- Utility Connections
- Public Realm Access Pocket Park
- Highways S278 Agreement (to include but not limited to):
- Pedestrian improvements to St Mary Axe and Bevis Marks to improve pedestrian priority
- Contributions to the delivery Eastern City Cluster Strategy projects
- Improvements to Bishopsgate/Camomile Street/Wormwood Street e.g. modelling and crossing improvements
- S278 Evaluation and Design
- Security S106
- Visitor Management Plan (including but not limited to)
 - Restrictions on the number of tickets sold to 700 per hour on Monday-Friday (excluding Public and Bank Holidays) at all times except;
 - Restrictions on the number of tickets sold to 500 per hour on Monday-Friday (excluding Public and Bank Holidays) between

12noon-2pm and 4.30pm-6.30pm and 300 per hour between 0700-1000 on Monday to Friday (excluding Public and Bank Holidays)

- Provide residents in the City and neighbouring boroughs discounted tickets which is specified by postcode.
- A concession policy (under 4s free, 4-12 discounted, student discount and senior citizen discount and visitors on state benefits)
 - amounts to agreed
- Booking arrangements including minimum requirements regarding the visitor attraction being open for bookings and available booking slots.
- Opening hours
- Security/Emergency
- Access arrangements (including queue restriction, access for people with disabilities)
- Maintenance
- Review Mechanisms
- Education/Community Facility Management Plan
 - Free use of education floorspace by State Schools between 1000-1500 hours
 - Free use of educational floorspace by community/other educational organisations between 1500-1900
 - Security/Emergency
 - Access and facilities (including age appropriate requirements and facilities for people with disabilities)
 - Maintenance
 - Review Mechanisms
- No part of the Tulip shall be used for advertisement purposes. There shall be no advertising on the Pavilion building unless otherwise approved by the Local Planning Authority.
- Illumination would be controlled via the submission of a lighting strategy for both internal and external lighting.
 - Wind mitigation
 - TV Interference
 - Legible London
 - Solar Glare and Solar Convergence
 - Site Specific Mitigation
- Establish a construction coordination working group with City of London and the developers for 1 Undershaft and 100 Leadenhall

should any parts of the respective construction programmes overlap.

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

Site Specific Mitigation

499. 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 are still yet to be fully scoped.

CONCLUSIONS

500. The proposal has been assessed in accordance with the relevant statutory duties, and having regard to the development plan and other relevant policies and guidance, SPDs and SPGs and relevant advice including the NPPF, the draft London Plan and the draft Local Plan and considering all other material considerations.

501. The impact on neighbouring residential occupiers and nearby buildings and spaces has been considered. The scheme would not result in unacceptable environmental impacts in terms of noise, air quality, wind and daylight and sunlight and overshadowing. The impact on daylight and sunlight has been thoroughly tested and has been independently reviewed. It is not considered that the impacts would cause unacceptable harm such as to warrant a refusal of planning permission. The proposal would be in compliance with Local Plan Policies DM 10.7 and DM21.3 and policies 7.6 and 7.7 of the London Plan.

502. The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free except for two disabled parking spaces. The proposal would require deliveries to both the Gherkin and the Tulip to be consolidated and would reduce the number of service deliveries to no more than 81 deliveries per day (for both the Tulip and the Gherkin) and would reflect servicing measures sought for other major developments in the City. The servicing logistics strategy would be incorporated in the Delivery and Servicing Management Plan. The proposal would be in compliance with Local Plan Policies DM16.1, DM16.5 and 6.13 of the London Plan.

503. 84 bicycle spaces would be provided for the Tulip and the number of bicycle spaces for the Gherkin building would be increased from 114 spaces (existing) to 314 spaces in total which would include 12 spaces for adaptable cycles. 20 short stay spaces (for the Tulip and the Gherkin) would be provided at grade within the Plaza. Associated shower and locker facilities would be provided for the new cycle facilities. The total number of cycle parking spaces for the Tulip would not be compliant with the requirements of Local Plan Policy 16.3 and London Plan Policy 6.9, however the shortfall of spaces for the Tulip has been provided as additional spaces for use by tenants of the Gherkin and the total number of

cycle parking spaces for the Gherkin has been increased, which is considered to be a significant improvement for the tenants of the Gherkin.

504. The characteristics of the proposal and those visiting it and the impact on the servicing arrangements for the Gherkin will mean that it will have some impact on local vehicular and pedestrian movement in the most densely developed part of the City as set out in the report. However, it is not at a level where it prejudices the operation of the business City or would limit the development of the City cluster. Impacts would be required to be managed by conditions and S106 obligations as set out in the report in order to ensure that the Tulip is operated such that unacceptable impacts would not arise and to ensure the proposed development would be in compliance with Local Plan Policies CS16, DM16.1, DM16.2 and London Plan Policies 6.3 and 6.10
505. It is a shared view with HE, HRP and the Mayor of London along with other objectors that the proposal results in harm to the setting (and to the significance) of the World Heritage Site of the Tower of London. The assessment of the degree of that harm is what is at variance.
506. It is considered that the Tulip due to its height and form results in less than substantial harm to the significance of the Tower of London World Heritage Site and would be contrary to Local Plan Policy CS12 and London Plan Policies 7.7, 7.8, 7.10, 7.11
507. The proposal is contrary to Local Plan Policy CS13 and London Plan Policy 7.12 due to non-compliance with the LVMF visual management guidance for view 10A1 from the north bastion of Tower Bridge.
508. Planning of the Eastern cluster has sought to safeguard the immediate setting of the Tower of London in accordance with guidance and to step the height of development away from the Tower so that it rises to a peak some way from the Tower. The Tulip does create a tall element adjacent to the Tower contrary to that approach. The form and nature of the Tulip mitigates that impact when compared to a more conventional accommodation building due to the amount of sky it retains around it.
509. In relation to other designated and non-designated heritage assets, it is considered that the proposed development would not harm their significance or setting.
510. 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.
511. In this case, while the proposals are in compliance with a number of policies, they are not considered to be in compliance with the development plan as a whole due to non-compliance with the heritage policies identified above.
512. The Local Planning Authority must determine the application in accordance with the development plan unless other material considerations indicate otherwise.

513. The other material considerations relevant to this case are set out below.
514. Paragraph 8 of the NPPF sets out that there is a presumption in favour of sustainable development.
515. Paragraph 131 of the NPPF sets out that great weight should be given to outstanding and innovative designs which help raise the standard of design more generally in the area.
516. As set out in paragraph 193 of the NPPF, great weight should be given to the designated heritage asset's conservation, and at paragraph 194, that any harm should require clear and convincing justification. The world heritage site status and the Grade I listing places the Tower of London at the very highest level and as a result greater weight should be given to the asset's conservation.
517. Paragraph 196 of the NPPF sets out that where development proposals will lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposal (set out below).
518. The proposal has been assessed in accordance with the definition of the Outstanding Universal Value and significance of the World Heritage Site as set out in the Tower of London World Heritage Site Management Plan (2016). In addition the proposal has been assessed in terms of the guidance set out in the Tower of London Local Setting Study (2010) and the London Views Management Framework SPG. The proposal is considered to dominate the Tower of London in view 10A.1 from Tower Bridge, contrary to para 183 of the LVMF guidance. In addition, the proposal by reason of its close proximity to the Tower, its vertical profile and eye-catching design would compromise a viewer's ability to appreciate the Outstanding Universal Value of the World Heritage Site contrary to paragraph 186 of the LVMF guidance for this view (10A.1).
519. The proposal has been assessed in accordance with other relevant SPGs, SPDs and guidance notes listed in the report.
520. Additional material considerations are as follows:
- The proposed development provides the City and London with a new iconic building.
 - It provides a new and significant visitor attraction in London, and would help to boost London's tourist offer and economy and would draw people into the City who would not otherwise be drawn to it and thereby benefits the wider UK economy.
 - It adds to and diversifies the City's visitor offer and both directly and indirectly supports the City's aspirations to be a 24/7 City. It is anticipated that it would be particularly busy at weekends which is of particular benefit in this regard. It provides a restaurant and bar and facilities that may support local businesses enabling longer opening hours such as Leadenhall Market. The new facilities it provides may be attractive to local workers and residents.

- The provision of an educational facility for 40,000 of London's state school children free of charge each year is a significant benefit of the proposal enabling each London school child to visit once in their school life time. It is welcomed as a significant resource for key subjects in the school curriculum and has the potential to introduce the City to many children who may not otherwise visit the City or consider it as a place that they may one day wish to work. These benefits would be secured by S106 agreement.
 - The educational space would also be available for community and educational use between 1500-1900 hours, the arrangements and details of this benefit would be secured by S106 obligation.
 - Consolidated delivery arrangements would be secured for the Gherkin as well as the Tulip, including the prohibition of peak time servicing.
521. The scheme would provide benefits through CIL for improvements to the public realm, housing and other local facilities and measures. That payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general planning obligations there would be site specific measures secured in the S106 Agreement. Together these would go some way to mitigate the impact of the proposal.
522. It is for the LPA to weigh the other material considerations and decide whether those that support the development outweigh the priority statute has given to the development plan and the other material considerations which do not support the proposal.
523. In carrying out that balancing exercise considerable importance and weight must be given to preserving the settings of listed buildings. As set out in paragraph 193 of the NPPF, great weight should be given to the designated heritage asset's conservation, and at paragraph 194, that any harm should require clear and convincing justification. The world heritage site status and the Grade I listing places the Tower of London at the very highest heritage level.
524. However, the cumulative weight attributable to the identified benefits, particularly those relating to tourism and education is also considered to be very significant.
525. This case is very finely balanced. The development is significant in terms of its local and wider impacts and in particular its less than substantial harm to the World Heritage Site. Taking all material matters into consideration, I am of the view that, giving very considerable importance and weight to the desirability of preserving the setting of the Tower of London as a heritage asset of the highest significance, the public benefits of the proposal nevertheless outweigh the priority given to the development plan and other material considerations against the proposals. As such that the application should be recommended to you subject to all the relevant conditions being applied and section 106 obligations being entered into in order to secure the public benefits and minimise the impact of the proposal.

Background Papers

External

Mr Philip Ridley 28.11.2018
Mr John Safa 06.12.2018
Mr Felipe Pelaez 07.12.2018
Mr Bob Slater 18.12.2018
Mr A Quinn 02.01.2019
Mr David Fitzgerald 03.01.2019
Mr Nick Llewelin 03.01.2019
Miss Marie Marie 07.02.2019
Mr Rob Hutchings 03.12.2018
Mr Oliver Goldstein 28.01.2019
Mr Mark Banks 28.01.2019
Mr Manuel Kaiser 20.11.2018
Mr Nicholas Fryett 06.12.2018
Mr Richard Rowlands 09.12.2018
Mr Joseph Mc Hale 04.01.2019
Mr Doug Ayling 27.11.2018
Miss Mari Shahin 07.12.2018
Miss Astrid Kirchner 24.11.2018
Mrs Diane Howard 28.11.2018
Mr Ray Tang 04.12.2018
Mr Adam Caddy 07.12.2018
Cronain O'Kelly 19.01.2019
Mr Scott Lebon 18.12.2018
Mr Kenneth Stern 05.12.2018
Mr Ivan Arenas 07.12.2018
Catherine Clark 17.12.2018
Mrs Anastasia Shteyn 26.11.2018
Mr R Waldegrave 29.11.2018
Mr Simon Hancock 20.12.2018
Miss Rachel Harris 28.11.2018
Mr Daniel Roberts 06.12.2018
Ms Marianne Harris 20.11.2018
Mr Tim Widden 08.12.2018

Mr Ray Moore 11.12.2018
Mr Steve Crew 06.12.2018
Miss Rebecca Alexander 12.12.2018
Mr Peter Rose 14.03.2019
Diocese of London 12.02.2019
Mr Nick Llewelin 15.02.2019
Mr Sam Resouly 28.02.2019
David Ereira 11.03.2019
Mr Jamie MacArthur 20.02.2019
Ms Diana Eltree 19.02.2019
Letter Historic Royal Palaces dated 17 December 2018
Letter Historic England dated 6 December 2018
Letter Greater London Authority dated 14 January 2019
Email Greater London Authority dated 21 March 2019
Letter - London Borough of Tower Hamlets dated 8 February 2019
Letter London City Airport dated 28 November 2018
Email London City Airport dated 13 March 2019
Letter Heathrow Airport dated 3 December 2018
Email Port of London Authority dated 4 December 2018
Letter Southwark Council
Letter Natural England dated 1 December 2018
Letter London Borough of Hackney
BRE – Independent Review of the Daylight and Sunlight Assessment (on behalf of the City of London) dated 22 January 2019
Email – Paul Littlefair, BRE - Independent Review of the Daylight and Sunlight Assessment – Solar Convergence (on behalf of the City of London) dated 15 March 2019
Arup Independent Review of the Pedestrian Movement Assessment (on behalf of the City of London) dated 28 February 2019
Email from Cicero re: door to door engagement dated 15 March 2019 and copy of pro-forma letter (signed by 104 individuals) and a copy of the receipt they received.

Application Documents

Design and Access Statement ('DAS'), prepared by F+P;

Planning Statement, prepared by DP9;

Transport Assessment (including Framework Travel Plan, Outline Construction Logistics Plan and Delivery and Servicing Plan), prepared by Steer;

Pedestrian Movement Assessment, prepared by Space Syntax;

Waste Management Strategy, prepared by Steer;

Energy Statement, prepared by F+P;

Sustainability Statement, prepared by F+P;

Economic and Social Benefits Statement, prepared by Hatch Regeneris;

Fire Strategy, prepared by F+P;

Utilities Statement, prepared by F+P;

Flood Risk Assessment and Drainage Strategy, prepared by RMA Environmental;

Aviation Safeguarding Assessment, prepared by Swanson Aviation Consultancy;

Tower of London Heritage Impact Assessment prepared by Tavernor Consultancy and Cityscape Digital.

Environmental Statement – Volume 1 – Main Chapters prepared by Trium

Environmental Statement – Volume 2 - Townscape and Visual and Built Heritage Assessment ('TVBHA') - prepared by Tavernor Consultancy in conjunction with Cityscape

Environmental Statement – Volume 3 – Technical Appendices including EIA Scoping

Environmental Statement – Non-Technical Summary

Environmental Statement View Clarification – Additional Winter View from St James's Park to Horse Guards Road (View Assessment Point 26A.1)

Deloitte Report – The Tulip: An Economic Impact Assessment dated 31st January 2019

Tavernor Consultancy: The Tulip – Response to letter from Historic royal Palaces dated 17/12/2018

Technical Note – VeloMinck Cycle Parking System prepared by Steer dated 12 February 2019

Technical Note - Retail Servicing Trip Rate prepared by Steer dated 12

February 2019

Technical Note – Response to CoL Public Realm Coach Strategy 13 February 2019

Applicant's response to Transport Objection raised by London Borough of Tower Hamlets

Space Syntax – Pedestrian Movement Assessment – Points of Clarification dated February 2019

Space Syntax – Pedestrian Movement Assessment – Points of Clarification dated March 2019

GIA Daylight and Sunlight Solar Convergence Assessment – Additional Note dated 7 March 2019

Statement of Community Involvement 1 dated December 2018

Statement of Community Involvement 2 dated February 2019

Statement of Community Involvement 3 dated March 2019

Email – Elinor Hugget (F+P) – In response to CoL Energy and Sustainability Comments dated 9 January 2019

Public Open Space Comparison at Grade, prepared by Fosters and Partners

Educational Roundtable prepared by Cicero dated March 2019

Detailed cross section of the pavilion roof terrace (F+P)

Steer's Response to GLA Stage 1 Response dated 19 February 2019

Foster and Partners – Response to GLA Stage 1 Energy Comments dated 20 February 2019

Appendix A

London Plan Policies

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

Policy 2.9 (Inner London) establishes the strategic aim to “sustain and enhance [inner London Boroughs’] recent economic and demographic growth...”

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 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 will enhance the environment, improve housing choice and affordability and provide better quality accommodation for Londoners.

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

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

Policy 5.5 (Decentralised Energy Networks) Development proposals should prioritise connections to existing or planned decentralised energy networks where feasible.

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 will 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 5.15 (Water Use and Supplies) sets out a series of ways to achieve the objective “to protect and conserve water supplies and resources”. This includes supporting schemes which incorporate water saving measures.

Policy 5.17 (Waste Capacity) states that development proposals should seek

to reduce waste production and also encourage reuse and recycling, through on-site facilities and space.

Policy 5.18 Encourage development waste management facilities and removal by water or rail transport.

Policy 6.1 The Mayor will 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 6.9 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 6.10 (Walking) encourages new developments to “ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.”

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 7.1 Development should be designed so that the layout, tenure, mix of uses interface with surrounding land will improve people’s access to social and community infrastructure (including green spaces), the Blue Ribbon Network, local shops, employment opportunities, commercial services and public transport.

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 will 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 7.11 (London View Management Framework) Manage the impact of development on key panoramas, river prospects and townscape views.

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 7.19 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.

Policy 7.28 Development proposals should restore and enhance the Blue Ribbon Network

Appendix B

REASONED CONCLUSIONS ON SIGNIFICANT EFFECTS

Reasoned Conclusions

Following examination of the environmental information a reasoned conclusion on the significant effects of the proposed development on the environment has been reached and is set out in the report as summarised in the Conclusions section of the report.

Monitoring Measures

If planning permission were granted, it is considered that monitoring measures should be imposed to secure compliance with the cap on servicing trips and other elements of the Delivery and Servicing Management Plan, caps on the number of tickets sold to per hour, as well as other measures to ensure the scheme is acceptable, which will be monitored by the S106 and recommended conditions.

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.

DM1.1 Protection of office accommodation

To refuse the loss of existing (B1) office accommodation to other uses where the building or its site is considered to be suitable for long-term viable office use and there are strong economic reasons why the loss would be inappropriate. Losses would be inappropriate for any of the following reasons:

- a) prejudicing the primary business function of the City;
- b) jeopardising the future assembly and delivery of large office development sites;
- c) removing existing stock for which there is demand in the office market or long term viable need;
- d) introducing uses that adversely affect the existing beneficial mix of commercial uses.

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.

CS2 Facilitate utilities infrastructure

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

DM2.1 Infrastructure provision

- 1) Developers will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity, both on and off the site, to serve the development during construction and operation. Development should not lead to capacity or reliability problems in the surrounding area. Capacity projections must take account of climate change impacts which may influence future infrastructure demand.
- 2) Utility infrastructure and connections must be designed into and integrated with the development wherever possible. As a minimum, developers should identify and plan for:
 - a) electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers, Temporary Building Supply (TBS) for the construction phase and the estimated load capacity of the building and the substations and routes for supply;
 - b) reasonable gas and water supply considering the need to conserve natural resources;
 - c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;
 - d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;
 - e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.
- 3) In planning for utility infrastructure developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe subway routes wherever feasible. Sharing of routes with other nearby developments and the provision of new pipe subway facilities adjacent to buildings will be encouraged.
- 4) Infrastructure provision must be completed prior to occupation of the development. Where potential capacity problems are identified and

no improvements are programmed by the utility company, the City Corporation will require the developer to facilitate appropriate improvements, which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

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.

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.

DM3.5 Night-time entertainment

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

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

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

CS4 Seek planning contributions

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

CS10 Promote high quality environment

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

DM10.1 New development

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

DM10.2 Design of green roofs and walls

- 1) To encourage the installation of green roofs on all appropriate developments. On each building the maximum practicable coverage of green roof should be achieved. Extensive green roofs are preferred and

their design should aim to maximise the roof's environmental benefits, including biodiversity, run-off attenuation and building insulation.

2) To encourage the installation of green walls in appropriate locations, and to ensure that they are satisfactorily maintained.

DM10.3 Roof gardens and terraces

1) To encourage high quality roof gardens and terraces where they do not:

- a) immediately overlook residential premises;
- b) adversely affect rooflines or roof profiles;
- c) result in the loss of historic or locally distinctive roof forms, features or coverings;
- d) impact on identified views.

2) Public access will be sought where feasible in new development.

DM10.4 Environmental enhancement

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

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

- k) lighting which should be sensitively co-ordinated with the design of the scheme.

DM10.5 Shopfronts

To ensure that shopfronts are of a high standard of design and appearance and to resist inappropriate designs and alterations. Proposals for shopfronts should:

- a) respect the quality and architectural contribution of any existing shopfront;
- b) respect the relationship between the shopfront, the building and its context;
- c) use high quality and sympathetic materials;
- d) include signage only in appropriate locations and in proportion to the shopfront;
- e) consider the impact of the installation of louvres, plant and access to refuse storage;
- f) incorporate awnings and canopies only in locations where they would not harm the appearance of the shopfront or obstruct architectural features;
- g) not include openable shopfronts or large serving openings where they would have a harmful impact on the appearance of the building and/or amenity;
- h) resist external shutters and consider other measures required for security;
- i) consider the internal treatment of shop windows (displays and opaque windows) and the contribution to passive surveillance;
- j) be designed to allow access by users, for example, incorporating level entrances and adequate door widths.

DM10.7 Daylight and sunlight

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

DM10.8 Access and inclusive design

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

- a) inclusive and safe for 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.

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.

DM12.1 Change affecting heritage assets

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

DM12.2 Development in conservation areas

1. Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.

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

DM12.4 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.

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.

DM15.1 Sustainability requirements

1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.

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

DM15.2 Energy and CO2 emissions

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

DM15.3 Low and zero carbon technologies

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes

should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.

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

DM15.4 Offsetting carbon emissions

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

DM15.5 Climate change resilience

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

DM15.6 Air quality

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.

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

DM15.7 Noise and light pollution

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

CS16 Improving transport and travel

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

DM16.1 Transport impacts of development

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:
 - a) road dangers;
 - b) pedestrian environment and movement;
 - c) cycling infrastructure provision;
 - d) public transport;
 - e) the street network.
2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

DM16.2 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.

CS17 Minimising and managing waste

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

DM17.1 Provision for waste

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

DM17.2 Designing out construction waste

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

- a) reuse of existing structures;
- b) building design which minimises wastage and makes use of recycled materials;
- c) recycling of deconstruction waste for reuse on site where feasible;
- d) transport of waste and construction materials by rail or river wherever practicable;

- e) application of current best practice with regard to air quality, dust, hazardous waste, waste handling and waste management

CS18 Minimise flood risk

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

DM18.1 Development in Flood Risk Area

1. Where development is proposed within the City Flood Risk Area evidence must be presented to demonstrate that:
 - a) the site is suitable for the intended use (see table 18.1), in accordance with Environment Agency and Lead Local Flood Authority advice;
 - b) the benefits of the development outweigh the flood risk to future occupants;
 - c) the development will be safe for occupants and visitors and will not compromise the safety of other premises or increase the risk of flooding elsewhere.
2. Development proposals, including change of use, must be accompanied by a site-specific flood risk assessment for:
 - a) all sites within the City Flood Risk Area as shown on the Policies Map; and
 - b) all major development elsewhere in the City.
3. Site specific flood risk assessments must address the risk of flooding from all sources and take account of the City of London Strategic Flood Risk Assessment. Necessary mitigation measures must be designed into and integrated with the development and may be required to provide protection from flooding for properties beyond the site boundaries, where feasible and viable.
4. Where development is within the City Flood Risk Area, the most vulnerable uses must be located in those parts of the development which are at least risk. Safe access and egress routes must be identified.
5. For minor development outside the City Flood Risk Area, an appropriate flood risk statement may be included in the Design and Access Statement.
6. Flood resistant and resilient designs which reduce the impact of flooding and enable efficient recovery and business continuity will be encouraged.

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.

DM18.3 Flood protection and climate

1. Development must protect the integrity and effectiveness of structures intended to minimise flood risk and, where appropriate, enhance their effectiveness.
2. Wherever practicable, development should contribute to an overall reduction in flood risk within and beyond the site boundaries, incorporating flood alleviation measures for the public realm, where feasible.

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.

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.

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.

CS21 Protect and provide housing

To protect existing housing and amenity and provide additional housing in the City, concentrated in or near identified residential areas, as shown in Figure X, to meet the City's needs, securing suitable, accessible and affordable housing and supported housing.

DM21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:
 - a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
 - b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.
2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.
3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.
4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.
5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

CS22 Maximise community facilities

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

SCHEDULE

APPLICATION: 18/01213/FULEIA

Land Adjacent To 20 Bury Street London EC3A 5AX

Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education/community facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].

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 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.
- 3 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.

- 4 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.

- 5 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 demolition in order that the impact on amenities is minimised from the time that the construction starts.

- 6 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'.

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.

Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land 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. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 7 Within five working days of any site contamination being found when carrying out the development hereby approved the contamination must be reported in writing to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land 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. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 8 Before the development hereby permitted is begun a detailed site investigation shall be carried out to establish if the site is contaminated and to determine the potential for pollution of the water environment. The method and extent of this site investigation shall be agreed in writing with the Local Planning Authority prior to commencement of the work. Details of measures to prevent pollution of ground and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before the development commences. The development shall proceed in strict accordance with the measures approved.
REASON: To prevent pollution of the water environment in accordance with the following policy of the Local Plan: DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 9 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.
- 10 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement

- 11 No development including demolition shall take place until the developer has secured the completion of a Base-Line Terrestrial Television and Radio Interference Study ("the Base-Line Study") to assess terrestrial television and radio reception to residential properties in the vicinity of the site. The Base-Line Study shall be carried out in accordance with a Base-Line Study Scheme first submitted to and approved in writing by the Local Planning Authority, and which shall include details of the residential properties to be surveyed.
REASON: To ensure that the existing television reception at other premises is not significantly affected by the proposed development. These details are required prior to commencement in order to create a record of the conditions prior to changes caused by the development.
- 12 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.
- 13 Details of connection opportunities to any district heating network outlining design proposals for future proofing arrangements shall be submitted to and approved by the Local Planning Authority prior to any demolition taking place on site.
REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policies of the Local Plan: DM 15.1, DM15.3 and London Plan Policy 5.5
- 14 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

(a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: attenuation systems, rainwater pipework, pumps, design for system exceedance, design for ongoing maintenance; surface water flow rates shall be restricted to no greater than 5 l/s from each outfall and from no more than three distinct outfalls, provision should be made for an attenuation volume capacity capable of achieving this as outlined in the Flood Risk Assessment and Outline Drainage Strategy ;

(b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.

(c) Evidence that Thames Water have been consulted and consider the proposed discharge rate to be satisfactory.

REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.

- 15 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.
- 16 No construction of basements shall take place until it has been demonstrated that there would be no unacceptable risk to below ground utilities infrastructure, details of which shall be approved in writing by the Local Planning Authority in liaison with Thames Water before such works commence and the development shall be carried out in accordance with the approved details.
REASON: To ensure that below ground utilities infrastructure is protected in accordance with the following policy of the Local Plan: DM2.1.
- 17 Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:
- details of cranes and other tall construction equipment (including

the details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'(available at www.aoa.org.uk/policy-campaigns/operations-safety).

REASON: To ensure that construction work and construction equipment on the site and adjoining land does not contravene the regulation set out in the London Tall Buildings Policy, and endanger aircraft movements and the safe operation of Heathrow Airport.

- 18 No cranes or scaffolding shall be erected on the site unless and until construction methodology and diagrams clearly presenting the location, maximum operating height, radius and start/finish dates for the use of cranes during the Development has been submitted to and approved by the Local Planning Authority, the Local Planning Authority having consulted London City Airport.

REASON: In the interests of the safe operation of Heathrow Airport, London City Airport and of NATS En-route PLC.

- 19 No part of this development shall be constructed before the completed building and its construction methodologies are assessed against London City Airport's instrument flight procedures (IFPs) by a CAA approved procedure designer.

REASON: In the interests of the safe operation of Heathrow Airport, London City Airport and of NATS En-route PLC.

- 20 No Building or structure to permanently form part of the Development shall exceed London City Airport's Obstacle Limitation Surfaces (OLS) dated August 2004.

REASON: In the interests of the safe operation of Heathrow Airport, London City Airport and of NATS En-route PLC.

- 21 No temporary infringements of the London City Airport protected surfaces (305.3m AOD) shall occur while LCY is open or closed unless explicitly authorised by London City Airport Limited.

REASON: In the interests of the safe operation of Heathrow Airport, London City Airport and of NATS En-route PLC.

- 22 No construction work shall commence on site until the Developer has agreed a "Crane Operation Plan", in consultation with NATS and Heathrow Airport, which has been submitted to and has been approved in writing by the Department of the Built Environment, City of London in consultation with the "Radar Operator".

Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

Reason: In the interests of aviation safety and the operations of NATS En- route PLC.

- 23 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: CS15.

- 24 (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 measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.
- (b) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.

REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: CS15, CS21.

- 25 Prior to any plant being commissioned and installed in or on the building an Air Quality Report shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail how the finished development will minimise emissions and exposure to air pollution during its operational phase and will comply with the City of London Air Quality Supplementary Planning Document and any submitted and approved Air Quality Assessment. The measures detailed in the report shall thereafter be maintained in accordance with the approved report(s) for the life of the installation on the building.

REASONS: In order to ensure the proposed development does not have a detrimental impact on air quality, reduces exposure to poor air quality and in accordance with the following policies: Local Plan policy DM15.6 and London Plan policy 7.14B.

- 26 Before any works hereby permitted are begun additional details and information in respect of the following shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) Particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces ;
- (b) details of the proposed elevations including typical details of the fenestration and entrances;

- (c) details of the elevations of the development (elevations, plans and cross-sections at scale 1:20 with 1 : 1 details of joints and junctions)
- (d) details of the concrete stem including surface colour, texture, draining channels and daily pour sequence
- (e) details of the ground floor entrances;
- (f) details of soffits, hand rails, balustrades and boundary walls around St Mary Axe Plaza;
- (g) details of junctions with adjoining premises;
- (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 the integration of cleaning equipment, cradles and the garaging thereof;
- (j) details of plant and ductwork to serve the [A1] [A3] [A4] use(s);
- (k) details of external and internal illumination (including aviation lights)
- (l) details of signage and other displays
- (m) details of ventilation and air-conditioning for the [A1] [A3] [A4] use(s);
- (n) details of all ground level surfaces including materials to be used;
- (o) details of the re-instatement of the Baltic Exchange bombing memorial
- (p) details of external surfaces within the site boundary including hard and soft landscaping;
- (q) measures to be taken during the period of demolition and construction for the protection of the trees to be retained and details of any pruning of the trees;
- (r) details of the arrangements for the provision of refuse storage and collection facilities within the curtilage of the site to serve each part of the development.

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.

- 27 All unbuilt surfaces (including podium terraces at level 4) 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. This shall include details of the locations and design of short stay cycle parking spaces at ground floor level. 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.

- 28 No part of the building shall be occupied until the details of wind mitigation measures on the rooftop terrace of the Pavilion building and within the St Mary Axe Plaza have been submitted, approved and implemented. 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.
- 29 No part of the development shall commence until details of the solar convergence mitigation measures required at the base of the Tulip and the Pavilion building as set out in the 'Solar Convergence Assessment' dated 07 March 2019' have been submitted to and approved by the Local Planning Authority and the mitigation measures shall remain in place for the life of the building.
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.
- 30 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 (including deflection measures for the entrance to the vehicle lifts), details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works thereby affected are begun. The said measures shall be retained in place for the life of the building unless otherwise agreed in writing by the Local Planning Authority.
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.
- 31 Before any works thereby affected are begun details of all the entrances at ground floor 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.
- 32 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 22:00 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.

- 33 The (A1/A3/A4) (use/premises) hereby permitted shall not be open to customers between the hours of (23:00) on one day and (07:00) on the following day.

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

- 34 Self-closing mechanisms must be fitted on the doors of all the retail units at ground floor level before the retail uses commences and shall be retained for the life of the premises. The doors must not be left open except in an emergency or for maintenance purposes.

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

- 35 The rooftop terraces on the Pavilion building hereby permitted shall not be used or accessed between the hours of 22:00 on one day and 07:00 on the following day 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.

- 36 No amplified or other music shall be played on the roof terrace.

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.

- 37 No live or recorded music shall be played that it can be heard outside the premises or within any residential or other premises in the building.

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.

- 38 No cooking shall take place within any Class A1, A3 or A4 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Any works that would materially affect the external appearance of the building will require a separate planning permission.

REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.

- 39 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 the Class A use. The details approved must be implemented before the Class A use takes place.

REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.

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

REASON: To protect the amenities of commercial occupiers in the building in accordance with the following policy of the Local Plan: DM15.7.

- 41 Details of the acoustic properties of the loading bay door shall be submitted to and approved by the Local Planning Authority before any works thereby affected are begun and shall be maintained for the life of the building.

REASON: To minimise disruption to nearby occupiers in accordance with the following policies of the Local Plan: DM10.1 and DM21.3.

- 42 Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

(a) A Lifetime Maintenance Plan for the SuDS system to include:

- A full description of how the system would work, it's aims and objectives and the flow control arrangements;
- A Maintenance Inspection Checklist/Log;
- A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.

REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.

- 43 Before any works thereby affected are begun 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 and all development pursuant to this permission shall be carried out in accordance with the approved details.
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.
- 44 No occupation of the development shall take place until the developer has secured
(i) the completion of a Post Construction Terrestrial Television and Radio Study ("the Post-Construction Study") to assess any significant deterioration to terrestrial television and radio reception attributable to the development. The Post-Construction shall be carried out in accordance with a Post-Construction Study Scheme first submitted to and approved in writing by the Local Planning Authority, and which shall include details of the residential properties to be surveyed.

(ii) the implementation of a Scheme of Mitigation Works for the purpose of remedying significant interference to terrestrial television and radio reception in the vicinity of the site attributable to the development identified by the Post-Construction Study. Such Scheme of Mitigation Works shall be first submitted to and approved in writing by the Local Planning Authority.
REASON: To ensure that the existing television reception at other premises is not significantly affected by the proposed development.
- 45 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 'Outstanding' 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
- 46 A detailed facade maintenance plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway 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

- 47 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.
- 48 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.
- 49 Details of the construction, planting irrigation and maintenance regime for the proposed green wall(s)/roof(s) 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.
- 50 No more than 81 motor vehicles (not including motorcycles) shall be permitted access to the servicing area within the building which shall apply for the life of the building (for both the Gherkin and the Tulip combined).
REASON: To protect the amenities of neighbouring residential and commercial occupiers in accordance with the following policies of the Local Plan: DM21.3, DM21.5.
- 51 No Servicing vehicles are permitted into/on the premises between the hours 0700-1000 hours, 1200-1400 hours and between 1600-1900 hours on Mondays to Fridays (including bank holidays and public holidays). Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building. This shall apply for the life 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: DM15.7, DM16.2, DM21.3.

- 52 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.
- 53 A clear unobstructed minimum headroom of 5m must be maintained for the life of the building in the refuse skip collection area as shown on the approved drawings and a clear unobstructed minimum headroom of 4.75m must be provided and maintained over the remaining areas and access ways.
REASON: To ensure that satisfactory servicing facilities are provided and maintained in accordance with the following policy of the Local Plan: DM16.5.
- 54 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 55 At all times when not being used for cleaning or maintenance the window cleaning gantries, cradles and other similar equipment shall be garaged within the enclosure(s) shown on the approved drawings.

REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 56 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.
- 57 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.
- 58 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.

- 59 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.
- 60 2 car parking spaces 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.
- 61 Provision shall be made for disabled people to obtain access to the visitor attraction, rooftop terrace, the pocket park and to each retail unit via their respective principal entrances without the need to negotiate steps and shall be maintained for the life of the building.
REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Local Plan: DM10.8.
- 62 The pass door shown adjacent to or near to the entrances 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.
- 63 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 398 pedal cycles within the Pavilion Building, the basement of the Tulip (including 20 spaces for adaptable cycles) plus 20 spaces within St Mary Axe Plaza. The cycle parking provided on the site must remain ancillary to the use of the Tulip and the Gherkin 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.
- 64 Unless otherwise approved in writing by the local planning authority, changing facilities and showers, including no less than 40 showers and 398 lockers, shall be provided in accordance with the drawings hereby

approved and maintained throughout the life of the building for the use of occupiers of the building.

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.

- 65 Submission of details of a Fire and Emergency Escape Strategy for all building users (including people with disabilities) with details of the means of escape (including the Gondolas), areas of refuge and fire evacuation lifts and stairs shall be submitted to and approved in writing by the Local Planning Authority in consultation with the London Fire and Emergency Planning Authority, Building Control Health and Safety Team prior to first occupation of the building and the strategy shall remain in place thereafter.

REASON: In the interests of the safety of occupants of the buildings in the event of a fire or emergency in accordance with City of London Local Plan policy CS3.

- 66 The generator(s) shall be used solely on brief intermittent and exceptional occasions when required in response to a life threatening emergency or an event requiring business continuity and for the testing necessary to meet those purposes and shall not be used at any other time. At all times the generator(s) shall be operated to minimise its 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 ensure that the generator(s), which does not meet City of London noise standards, and would have a negative impact on local air quality, is used only in response to a life threatening emergency or exceptional business continuity situation in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.

- 67 Development should not be commenced 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/this additional demand in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.

- 68 Submission of details of a lighting strategy for the internal and external illumination for the both the Tulip and the Gherkin.

REASON: To ensure a satisfactory external appearance and minimise disruption to nearby occupiers in accordance with the following policies of the Local Plan: DM10.1, DM10.5.

- 69 Unless otherwise approved by the Local Planning Authority no part of the Tulip shall be used for advertisement purposes.
REASON: To ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, DM10.5.
- 70 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: A-000-XX-01 Rev 01, A-000-XX-11 Rev 04, A-000-XX-21 Rev 01, A-LO-011-EX-01 Rev 01, A-SL-011-EX-01 Rev 01, A-SL-011-EX-02 Rev 01, A-EXB1-010-XX-01 Rev01, A-EXB1-010-XX-02 Rev 01, A-SL-011-XX-01 Rev 01, A-SL-014-EX-01 Rev 01, A-SL-014-EX-02 Rev 01, A-SL-014-XX-01 Rev 01, A-EXSL-014-03-01 Rev 01, A-EXSL-014-01-01 Rev 01, A-EXSL-014-02-01 Rev 01, A-EXSL-014-04-01 Rev 01, A-SL-014-01-01 Rev 01, A-SL-014-02-01Rev 01, A-SL-014-03-01 Rev 01, A-SL-014-04-01 Rev 01, A-PT-031-00-01 Rev 02 (Ground Floor), A-PT-031-BM-01, A-PT-031-B1-01 Rev 02, A-PT-031-01-01 Rev 01, A-PT-031-02-01 Rev 01, A-PT-031-03-01 Rev 03, A-PT-031-05-01 Rev 01, A-PT-031-06-01 Rev 01, A-PT-031-07-01 Rev 01, A-PT-031-08-01 Rev 01, A-PT-031-09-01 Rev 01, A-PT-031-10-01 Rev 01, A-PT-031-11-01 Rev 01, A-PT-031-12-01 Rev 01, A-PT-031-RF-01 Rev 01, A-PT-031-04-01 Rev 01, A-PV-039-XX-01 Rev 02, A-PT-053-01-01 Rev 01, 002 Rev 01, 001 Rev 01, A-PT-064-01-01 Rev 02, A-PT-064-02-01 Rev 02, A-PT-064-03-01 Rev 01, A-PT-064-04-01 Rev 01, A-PT-194-XX-01 Rev 01, A-PT-199-01-01 Rev 01, A-PT-199-02-01 Rev 01, A-PT-199-03-01 Rev 01, A-PT-199-04-01 Rev 01, A-PT-199-05-01 Rev 01, A-PV-199-01-01 Rev 01.
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

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

detailed advice in the form of statutory policies in the 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.

- 2 The Mayoral Community Infrastructure Levy is set at a rate of £50 per sq. m on "chargeable development" and applies to all development over 100sq.m (GIA) or which creates a new dwelling.

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

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

Relevant persons, persons liable to pay and owners of the land will be sent a "Liability Notice" that will provide full details of the charges and to whom they have been charged or apportioned. Please submit to the City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: www.planningportal.gov.uk/cil).

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Section 106 Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.

- 3 The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO_x emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2015.

All gas Combined Heat and Power plant should be low NO_x technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2015.

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.

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

- 4 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 start up and to cause noise nuisance. Guidance is available from the Department of Markets and Consumer Protection on measures to avoid this

- 5 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
- 6 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation or Transport for London as Highway Authority; and any temporary or permanent works affecting the public highway must not be commenced until the consent of the Highway Authority has been obtained.
- 7 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.
- 8 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.
- 9 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.

10 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:

(a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any structures in excess of those shown on drawings for which planning permission has already been granted, further planning approval will also be required.

(b) Installation of engine generators using fuel oil.

(c) The control of noise and other potential nuisances arising from the demolition and construction works on this site and compliance with the Construction (Design and Management) Regulations 2015; the Environmental Health Team should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.

(d) Alterations to the drainage and sanitary arrangements.

(e) The requirements of the Health and Safety at Work etc Act 1974 and the other relevant statutory enactments (including the Offices, Shops and Railway Premises Act 1963); in particular: - provision for window cleaning (internal and external) to be carried out safely.

(f) The use of premises for the storage, handling, preparation or sale of food.

(g) Use of the premises for public entertainment.

(h) Approvals relating to the storage and collection of wastes.

(i) Limitations which may be imposed on hours of work, noise and other environmental disturbance.

(j) The control of noise from plant and equipment;

(k) Methods of odour control.

- 11 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:
Noise and Dust
- (a) The construction/project management company concerned with the development must contact the Department of Markets and Consumer Protection and provide a working document detailing steps they propose to take to minimise noise and air pollution for the duration of the works at least 28 days prior to commencement of the work. Restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.
- (b) Demolition and construction work shall be carried out in accordance with the City of London Code of Practice for Deconstruction and Construction. The code details good site practice so as to minimise disturbance to nearby residents and commercial occupiers from noise, dust etc. The code can be accessed through the City of London internet site, www.cityoflondon.gov.uk, via the a-z index under Pollution Control- City in the section referring to noise, and is also available from the Markets and Consumer Protection Department.
- (c) Failure to notify the Markets and Consumer Protection Department of the start of the works or to provide the working documents will result in the service of a notice under section 60 of the Control of Pollution Act 1974 (which will dictate the permitted hours of work including noisy operations) and under Section 80 of the Environmental Protection Act 1990 relating to the control of dust and other air borne particles. The restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.
- (d) Construction work shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise from the site has been submitted to and approved by the Markets and Consumer Protection Department.
- 12 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. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: -

Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water.

Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at <https://wholesale.thameswater.co.uk/Wholesale-services/Businesscustomers/Trade-effluent> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

- 13 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.
- 14 There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.
- 15 The Directorate of the Built Environment (District Surveyor) should be consulted on means of escape and constructional details under the Building Regulations and London Building Acts.
- 16 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.
- 17 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.

Background Papers List

External

Mr Philip Ridley	28.11.2018
Mr John Safa	06.12.2018
Mr Felipe Pelaez	07.12.2018
Mr Bob Slater	18.12.2018
Mr A Quinn	02.01.2019
Mr David Fitzgerald	03.01.2019
Mr Nick Llewelin	03.01.2019
Miss Marie Marie	07.02.2019
Mr Rob Hutchings	03.12.2018
Mr Oliver Goldstein	28.01.2019
Mr Mark Banks	28.01.2019
Mr Manuel Kaiser	20.11.2018
Mr Nicholas Fryett	06.12.2018
Mr Richard Rowlands	09.12.2018
Mr Joseph Mc Hale	04.01.2019
Mr Doug Ayling	27.11.2018
Miss Mari Shahin	07.12.2018
Miss Astrid Kirchner	24.11.2018
Mrs Diane Howard	28.11.2018
Mr Ray Tang	04.12.2018
Mr Adam Caddy	07.12.2018
Cronain O'Kelly	19.01.2019
Mr Scott Lebon	18.12.2018
Mr Kenneth Stern	05.12.2018
Mr Ivan Arenas	07.12.2018
Catherine Clark	17.12.2018
Mrs Anastasia Shteyn	26.11.2018
Mr R Waldegrave	29.11.2018
Mr Simon Hancock	20.12.2018
Miss Rachel Harris	28.11.2018
Mr Daniel Roberts	06.12.2018
Ms Marianne Harris	20.11.2018

Mr Tim Widden 08.12.2018

Mr Ray Moore 11.12.2018

Mr Steve Crew 06.12.2018

Miss Rebecca Alexander 12.12.2018

Mr Peter Rose 14.03.2019

Diocese of London 12.02.2019

Mr Nick Llewelin 15.02.2019

Mr Sam Resouly 28.02.2019

David Ereira 11.03.2019

Mr Jamie MacArthur 20.02.2019

Ms Diana Emtree 19.02.2019

Letter Historic Royal Palaces dated 17 December 2018

Letter Historic England dated 6 December 2018

Letter Greater London Authority dated 14 January 2019

Letter - London Borough of Tower Hamlets dated 8 February 2019

Letter London City Airport dated 28 November 2018

Email London City Airport dated 13 March 2019

Letter Heathrow Airport dated 3 December 2018

Email Port of London Authority dated 4 December 2018

Letter Southwark Council

Letter Natural England dated 1 December 2018

Letter London Borough of Hackney

BRE – Independent Review of the Daylight and Sunlight Assessment (on behalf of the City of London) dated 22 January 2019

Email – Paul Littlefair, BRE - Independent Review of the Daylight and Sunlight Assessment – Solar Convergence (on behalf of the City of London) dated 15 March 2019

Arup Independent Review of the Pedestrian Movement Assessment (on behalf of the City of London) dated 28 February 2019

Cicero door-to-door exercise March 2019

Email GLA officer update 21 March 2019

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Philip Ridley

Address: [REDACTED] Galliard Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other
- Traffic or Highways

Comment: A tulip, in financial circles is symbolic of the Dutch Tulip Mania that caused the collapse of European financial markets in 1637.

Approve this monstrosity and what you will get, is images of it plastered over TV worldwide as a symbol of financial excess and the whole world will ridicule London.

A viewing tower should have positive symbology or none at all. The Monument for example has deeply thought out symbology indicating the re-birth of the City after the fire, whereas a tulip is not only symbolic of one of the world's worst and most stupid financial bubbles, but it is in fact a short lived flower that blooms only in the spring.

This will all be solved by the City of London creating a competition for the design. That way, the world's greatest and best architects have a chance to design a tourist viewing platform that will be the tallest building in the City of London for potentially hundreds of years to come.

Regarding transportation, a visitor attraction close to Liverpool Street alongside this being the terminus for Stansted Express and Stansted Coaches reinforce the recommendation of Southwark Council that rather than cancel the Tourist focussed RV1 that serves the Southbank and Tower of London, that it should be extended to Liverpool Street. The City of London should also be mindful of a strategy for managing the inevitable flow of highly polluting and disruptive private tourist buses that this tower will likely encourage to clog the streets of the City. An extend RV1 is a far better approach to managing tourist flows to the area.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr John Safa

Address: [REDACTED] Wimbledon Hill Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Great addition to the London skyline that will break up the boxy towers nearby and compliment the Gherkin.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Felipe Pelaez

Address: [REDACTED] Folgate Street Linnell House, [REDACTED] London

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I live in the area and would love for this to get build. It would attract tourism and add to the unique London skyline.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Bob Slater

Address: [REDACTED] Brecknock Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: I object, as should you, on the following grounds:

- The proposal would dominate and overwhelm the Tower of London World Heritage Site.
- The proposal would clearly cause chaos at street level, to the detriment of all local road users.
- It makes little more than a derisory offer to London and Londoners. A symbol of exclusivity which will infiltrate and be a symbolic reminder to some of London's poorest communities to the east, of who is still boss.
- Past the glossy and air-brushed GCI images, it strikes me as an average design which, following actual engineering and the inevitable value-engineering, will actually be quite poor, compounded by its dominance on the London skyline.

Most importantly the proposal is a folly and a ruse. How is this a viable venture? Come on City of London Corporation - can you not see this? It is not real. It is the lovechild of narcissistic self-indulgence - a Billionaire in Safra and a mere millionaire (Foster) - a play thing and ultimate status symbol for the power hungry. It is a desperate final role of the dice.

Once built it is there. There is no escaping it. Remember 'the Stump'? Left empty, it will stand as an everpresent symbol of terminal decline. What will you do then? Private flat? The most luxury Air Bnb in the world? Bit of both? You will be left with no choice. Your good work in reclaiming height for the average Londoner, those free galleries in 22 Bishopsgate, 1 Undershaft etc, will be in vain and undermined.

To top it all off the moniker is genius. Fair play to them - indeed they are brash. The Dutch Tulip Bubble of the 17th Century was the original market bubble to be followed by an almighty crash. I can't help but feel that history is repeating itself.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr A Quinn

Address: ■ The Dell london

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: This is a superb development making clever use of an unused plot and will surely add to the City of Londons cultural offering.

The design is a fantastic compliment to the Gherkin with similar design echos and although there appears to be a concerted effort to say the desing is not in keeping with the City. Much the same was said about the original gherkin which is now a global icon for London.

The current City's policy in the eastern for huge, blocky towers is a bit of a mess with all of them merging into one large lump, the skyline needs this slender design to break up this mass and give it a defining crown.

The complaints that this slender building is overwhelming and too near to the Tower of London is nonsense. Apart from the fact that this excuse seems to be trotted out by the heritage lobby every time a new tower is proposed in the City shows how weak the argument is. You only have to spend 5 minutes on Tower bridge to observe the masses of tourists taking pictures of the juxtaposition of the Tower of London with the emerging 21st Century city behind. It would also allow

a great many a wonderful view of the tower of London from above.

The design is slender and jewel like and it less than 30 seconds walk from proposed and already built towers ranging from 180-300m . All these office towers, seen in exactly the same views that is supposedly ruined by this design, are much larger and wider than this so it is crazy to suggest this development will ruin the setting of the Tower of London when it is nestled between much larger officer towers. As a sister development to the original Gherkin it is mere feet away & in the same views.

The City culturally is still a bit of a desert, particularly at weekends with a growing number of tourists wandering and snapping pictures of the new towers. This will not only draw more in but give them something new to do with its innovative viewing opportunity & would be a huge asset and boost to the City utilising a wasted space.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr David Fitzgerald

Address: Manor Way Ruislip Middlesex

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: A great addition to the City of London's Cultural and Tourist attractions. Has the added benefit of helping to visually "thin out" the bulk of the Eastern Cluster of towers. Fully support!

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Nick Llewelin

Address: ■■■, LITTLE BRITAIN LONDON

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I fully support this proposal and it should be delivered asap. A great innovative design by Fosters again which complements the Gherkin. Well done! We should be thankful for the investment by the developers creating something special out of this unused plot and trying to make the most out of the point less height limit and viewing corridors..

The views look awesome and will benefit locals not just tourists! London needs a mix of more tall buildings with restaurants and viewing galleries.

The City of London would benefit from this. London would benefit from it. It will add cultural & economic benefits. It is in keeping with the rest of area and adds to the juxtaposition in architecture of this great city.

The Education facility is a brilliant idea for local school kids in the area.

Can you push CAA/government to increase the height limit and go higher so there are no obscured views? There is no reason why not as the current limit is purely arbitrary (the line had to

be drawn somewhere) there are no safety issues. This needs political will to achieve.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Miss Marie Marie

Address: [REDACTED] Canonbury Road [REDACTED] Canonbury Road London

Comment Details

Commenter Type: Alderman

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: Hello

I am reaching out to find out whether you need any business leads for your niche?

We have American business contact details from over 5,000 niches.

To find your business niche, simply go to <https://wowitloveithaveit.com> and search for your keywords.

All of our business leads come in an Excel spreadsheet and have the following information:

Company name

Address

Telephone number

Website

E-Mail

Upon purchase, your B2B list will be delivered to your inbox automatically. You will also receive free future updates directly to your inbox for free.

Our B2B leads are ideally for growing your newsletter list, e-mail campaigns, telesales, social media marketing and much more.

Our business lists have been trusted by over 2,300 businesses and our reviews have an average rating of 4.7 / 5 stars which is a testament to our commitment to delivering results in the B2B marketing field. You will find that our leads are 80% cheaper than the leads provided by other companies.

All of our B2B lists are currently on sale which will be ending in one week.

Do not miss this opportunity to bolster your B2B marketing.

Kind regards

Marie

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].

This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Rob Hutchings

Address: Upper St London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Is this a joke proposal?

Arguably the best modern building in London (The Gherkin) is going to be completely lost under this weird looking thing.

I'm really suprised to see Norman Foster's name on this! It really does look like an April fools proposal.

With public galleires in the walkie-talkie and 22 bishopsgate - whats the point in this?

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Oliver Goldstein

Address: ■ Well Road Hampstead London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Both myself and all of my friends strongly believe this would be a brilliant addition to the London skyline.

A beautiful skyline attracts people from across the world and will increase the standing of London as an international city purely through its aesthetic appeal.

The City of London needs to deregulate and encourage innovative design in order to compete with the likes of other developing nations.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Mark Banks

Address: ■ Montagu Gardens Wallington

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: Dear Madam,

As a life-long resident of Greater London, and someone who has a long family history relating to the city of London, I write to object to the construction of the so-called 'tulip tower', at the land adjacent to Bury Street.

The plans, as I have seen them, add nothing positive to contribute to the unique and world class architectural portfolio of the city of London - but in fact add to its degradation as a centre of world heritage.

More specifically, I recognise that the city of London already has a number of distinctive modern skyscrapers, and indeed that there is a need for such high-density office space. At present, these buildings at least have some semblance of existing for commercial purposes, and are therefore in-keeping with the city of London's world renown as a global financial centre. However, this current proposal has nothing other than the appearance of an ephemeral gimmick, and would at once

become an embarrassing blot on the horizon that only serves to cheapen London's world-class reputation. Already, as I am sure you are aware, many commentators have likened the appearance of the 'tulip' to something far less graceful. Furthermore, the eccentric design, particularly standing adjacent to the current 'Gherkin' building, risks London's architecture drifting into nothing more than one further nondescript capital city, on a par with Shanghai and its 'Oriental Pearl Tower'.

I do not believe this design is worthy to stand alongside and cast a shadow (literally and metaphorically) over our architectural treasures of the Tower of London, St Paul's Cathedral, Tower Bridge and The Guildhall, to name but a few.

Respectfully, I ask you to reject this proposal.

Yours sincerely,

Mark Banks

From: [Watson, Rianne](#)
To: [Adjei, William](#)
Subject: FW: Comments for Planning Application 18/01213/FULEIA
Date: 22 March 2019 10:57:58

From: PlnComments@cityoflondon.gov.uk <PlnComments@cityoflondon.gov.uk>
Sent: 20 November 2018 21:56
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Comments for Planning Application 18/01213/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 9:47 PM on 20 Nov 2018 from Mr Manuel Kaiser.

Application Summary

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

[Click for further information](#)

Customer Details

Name: Mr Manuel Kaiser
Email: [REDACTED]
Address: [REDACTED] East Parkside London

Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment:
- Noise
- Other

Comments: Dear Sir or Madam,

I would like to file my objection to this building. While I find the design objectionable I acknowledge that this lies in the eye of the beholder. The main reason I object is because the project stands for many things that are undesirable and in my view incompatible with the needs of Londoners and aims the City of London should prioritise. In short the proposal

- reeks of desperation in its straining after ostentatious effect
- is unsympathetic to its surroundings
- leads to the disneyfication of the area, leading to tourist crowds and undesirable side effects (rubbish, sellers of assorted tat to unsuspecting tourists)
- is wasteful and out of step with the public's desire for sustainable buildings (thousands of tons of steel and concrete wasted on the 'shaft' of the building to achieve minimal usable floor area at the top)
- offers nothing new (London has more than enough restaurants, bars, and viewing platforms both on the ground and high up - Tower 42, London Eye, the Shard, the Orbit).
- wastes the finite space (on the ground and vertically) that is available for development of high rise buildings in London and the City in particular in exchange for minimal floor space.
- if approved, sets a bad precedent by creating the impression that planning permission for any type of development can be 'bought' by inclusion of an education space (or a public park as seen elsewhere).

We all want bars, restaurants, education spaces and architectural statement buildings but all of these can be done in a much better way than what is proposed here. Ideally they should also include residential, commercial and community space, all of which are sadly lacking here.

I would also like to remind you of the universal praise the Bloomberg building has received and anyone who understands why will have to agree that none of its qualities are represented in the Tulip proposal.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Nicholas Fryett

Address: Drummond Penshurst

Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:What an absolutely phenomenal and sensational concept and design. Are we really going to let our European neighbours steal away the crown from the City of London, because of a loud minority? This is exactly what is missing, and fantastic to see it proposed. Trust this will be a very easy pass by the planning committee to electrify the skyline and bring more business in.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Richard Rowlands

Address: █ Gawber Street London London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I support the building as I think it would be a beautiful and striking addition to London that would make its skyline even more unique and recognisable. I would like the architects and planners to consider making it taller as if the structure is principally to be used as a viewing platform then it should be clearly taller than the other buildings around it. I think people will not understand why this isn't the case? I have read that the aviation authorities require a limit on the height, but I suggest that it should be challenged as other cities have airport approaches near tall buildings, so why can't London?

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: M Joseph Mc Hale

Address: Brent view road, London, Hendon NW9 7EJ

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: I am so terribly appalled by this insult to architecture that I believe that it is my duty to voice my concern.

What is quite magical about modern London is the the marriage of new and old, and "the tulip" would disturb this delicate balance, and destroy the quite harmonious skyline of the city of London.

Furthermore it is quite comical that such a respected architecture firm would propose a building that quite frankly resembles a phallus, I truly believed that this was a publicity stunt ment to outrage, but after reading some peoples support of this building, I am truly worried.

I understand that taste is subjective but this building is a case of, you love it, or you loath it, and though highly controversial buildings can sometimes be the most respected pieces of architecture, this is just too much of a risk, it is just too obvious in the skyline, not only is it a risk to the beauty of the London skyline but also the reputation of the whole of London, and England, so many tourists would laugh at the vulgarity of the design.

And to be quite honest, this does not have enough grace to be an iconic piece of architecture.

For all the reasons above, I therefore must make my strong objection known, and I urge any authority capable of refusing, planning permission, to either demand a total redesign of this building, or to refuse, to grant planing permission for this disgrace to architecture.

From: [Watson, Rianne](#)
To: [Adjei, William](#)
Subject: FW: Comments for Planning Application 18/01213/FULEIA
Date: 22 March 2019 10:59:12

From: PlnComments@cityoflondon.gov.uk <PlnComments@cityoflondon.gov.uk>
Sent: 29 November 2018 08:39
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Comments for Planning Application 18/01213/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 8:30 AM on 29 Nov 2018 from Mr Doug Ayling.

Application Summary

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

[Click for further information](#)

Customer Details

Name: Mr Doug Ayling
Email: [REDACTED]
Address: [REDACTED] Petticoat Tower, Petticoat Square, London E1 7EF

Comments Details

Commenter Type: Neighbour
Stance: Customer objects to the Planning Application
Reasons for comment:
- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comments: Remarkable. The Safra family wants to draw a giant penis on the historic skyline of London. Can we rightly consider this an act of vandalism?

In the age of #metoo, this braggadocio seems in poor taste. Currently the building exterior is planned to be white. And it's easy to see how this large white erection has reassured those in power.

We live in the neighbouring Petticoat Tower. The City of London should be made aware that if this venture is approved, we will be listing our property (that we own) on Airbnb, in direct contravention of the onerous terms of our lease. The Corporation of London is breaking their covenant with residents. Clearly they regard our city as a tourist trap on the payroll of oligarchs. Not as a home. Not a community. And not the carefully curated work of generations.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Miss Mari Shahin

Address: ■ Thurston Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:Wow, such an innovative idea, can't wait to visit once it's done!!

From: [Watson, Rianne](#)
To: [Adjei, William](#)
Subject: FW: Comments for Planning Application 18/01213/FULEIA
Date: 22 March 2019 10:59:52

From: PlnComments@cityoflondon.gov.uk <PlnComments@cityoflondon.gov.uk>
Sent: 24 November 2018 14:47
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Comments for Planning Application 18/01213/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 2:38 PM on 24 Nov 2018 from Miss Astrid Kirchner.

Application Summary

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

[Click for further information](#)

Customer Details

Name: Miss Astrid Kirchner
Email: [REDACTED]
Address: [REDACTED] Petticoat Tower London

Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment:
- Noise
- Other
- Traffic or Highways

Comments: To whom it may concern,

I personally don't see the point in this building at all and object to the proposed plans for 'The Tulip' for the following reasons:

- No need for elevation: The 12th story building can be erected on the existing site at 'ground level' in replacement of the current 8 story building.
- Height: There are enough tall skyscrapers in the city of London already, so there is no need to artificially create an elevated 12th story building towering over the existing buildings at a height of 350 meters. As it stands the Gherkin, which was once an exciting landmark is now already in the shadow of other (in my view less attractive) buildings. It feels to me like 'The Tulip' would fit better into Dubai than London.
- Views: I am unsure it adds anything aesthetically to the skyline. There are a myriad of viewing platforms in the city already (Shard, Tower 42, Skygarden, etc)
- Sustainability: From an environmentally sustainable and health and safety perspective I am sure there are better solutions available at 'ground level'.
- Noise: The increased traffic and construction noise. The city is grid-locked construction site as it is.

Many thanks for taking my comments into consideration
Astrid

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mrs Diane Howard

Address: ■ Richmond Avenue London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other
- Residential Amenity

Comment: I STRONGLY OBJECT on the grounds of PUBLIC DECENCY.

This proposed recreational structure takes the form of an ■. Whereas past towers have always had a certain phallic quality, this erection crosses a clear societal boundary of unconsensual public exposure. This proposal would constitute a crime under the Sexual Offences Act 2003.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Ray Tang

Address: █ Harcourt Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Well done Fosters. This must be the ultimate example of British Sense of Humour. I would support any Architectural joke which resemble a 'Carry On' film, a perfect emblem for the City of London and a mascot for the greedy Bankers. I guess the true intention is for these pigs to look out their ivory towers at this massive c0kk up, what better way to show the world here's is the City of D1ckHeads. May be next they can insert a massive big hole next door and call it 'The Urethra'? Let's make the City the cesspool of vanities, who needs Planning!

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Adam Caddy

Address: ■ Sequoia London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Fantastic proposal - and great to see the square mile being more diverse. It's a shame the proposal cant quite break through the height ceiling - can it not be extended a little further to allow the tulip to rise further above the sky line and provide a true vista of London?

Fosters are a great architectural firm and this will be a great extra addition to London.

From: [Watson, Rianne](#)
To: [Adjei, William](#)
Subject: FW: Planning Ref 18/01213/FULEIA
Date: 22 March 2019 11:00:21

From: Cronain O'Kelly <[REDACTED]>
Sent: 19 January 2019 13:21
To: Depala, Bhakti <Bhakti.Depala@cityoflondon.gov.uk>
Subject: Planning Ref 18/01213/FULEIA

Name	Cronain O'Kelly
Email	
Address	[REDACTED] Market Yard Mews London England SE1 3TJ United Kingdom
Phone	[REDACTED]
Your comments to the planning officer	This is a poor and unattractive design which add to th visual clutter of the London skyline whilst obscuring what is good and beautiful. The educational facilities are a poor substitute for what the Museum of London provides.

Powered by [123FormBuilder](#)

Attention: The person who made this submission did not receive the autoresponder or submission copy because one of the following situations occurred:
- the form user did not enter a valid email;
- your form is not configured correctly.

The solution to this problem can be found here:

<http://www.123formbuilder.com/docs/the-form-is-not-configured-correctly-the-form-submitter-did-not-enter-a-valid-email-what-to-do/>

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Scott Lebon

Address: ■ Dobson Close London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I support this impressive proposal by Norman Foster. It will contribute to making the City of London an attractive place to work and visit.

With Brexit looming, it is very important that the City keeps building and developing. It is great that private investors are willing to invest in such an attraction at no cost to the taxpayer.

The Shard attracts millions of visitors a year, and there is no reason why a similar attraction north of the river shouldn't be similarly successful. When the Gherkin opened to the public on Open House day in 2003, people were queuing up to 7 hours to get in! This shows that there is a huge demand and even affection for new, modern landmarks in this part of London.

The arrival of Crossrail will give Canary Wharf a big boost. If the City wants to retain its preeminent position, it needs to continue innovating. Simply resting on its laurels and hoping for the best is not an option. Reducing the City's dependence on the financial sector is also a good thing. This building will give a boost to the surrounding retailers, bars and restaurants. It will help turn the City into a 7-day a week destination.

Heritage groups have consistently undermined the City's development. We should remember how Historic England (English Heritage) fought tooth and nail against a shorter version of Heron Tower. All they did was waste time and money. They lost the right to be listened to on such matters.

Historic Royal Palaces have been equally obstructive in trying to stop development in the City. Their objections are NIMBYism in its purest form. Their arguments seem to revolve around the fact the views in the City should be frozen in their current form, which of course is a nonsense. These people always complain no matter what, and should be ignored.

This building will fit in nicely with the other approved buildings in the tall buildings cluster. It will be a popular attraction and contribute to the City's success.

**555 PARK WEST
EDGWARE ROAD
LONDON W2 2RA**

Tel: [REDACTED]

e-mail: [REDACTED]



Ms Annie Hampson
Chief Planning Officer
City of London Corporation
Guildhall
London EC2P 2EJ

29th November 2018

Dear Ms Hampson

“Tulip Tower”

I understand from yesterday’s report in The Guardian about the concern of City Airport that consultations on this application are continuing. I would like my objection to the scheme to be added to others.

Apparently the proposed height of the building is 305 metres. I thought that until now the Corporation had a firm policy to limit building height to 300 metres. If I am correct, any breach of the rule, even by 5 metres, will have serious, possibly catastrophic consequences for future planning applications.

The Square Mile was traditionally a city of moderate height buildings up to about 8 floors with the skyline broken by the dome of St Paul’s Cathedral and by many church spires. This has been changed in recent years, so that now we have a hodgepodge of high-rise structures dotted here and there bearing no relation to each other, apart from most of them being of poor external architectural quality. Add the appalling Shard looming over the City from Southwark and the historic City of London has been visually ruined.

It is high time to say enough is enough and to reject this application. In my part of London we fought down the “Paddington Pole” because of its proximity to grade 1 Paddington Station and the effect on views from Hyde Park and Kensington Gardens. Surely the City can be equally caring of its environment.

Yours sincerely,

[REDACTED]
Kenneth Stern

Past Chairman of the Friends of the Royal Parks and of Bread Street Ward Club

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Ivan Arenas

Address: ■ Harold road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: This would be a perfect opportunity to increase the number of unique attractions in this city, and keep London at the forefront of tourism and capital cities in the world.

I think it looks rather genuine and would rapidly become another recognisable London sight.

Furthermore I think this project is so special and different that would attract a new kind of tourist into the city.

From: Catherine Clark
To: [PLN - Comments](#)
Subject: the "tulip"
Date: 17 December 2018 18:31:46

Dear Sir or Madam,

As a citizen of London I would like to register my utter disgust at the designs for the "Tulip" skyscraper which is currently under consideration for planning in the city.

London has many beautiful and modern skyscrapers which have been carefully designed and positioned.

This latest addition would make us the laughing stock of the world. It is tasteless in the extreme.

A sloppy piece of design which should not have even reached this stage.

Surely not! Please!

Yours sincerely Catherine Clark



From: PlnComments@cityoflondon.gov.uk
To: [PLN - Comments](#)
Subject: Comments for Planning Application 18/01213/FULEIA
Date: 26 November 2018 21:47:18

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 9:38 PM on 26 Nov 2018 from Mrs Anastasia Shteyn.

Application Summary

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

[Click for further information](#)

Customer Details

Name: Mrs Anastasia Shteyn

Email: [REDACTED]

Address: [REDACTED]

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:
- Noise
- Other

Comments: I don't understand why we need this phallic-shaped attraction, with little aesthetic merit. As a resident of Petticoat Tower, I object to this construction project. It will create noise, and turn the neighbourhood into a construction site for years to come, affecting property prices and residents' daily comfort. I would also like to second Mr. Manuel Kaiser's comments, as he hit the nail on the head.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr R Waldegrave

Address: McGregor Road, London W11 1DE

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: I am objecting to the proposed building on purely aesthetic grounds. It is a repulsive design which has no place in London's skyline.

No doubt the architects, Foster & Partners, believe that they have come up with a building that will be "iconic" but the problem is that every other building in London's new cluster of tall buildings ("the gherkin", "the cheese grater", "the walkie-talkie" etc.) is also trying to be "iconic". The result is a complete mess - not every building can be an icon.

Furthermore this building gives no "sense of place" - it is yet another piece of glass and steel hubris that could be in any of the major modern cities of the world from Dubai to Shenzhen. Surely planners cannot believe this building will be a unique attraction for London, when its main effect is to make London's skyline even more generic - just another modern city where the likes of Foster, Rogers, Piano etc. have been given free rein to express whatever wacky idea has popped into their head? Unlike Dubai and Shenzhen, London has a 2000 year history, and the City of London in particular has a unique built environment. THAT is why tourists come to London - not to see the

freakshow of ill-conceived buildings from the last 20 years.

If the property developers wanted to do something truly radical, how about a low-rise stone construction built according to traditional principles of architecture? You could have just as much floor space (due to the incredibly inefficient design of the "tulip") and, who knows, it might actually look nice and bring some pleasure to the people who are forced to look at it every day.

I also note that the property development company is registered in Luxembourg. If we are going to grant these extraordinary licenses, it could at least be to companies willing to pay tax in Britain.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Simon Hancock

Address: Belvedere Buildings Walworth London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: The building looks horrible. It is a monument to arrogance. Stop destroying London! Spend the money on restoring some of the beautiful historic buildings instead. There's no point having a viewing tower if there's nothing nice left to view!

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Miss Rachel Harris

Address: ■ Nodders Way Biddenham Bedford

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: Please consider this a strong objection to the plans by Foster's and Partners 'tulip tower' proposal.

We have been told by key scientists that we have 12 years to drastically change our ways of life - in order to sustain life for future generations and prevent catastrophic climate change. I do not believe that approving this planning proposal is in keeping with setting a precedent that protects and restores the environment. I believe that this tower obliterates any regard for the environment by creating massive amounts of emissions and using vital resources just for the sake of it and for the benefit of one rich man.

Please consider long term environmental conservation ahead of any short term economic gains that this tulip might bring! And please, as a London lover, do not aesthetically turn your city into Dubai! In an age where technology and engineering are expanding building capabilities beyond the imaginable, the questions are no longer 'can we do this' but 'should we?'. THE ANSWER IS NO!

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].

This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Daniel Roberts

Address: ■ sycamore drive Lache Chester

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Amazing development, can't wait to visit. About time London had a really tall purpose built viewing tower like this. Great attraction.

From: [Watson, Rianne](#)
To: [Adjei, William](#)
Subject: FW: Comments for Planning Application 18/01213/FULEIA
Date: 22 March 2019 11:00:48

From: PlnComments@cityoflondon.gov.uk <PlnComments@cityoflondon.gov.uk>
Sent: 20 November 2018 00:09
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Comments for Planning Application 18/01213/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 12:00 AM on 20 Nov 2018 from Ms Marianne Harris.

Application Summary

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant / bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1 / A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow , DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

[Click for further information](#)

Customer Details

Name: Ms Marianne Harris
Email:
Address:  Ladbroke Walk London

Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment:
- Noise
- Other
- Traffic or Highways

Comments: unbelievable. is there a competition for the ugliest skyscraper in Nwe?
and if we seriously thought the City is suffering from a lack of visitor attractions, why don't we improve the transport infrastructure first.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].

This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Tim Widden

Address: ■ Kelday Heights ■ Spencer Way Shadwell

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Great addition to the City. London currently seems to waste the square mile with regards to it being a destination for the public. This will help bring energy to the area on the weekends and invite visitors to see our unique mix of ancient and modern architecture on medieval streets. The slim design also breaks up the 'clump' effect that the close proximity of the current and upcoming skyscrapers are creating. Great to have a project in the pipeline that is designed for the public to experience and enjoy the City.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Ray Moore

Address: ■■■ Coppins Road Clacton-on-Sea

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: This tower will make a great addition to an already iconic global city like London.

This will enhance the skyline by breaking up the wall of blocky towers nearby, and will give London yet another iconic structure that would stand up against similar viewing platforms giving London its own version of CN Tower, Space Needle or Stratosphere in Vegas.

My only complaint against this proposal is that it is far too short. It should be at least 320-metres or more to really stand out on the cityscape.

Otherwise, i as a regular visitor to London and a proud Britain wholeheartedly support this proposal to bring some futurism to an ever expanding metropolis.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].

This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Mr Steve Crew

Address: [REDACTED] Vicarage Road Rochester

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I assume the usual killjoys will be against this?

This is stunning, the more the better. Close City Airport and double the height!

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Case Officer: Bhakti Depala

Customer Details

Name: Miss Rebecca Alexander

Address: ■ The Pyke Rothley Leicester

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: This scheme is aimed entirely at attracting tourists and has no benefit to real people who live in the area. It's height is entirely determined by an egotistical desire to have the largest structure in the City of London given the diminishing prominence of the Gherkin building on the neighbouring site. It would make zero architectural or townscape contribution to the surrounding area, particularly the tower which is blank for the majority of its 305 metres.

From: Peter Rose
To: [PLN - Comments](#)
Cc: [Jude Goffe](#)
Subject: 18/01213/FULEIA Land adjacent to 20 Bury Street London EC3A 5AX
Date: 13 March 2019 16:29:32

I object to this proposed development

It would lead to further pedestrian flows in an area which is already suffering from overdensification of development.

The City already has difficulty in controlling anti-social activities and litter collection in this area particularly related to the nighttime economy.

Kind regards

Peter Rose tel 



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

12th February 2019

F.A.O. Bhakti Depala

Dear Ms Depala,

Re: 18/01213/FullEIA
Land Adjacent to 20 Bury Street EC3A 5AX

I have been retained by the Diocese of London to respond on their behalf to the above application and express their concerns regarding the nature of the planning permission being sought and the potential adverse impact it will have on Development Control in the City if approved.

The Diocese takes the view that the intrusion the application would make on the skyline is not warranted by the use for which it is intended. The application appears to place undue emphasis on its contribution as an educational facility and further seeks to exploit policies for the diversification of The City's economy and for supporting tourism. In our thinking these policies are Citywide in their intended application but being applied here to an area that has been "carved out" of other restrictive provisions specifically to provide for high density, high rise, commercial development. Allowing other uses to "compete" for space in this location is illogical.

The design is of undoubted technical dexterity as it seeks to exploit airspace over an adjacent building in the same ownership but in doing so seeks, it seems, to enhance only its financial value without improving its efficiency as an office.

The scheme will also, temporarily no doubt, achieve the status of the highest structure in the Square Mile, cleverly realised from the smallest of footprints. In doing so however, it simply adds to the wall of glass that the City's "cluster of tall buildings" has become, removing the "punctuation" necessary for the onlooker to read the architecture of carefully designed individual buildings.

The design offers no recompense for this by having a commanding street level presence worthy of an individual's attention and so is of doubtful overall contribution to the built environment either in the immediate vicinity of the site or from further afield.

The overall impact will be to simply add volume to the competition for the nationally protected views of the truly iconic St Paul's Cathedral as well as local views of other historic monuments and world heritage sites. The scale of the contrast between the historic and modern profiles on The City's skyline is becoming unbalanced and should not now be compromised further as has been the case with recent high rise schemes in Newham.

EDWARD MOODY CONSULTING

MOBILE
EMAIL
WEB

[Redacted]
[Redacted] e 265
[Redacted]@edwardmoodyconsulting.com

It is accepted that the application carefully avoids overtly challenging the precise wording of individual Planning Policies but the Diocese takes the view that it indirectly challenges the spirit and overall intention of many. In short the application is exploiting flexibility designed to provide for the nationally important financial industry without providing the jobs, revenue and positive contribution delivered by much less controversial applications. In this way the scheme creates ambiguities and will unhelpfully make future Development Control in The City a more prescriptive and constraining process, something The Corporation has skilfully avoided in the past and in doing so allowed both the property and financial industries to flourish in The City.

On balance the Diocese does not see the merit of approving this scheme but if the Planning Committee does not resolve to refuse permission there are a number of practical issues that need to be addressed before permission is granted. These include but are not limited to the following:

- a) The scheme does not contribute well enough to the street scene and local environment to justify the loss and overshadowing of the residual open space and re provided quasi-open space. Some may take the view that the understated landscaping around 30 St Mary Axe is austere in taste however it has provided the space to allow art installations, clear lines of sight and the free flow of pedestrians. It is also consistent with the simple elegance of the original buildings design, which won the Stirling Prize in 2004. Re-providing a garden area on top of the new pavilion building is not of equivalent public benefit and so an alternative provision should be made elsewhere locally to offset this loss.
- b) The consultants state in the planning submission that there is a loss of open space but it has not possible to quantify this as the detail is lost in the volume of other information deposited in support of the application. In the opinion of the Diocese, which is itself a large provider of open space, the replacement of street level amenity with roof top gardens is a very poor substitute and not truly a like for like swap. "Public" access through buildings is subject to discretion by varying security protocols unlike a churchyard, which is open to all. Details of the lost area and access arrangements should be made abundantly clear in the application and to members of the committee when making a decision. The applicants should make alternative provision for the area lost and the inferior public access offset by enhancements to other facilities near by.
- c) Technically innovative designs are vulnerable to unpredictable experiences, as the applicant's architect will recall from the opening of The Millennium Footbridge. Building Regulations for tall structures have been found to be wanting in recent times which begs the question as to what precautions can be taken by the applicant to ensure a venue, which encourages coach loads of children to visit on a daily basis, is sufficiently robust and provides safe alternative routes of evacuation to protect them from misfortune?
- d) The Diocese takes a keen interest in matters related to education. The London Diocesan Board for Schools, which is chaired by the Archdeacon of London, is the largest education provider in the Capital and the only provider of state education in The City of London. The free state visits proposed need to be part of a curriculum aligned educational programme if they are to be of merit and offered in significantly greater numbers if they are to be of substance. With the programme and capacity elements properly modelled through detailed consultation with education providers the claim that there is an educational element to the application takes on substance. If, these are then coupled with irrevocable planning obligations to maintain the facility free of charge to state school users (particularly those along the City fringes and



without priority given to fee paying applications from private schools when bookings are taken), then objections on these grounds may be withdrawn.

- e) The construction period required to deliver this technically complex scheme is inordinately long particularly when considering the meagre volume of occupational space provided. The historic network of streets around the site further compromises the delivery programme. This coupled with relatively narrow pavements will also make their use by heavy construction vehicles a challenge. The Diocese takes the view that this will adversely impact the listed and historic buildings in the area, which are less well equipped to handle the inevitable and protracted noise and vibration generated. The applicants should consult and agree with local occupiers an effective package of mitigation measures that can be reflected in the planning conditions and are legally binding on the applicants before permission is granted.
- f) The local churches provide places of sanctuary and space for quiet contemplation in addition to the traditional opportunities for worship that frame the working day. The permitted hours for noisy working during construction and demolition should protect these occasions, which are enjoyed by residents, workers and visitors alike. Again a binding agreement should be secured limiting the adverse impact during construction should be agreed with local occupiers before the grant of planning permission is contemplated.
- g) Despite the usual mitigation measures to control dust and airborne pollution released through the demolition and construction process there is always a need for additional cleaning, maintenance and rodent control around building sites. In some circumstances the provision of double-glazing has been considered necessary. These additional costs should be met by the development, agreed and installed before work strip out work commences on site.

Contrary to the applicant's assertion that this proposal does not adversely affect St Paul's Cathedral, as other consented schemes will largely conceal its presence from specific vantage points, it does unwittingly contribute to a bulk and massing that is to the detriment of the setting as a whole of a nationally protected and iconic silhouette. There have been other unwitting intrusions that have encroached into the protected viewing corridors and increased vigilance is required to carry on the good work of preserving a landmark synonymous for centuries with the City of London.

I look forward to the response to all of the above and my client who is a long term partner of the Corporation as a force for good in the City would welcome an opportunity to engage with the Applicants in person to better provide for the greater good of all.

Yours sincerely,



E.R.W. Moody,
Proprietor.

From: Nick Llewelin
To: [PLN - Comments](#)
Subject: RE: Application Consultation (18/01213/FULEIA)
Date: 14 February 2019 17:08:33

Thank you.

As a local business, we think this is a great innovative design and fully support the proposal.

The City of London would benefit from this. Cultural & economic benefits are welcomed.

The enlarged Education facility is welcomed.

Best regards

Nick Llewelin | Membership & Operations Manager

Society of Occupational Medicine | 20 Little Britain

| London | EC1A 7DH Tel: [REDACTED]

[Why not become a member?](#)

- Monthly e-bulletin, legal helpline, peer support & access to regional group meetings near you
- Occupational Medicine Journal 9x a year
- Access to indemnity insurance and free appraisal toolkit (from 2018) for occupational health nurses
- Career support, with regular job adverts, webinars, CPD events & annual conference
- Campaigning on occupational health & medicine
- Money-saving discounts (40% off *occupational health & wellbeing magazine*)
- We welcome all health professionals interested in occupational health & medicine

Join at www.som.org.uk or e-mail [REDACTED]



Like us on Facebook <https://www.facebook.com/SocietyOccupationalMedicine/>

Advertise your job with us at www.som.org.uk/oh-jobs/advertise-oh-jobs/

Come to *GDPR in Occupational Health - One Year On*, 17th April in London – [book now](#)

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

From: PLNComments@cityoflondon.gov.uk <PLNComments@cityoflondon.gov.uk>

Sent: 14 February 2019 11:07

To: Nick Llewelin <nick.llewelin@som.org.uk>

Subject: Application Consultation (18/01213/FULEIA)

Dear Sir/Madam

Please see attached consultation letter for planning application 18/01213/FULEIA (Land Adjacent To 20 Bury Street London EC3A 5AX).

Kind Regards

Planning Administration
Department of the Built Environment

City of London

THIS E-MAIL AND ANY ATTACHED FILES ARE CONFIDENTIAL AND MAY BE LEGALLY PRIVILEGED. If you are not the addressee, any disclosure, reproduction, copying, distribution or other dissemination or use of this communication is strictly prohibited. If you have received this transmission in error please notify the sender immediately and then delete this e-mail. Opinions, advice or facts included in this message are given without any warranties or intention to enter into a contractual relationship with the City of London unless specifically indicated otherwise by agreement, letter or facsimile signed by a City of London authorised signatory. Any part of this e-mail which is purely personal in nature is not authorised by the City of London. All e-mail through the City of London's gateway is potentially the subject of monitoring. All liability for errors and viruses is excluded. Please note that in so far as the City of London falls within the scope of the Freedom of Information Act 2000 or the Environmental Information Regulations 2004, it may need to disclose this e-mail. Website: <http://www.cityoflondon.gov.uk>

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].

This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ. (RECONSULTATION - An amended plan has been received increasing the proposed area for education floorspace (from 190 sq m to 314 sq m.) -

Supplementary supporting information has been submitted in the form of an Economic Impact Assessment)

Case Officer: Bhakti Depala

Customer Details

Name: Mr Sam Resouly

Address: ■ Lime Street ■ Lime Street London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: We represent the owner of Holland House and Renown House, Bury Street. These office properties are the place of business for a wide range of enterprises who enjoy the micro location and amenity of the Gherkin Plaza. The proposed development has extremely limited access for the delivery of materials and labour. With the expected 5 year development program, there will be an extended period of disruption, with restricted access and periods of extremely noisy works. In addition to the occupiers of the building, there are many members of the public visiting these premises throughout the day and we have serious concerns for the safety of all. With the very significant number of lorry movements expected along the extremely narrow Bury St, this will create a very hostile and dangerous environment. There appears to have been no consideration given for the welfare of neighbours and the impact of these works on all of the

businesses and residents in the area. We strongly encourage the City of London to refuse permission for this proposed development and we would appreciate an opportunity to comment in greater detail, with a specific focus on site traffic management, noise, vibration and dust expected from these proposed works.

7th March 2019

Bhakti Depala
Development Division
Department of the Built Environment
City of London
Guildhall
PO Box 270
London EC2P 2EJ

Dear Ms Depala

Planning application ref 18/01213/FULEIA – The Tulip

I am submitting these comments on behalf of the London Sephardi Trust and the Spanish & Portuguese Sephardi Community in relation to the impact on the Bevis Marks Synagogue of the 'Tulip' development as proposed in planning application 18/01213/FULEIA.

You will recall that our planning consultants J Watson Consulting Ltd wrote to you on our behalf in December 2018 explaining that we were liaising with the applicants and were awaiting the results of studies into the daylight/sunlight and heritage impacts of the proposed development on the Synagogue. We are still liaising with the applicants but given that I understand the planning application is due to be presented to the City's Planning & Transportation Committee on 2nd April I set out below our position.

I should firstly advise you that we have established a constructive dialogue with the applicants who have been most helpful in clarifying the potential impacts on the Synagogue, including through assistance with our technical studies.

We have received independent advice on Daylight/sunlight (Point2 Surveyors Ltd), Heritage (Caroe Architecture Ltd) and Town Planning (J Watson Consulting Ltd).

Setting of the Synagogue and courtyard

We can see that the Tulip would introduce a dramatic new feature into the western skyline of tall buildings viewed from the Courtyard. It will be particularly dominant in views both from the Courtyard on the north side of the Synagogue building and from within the glass roofed restaurant extension to the south of the Synagogue.

We are advised that the harm to the heritage significance of the Synagogue would not be 'negligible' as suggested by the applicants' advisors but would amount to 'less than substantial'. We are also advised that under the National Planning Policy Framework 2019 (para 193-194) the City Corporation should give great weight to the conservation of this Grade I listed building irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance, including from development within its setting.



We must therefore object to the proposed development's harm to the heritage significance of the Synagogue and its setting.

Benefits

We understand that where a development proposal will lead to 'less than substantial' harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal (NPPF, para 196).

We acknowledge that there are potential public benefits to the Synagogue which could go some way in counteracting the harm the Tulip would have on its heritage significance.

In particular, the Trust wishes to increase public understanding of the Synagogue's history and is planning to improve visitor facilities along with an expanded educational programme. The Tulip structure would be some 30m-40m from the Synagogue and visitors would look down upon the Synagogue building so there is obviously potential for the Synagogue's history and symbolic importance to be featured in the Tulip's educational facilities. Visitors to the Tulip could also be encouraged to visit the nearby Synagogue.

We are in discussions with the applicants about how these and other benefits to the Synagogue could be secured.

Without such benefits, the Trust would maintain its objection to the scheme on the grounds of harm to the heritage significance of the Synagogue including its setting.

Daylight and sunlight

We understand that the Tulip would have virtually no overshadowing impact on the Synagogue or courtyard and, considered in isolation, would have a very small impact on daylight levels. However, when considered in the context of the cumulative impact of other proposed developments we are advised it would contribute to a noticeable reduction in daylight levels.

The Trust must object to the Tulip's contribution to any reduced daylight levels in the courtyard or Synagogue which are already sensitive to further reductions in levels of light.

Construction

Given the proximity of the site to the Synagogue (30m-40m) we are concerned that appropriate measures should be put in place to ensure no damage or disturbance to the Synagogue during construction. The Synagogue building is 318 years old and has shallow foundations so will be particularly susceptible to construction vibration. We note that the Environmental Statement accompanying the application refers to the uncertainties over predicting construction vibration impacts on nearby buildings and that monitoring will be necessary.

We request that appropriate conditions are attached to any planning permission requiring the most sensitive level of construction vibration monitoring and accompanying measures to ensure that no damage is caused to the Synagogue.



Illumination

Illumination of the structure could have significant night-time impacts on the Courtyard and the Synagogue interior, including during candle-lit services. We request that appropriate conditions are attached to any planning permission requiring approval by the City of illumination proposals and that such approval would be subject to no harmful impacts on the activities in the Synagogue and Courtyard.

We will continue our discussions with the applicants and will let you know if anything further arises of relevance to the consideration of the planning application. For now, I hope you find these representations helpful.

Yours sincerely

[Redacted signature]

David Ereira, Vice President
 S&P Sephardi Community

Bevis Marks Synagogue - Heritage Impact of Proposed Development on land adjacent to 20 Bury Street (known as 'The Tulip') (Planning application 18/01213/FULEIA)

9 January 2019

Introduction and Purpose

Further to advice provided in May 2018 regarding the proposed development at 100 Leadenhall (consented in July 2018) in the vicinity of Bevis Marks Synagogue, this paper aims to provide initial advice to the S&P Sephardi Community in light of proposals for a further new development known as 'The Tulip', on land adjacent to 20 Bury Street. The paper responds to information provided as part of the application for planning consent and responds to additional information from the developers and the S&P Community's other professional advisers.

The S&P Community's main interests from a heritage impact perspective concern:

1. The potential impact on views within and from the Synagogue, Annexe building and Courtyard
2. The potential impact on the setting of Bevis Marks Synagogue and its historic Courtyard.
3. The potential impact on the experience of worship and visiting inside the Synagogue building.
4. The potential impact on the fabric of the Synagogue and the experience of worship and visiting during the construction period.



Figure 1 - Foster + Partners' aerial visualisation of The Tulip next to 30 St Mary Axe

1. The potential impact on views within and from the Synagogue, Annexe building and Courtyard and
2. On the setting of Bevis Marks and its historic Courtyard

In Volume 2 of the *Environmental Statement: Townscape and Visual and Built Heritage Assessment (TVBHA)* by Tavernor Consultancy/Cityscape Digital, it says (on page 54):

As demonstrated by Views A20 and A21, the Proposed Development would be visible from the courtyard to the north of the synagogue. It would appear beyond the top of the Gherkin taller than the existing tower in upward tilted views as a slender addition to the skyline. Due to the alignment of the courtyard with the location of the proposal, it would not be

highly visible in southward views from the courtyard. Although it would change the composition of the upward looking component of the view, it would not change its taller modern character and the proposed tall structure would be seen in relation to an established context of other existing tall buildings which form part of the City's Eastern Cluster....

The significance of the likely effect on heritage significance is described as Negligible.



Figure 2 - Tavernor Consultancy Viewpoints in Bevis Marks Courtyard

In terms of the cumulative effects of consented and proposed developments, the TVBHA says: *The consented 100 Leadenhall Street would be highly visible in southward views from the courtyard and along Heneage Lane appearing in front of 52 Lime Street. Although 100 Leadenhall would be seen from the courtyard of the synagogue with a noticeable effect on upward southerly views, it would be seen in relation to existing tall buildings and in views in other*

directions it would not be visible. It would not materially diminish the heritage significance of the Grade I listed synagogue.



Figure 3 - View 20 (Proposed) in the TVBHA

The TVBHA commentary suggests that The Tulip will be visible ('not highly visible') in the view southward but the viewpoint/angle of the rendered view provided in the TVBHA (A20) does not show the new structure (see Figure 3).

Although of a slimmer profile than The Gherkin (30 St Mary Axe) and of considerably greater height, the proposed development will certainly be prominent in the Courtyard view looking south-west (View A21 in the TVBHA), appearing in front of The Gherkin and obscuring quite a large portion of it. This adverse 'crowding' effect is further heightened in the cumulative view (Figure 6 below) which shows the Tulip in concert with the consented scheme at 100 Leadenhall.



Figure 4 - View A21 (Proposed) in the TVBHA



Figure 5 - Existing view of 30 St Mary Axe from the Courtyard



Figure 6 - View A21 (Cumulative) in the TVBHA

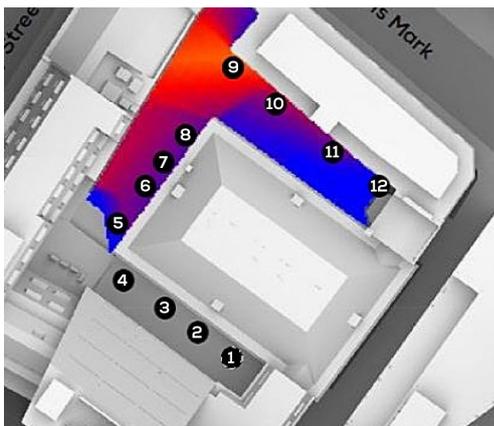


Figure 7 - Additional viewpoints from within the Courtyard and Annexe Building

At the S&P Community's request, the developers have provided additional rendered images of how the proposed development will appear from a range of other viewpoints within the Courtyard directly in front (to the west of), and to the north of the Synagogue building.. These are views numbered 5 to 12 in the document appended to this paper, augmented by additional images which show the full-sky view of the proposed structure from the selected viewing points.

These additional images show that The Tulip will be particularly dominant in views from the Courtyard on the north side of the Synagogue building (views 9-12) with quite a significant adverse aesthetic impact. This not only changes 'the composition of the upward looking

view' as asserted by the Tavenor Consultancy but the very nature of the view by introducing an element that is quite alien (in terms of form, scale and materials) to the surrounding buildings, both old and new.

In these images, the proposed shaft of The Tulip is somewhat reminiscent of a factory chimney looming over the Courtyard and Synagogue building. Unlike a chimney which tends to taper towards the top and where the visual impact might arguably diminish with height, however, the proposed structure grows larger at the top, appearing somewhat like a mushroom, which will have the effect of increasing the visual impact. One other building in the City does this: 20 Fenchurch Street (known as The Walkie-Talkie), with the effect that it is dominant in every view in which it appears. The Tulip is not the same shape as this of course, but the increasing girth it achieves at height will have a similar overbearing effect on the restricted view out from Bevis Marks Synagogue Courtyard.

A significant element of the proposed design is the external moving gondola ride on all four sides of the glazed structure at the top of the building. This constantly moving feature with its track-like mechanism (which will be clearly visible from the Courtyard on three sides of the proposed structure) has the potential to provide a fairly significant adverse visual and aural impact on the experience of visiting Bevis Marks Synagogue, an immensely important religious and historic place. It will particularly affect the views from, and the experience of being within, the historic Courtyard where, upon entry, it is currently still possible to experience a sense of discovery and being transported from the bustling city streets to a place with a strong historic character, and one of sanctuary and spiritual refreshment.

The Tavernor Consultancy also states that the proposed development ‘*would not change [the] taller modern character*’ of the upward looking view. We would argue that the new building would significantly change the taller modern character of View A21 (and views 9-12) in that The Tulip (at a proposed height of 305 metres) will appear an order of some magnitude higher than 30 St Mary Axe (180 metres high), or indeed even 100 Leadenhall as it appears in Cumulative View A21 from the Courtyard. The combined effects of The Tulip and 100 Leadenhall (not to mention other consented schemes at 1 Undershaft and 40 Leadenhall) are likely to significantly change the taller modern character of the surrounding area.

With regard to the statement on p.54 of the TVBHA:



Figure 8 View 12 from the north-east Courtyard outside of the Beadle’s House

‘...The proposal would not harm the ability to appreciate the relationship of the synagogue to the surrounding tight grain of the historic street layout that survives in the courtyard and Heneage Lane and provides a remnant of the synagogue’s contemporary early 18th century setting. The visibility of the Proposed Development would not change the character of the synagogue’s modern setting in the heart of the City of London.

Its visibility would not diminish the heritage significance of the Grade I listed synagogue.’

Due to its height and visual dominance over the surrounding area, and its proximity to the Synagogue and Courtyard, the overall impact of the proposal is likely to further diminish the historic character of the Synagogue and its immediate Courtyard setting. The historic tight grain of this area was based on buildings of a domestic/small commercial scale, height and mass whilst the new development is of a completely different and unprecedented form and height.

As noted above, a highly dominant element of the proposed building experienced from within the Courtyard will be the solid concrete shaft of The Tulip which, unlike the glazed structure of 30 St Mary Axe (in front of which it will sit), will not reflect light but is more likely to have a ‘deadening’ effect, somewhat arresting the play of light around the Courtyard and Synagogue building.



Figure 9 - View of 30 St Mary Axe through the glass roof of the Synagogue Annexe facing west

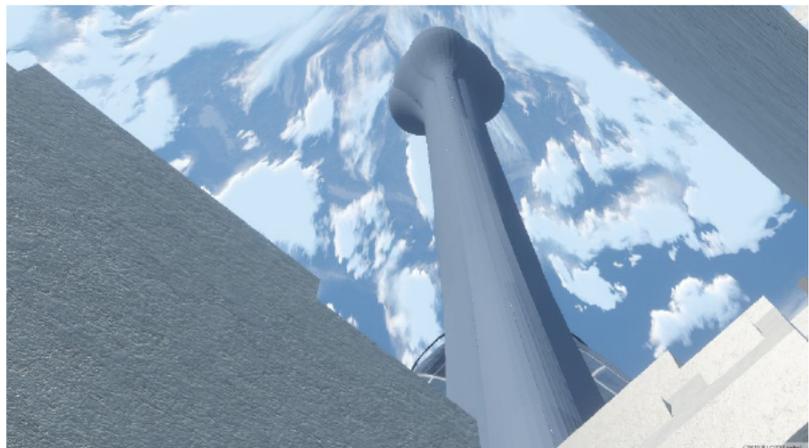


Figure 10 - Rendered View number 4 from within the Annexe Building (Annexe roof structure not shown)

Also of concern is the impact of The Tulip on views through the glass roof of the Synagogue's Annexe Building - 30 St Mary Axe can currently be seen through this glass roof when facing west (see Figure 9 above). The Annexe building is a publicly accessible space which has been used as a restaurant, as well as a space for the community's use and is, for example, where members of the congregation gather for *Kiddush*¹ following Shabbat services. Rendered images of the proposed development as it will appear from within the Annexe Building have been provided by the developer and are numbers 1 to 4 in the document appended to this paper. Again the viewer is reminded of a factory or power station chimney rising way above other surrounding buildings in the view, blocking out a portion of the currently visible sky, and as noted above, the head of The Tulip with its moving features will be a particularly overbearing feature.

3. The potential impact on the experience of worship and visiting inside the Synagogue building.

Work carried out by Point2 Surveyors shows that although the proposed development would have virtually no overshadowing impact on the Synagogue when considered in isolation, the cumulative effects of this and other consented developments will result in a noticeable reduction in daylight levels within the Courtyard. It is also likely that the historic character and experience of being inside the Synagogue building will be affected by reduced light levels during services- both in terms of direct light and that reflected from the façades of the buildings immediately surrounding the Courtyard (as already noted above).

As with most historic places of worship, the large upper windows of the Synagogue were designed to maximise the amount of natural light entering the building. As noted in the guidebook for Bevis Marks 'Good lighting is essential in the synagogue, where reading from the Torah scrolls is central to many services'², and light is a key element in Judaism symbolised by the *Ner Tamid*, the eternal flame or perpetual lamp hanging in front of the Ark.

Many services occur at dusk and dawn and so the overshadowing and blocking of natural light will have a real and measurable effect of prematurely bringing on the dusk or prolonging darkness as the

¹ A valued social time with light refreshments, words from the Torah and songs.

² Kadish, S (2001) *Bevis Marks Synagogue: A short history of the building and an appreciation of its architecture*, Survey of the Jewish Built Heritage in the United Kingdom & Ireland and English Heritage, p.12

day begins. Therefore, this is not simply an issue of visitors being able to appreciate the historic significance of the splendid interior nor those worshipping inside simply to maintain an appreciation of the outside world.



Figure 11 – Image illustrating the proposed lighting strategy for The Tulip with three layers of light including ‘Interior glow’, lighting of the linear elements and ‘Base uplight’

Further to the impact of the gondola ride as set out above, the Design and Access Statement prepared by Foster + Partners sets out the lighting strategy for the new development. Lighting is proposed to come mostly from within the glazed upper elements of the new building (described as ‘interior glow’). The illuminated head of the structure will be clearly visible in views from the Courtyard and we note from the illustration on p.162 of the Design and Access statement (shown above as Figure 11) that there will also be external

façade lighting present on the linear elements of the concrete shaft as well as a layer of ‘Base uplight’, which according to the rendered image appears to extend to some considerable height. The proximity of the new structure to Bevis Marks Synagogue suggests that the effects of the ‘interior glow’, uplighting and linear façade lighting could be quite considerable, also adversely affecting the experience of the Courtyard with its restrained historic lamp lighting and the Synagogue building (which retains its original brass chandeliers and is lit by candlelight for special services and events), when attending for evening worship or other events taking place on site. This will also adversely impact upon evening use of the Annexe Building where the illuminated shaft of the Tulip, and the head of the structure with its moving elements will loom overhead.

4. The potential impact on the fabric of the Synagogue and the experience of worship and visiting during the construction period.

The S&P Community is seeking advice on the potential structural implications of the development. Although we acknowledge that this is not a planning issue as such, the potential for harm to the structure of the Synagogue building due to, for example, the vibrations for groundworks and piling to support such an immense structure are a significant concern and one which will require very careful modelling and management.

There is also likely to be considerable noise and disturbance during the construction period which will affect Shabbat morning services if work takes place on Saturdays (permitted construction times in the City are 0900-1400 on Saturdays³). Weekday daily worship commences before the 0800 permitted start time of construction. Visits to the Synagogue during the day will certainly be impacted.

³ Revised hours effective from 2 January 2019.

Conclusion

Although of less than substantial harm, in summary we do not agree with the Tavernor Consultancy's conclusion that the significance of the likely effect of the proposed development on the heritage significance of Bevis Marks Synagogue is Negligible. It is our view that the proposed development will have a considerable negative impact on the heritage significance of the Synagogue and its historic Courtyard setting due to its proximity, form, scale, visual dominance, materials, lighting, and the elements of the building that will be in perpetual movement.

The historic Synagogue and Courtyard have accommodated and enjoy a happy visual relationship with 30 St Mary Axe which provides an attractive juxtaposition and point of contrast where it appears from within the Synagogue site. 30 St Mary Axe is clearly present in the views but it does not dominate Bevis Marks Synagogue nor adversely affect its historic character. The Tulip will change and in our opinion spoil this relationship, asserting itself in the manner of an enormous chimney-like structure that mushrooms at its crown; and which will effectively supplant 30 Mary Axe in key views, with the additional potential distractions of movement, light and noise.

Public benefit is a concept supported by the NPPF where there is less than substantial harm to the significance of a designated heritage asset.⁴ Although it may be argued that the proposed development may bring more potential visitors to Bevis Marks Synagogue which would be welcomed, the public benefits of the proposal, do not in our view outweigh the harms – there are other consented and constructed tall buildings in the Eastern Cluster with public viewing galleries, 'sky bars' and restaurants. There are also many public benefits currently provided by Bevis Marks Synagogue, the quality of which will undoubtedly be eroded by what is being proposed and this should not be overlooked.

⁴ Paragraph 196, Ministry of Housing, Communities & Local Government (2018), *National Planning Policy Framework*, p.56.

Background Information/Analysis

The Courtyard is not only the immediate setting to the Synagogue but also an intrinsic part of the Bevis Marks complex (comprising Synagogue, Courtyard, Beadle's (Rabbi's) House and twentieth century Annexe) and the operation and functioning of the Synagogue.

Today, the Courtyard is used for the celebration of festivals and Holy Days and is an important area for guests to assemble in before and after weddings at the Synagogue. As an historically and aesthetically significant part of the designed ensemble, the Courtyard could possibly even be argued to not only be the setting of the Synagogue but also a feature of its special architectural and historical interest. The Planning (Listed Buildings and Conservation Area) Act 1990 sets out that:

*In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority ... shall have special regard to the desirability of preserving the building or its **setting** or **any features of special architectural or historic interest** which it possesses.⁵*

By its nature the Courtyard is an enclosed space contributing to the historic character of the Synagogue building, which is not easily discernible from the street and revealed fully only upon entry to the Courtyard. The Courtyard is a public space with restricted access, however, Historic England's good practice advice document on the setting of heritage assets notes:

The contribution that setting makes to the significance of the heritage asset does not depend on there being public rights or an ability to access or experience that setting. This will vary over time and according to circumstance.⁶

Views are acknowledged as a key contributor to the setting of heritage assets:

Views and setting

The contribution of setting to the significance of a heritage asset is often expressed by reference to views, a purely visual impression of an asset or place which can be static or dynamic, long, short or of lateral spread, and include a variety of views of, from, across, or including that asset.⁷

Views across and out of the Courtyard, as well as visibility of the sky are important contributors to the setting of the Synagogue, not to mention the Courtyard's amenity value. These will be detrimentally affected by the proposed development.

Bevis Marks is situated in a densely built area which is undergoing considerable development. A number of buildings are already visible in views upwards and outwards from the Courtyard and the cumulative effects of new development are a key consideration in the evaluation of impact on setting. 100 Leadenhall alone will have a significant impact on the setting of Bevis Marks Synagogue. Therefore, the anticipated cumulative effects of the proposals for 100 Leadenhall and The Tulip, when considered in conjunction with consented schemes at 1 Undershaft and 40 Leadenhall are by no means small-scale incremental incursions on Bevis Marks Synagogue. They will significantly affect its setting, the views and atmospheric qualities of the Courtyard, particularly as experienced upon coming through the entrance gates.

⁵ Planning (Listed Buildings and Conservation Area) Act 1990 S.66(1)

⁶ Historic England, The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition), p.2

⁷ *Ibid.* p.6

Historic England good practice advice is that if the setting of a heritage asset has been compromised by what has happened previously this does not mean further impact from new development should not be considered harmful, and opportunities should be taken to improve the setting of the heritage asset:

Where the significance of a heritage asset has been compromised in the past by unsympathetic development affecting its setting, to accord with NPPF policies consideration still needs to be given to whether additional change will further detract from, or can enhance, the significance of the asset. Negative change could include severing the last link between an asset and its original setting; positive change could include the restoration of a building's original designed landscape or the removal of structures impairing key views of it.⁸

Economic viability of the Synagogue and the impact on the vital commercial aspects of its operation are other important considerations in the case of Bevis Marks. Reduction in the amenity and spatial/atmospheric qualities of the Synagogue, Courtyard and the glazed roofed Annexe building by the new development could potentially make Bevis Marks a less attractive tour group/visitor destination, wedding venue and function/café venue reducing business and income levels and having a detrimental impact on the financial sustainability of Bevis Marks. This is another relevant aspect highlighted in Historic England's good practice advice on setting:

Setting and economic viability

.....the economic viability of a heritage asset can be reduced if the contribution made by its setting is diminished by badly designed or insensitively located development. For instance, a new road scheme affecting the setting of a heritage asset, while in some cases increasing the public's ability or inclination to visit and/or use it, thereby boosting its economic viability and enhancing the options for the marketing or adaptive re-use of a building, may in other cases have the opposite effect.⁹

City of London Tall Buildings Policy

Bevis Marks Synagogue is located in one of two areas identified by the City of London as *not inappropriate* for tall buildings, namely the Eastern Cluster which is considered the most appropriate area for a *group* of tall building developments. The City selected the Eastern Cluster area on the basis that it is less constrained by views protection policies. The City of London recognises, however, that **all** locations within the City are sensitive to tall buildings, and point 3 of the Core Strategic Policy CS7: Eastern Cluster (*City of London Local Plan 2015*) states that tall building developments within the Eastern Cluster must adhere to 'the principles of sustainable design, **conservation of heritage assets and their settings**' as well as taking account of their effect on the wider London skyline and protected views.

The City of London must also determine planning applications in accordance with the relevant policies set out in the Mayor of London's *London Plan* (2016). These include 7.7 Location and Design of Tall and Large Buildings which states that '...tall buildings should not affect their surroundings adversely in terms of ...overshadowing...' and 7.8 Heritage Assets and Archaeology which states amongst other things that 'Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.'

⁸ Ibid. p.4

⁹ Ibid. p.6

The TVBHA places value on the ‘modern character’ of this part of the City. It should be acknowledged, however, that tall buildings of the scale of The Tulip and 100 Leadenhall (in excess of 200m AOD) have only been a feature of the City of London in the 21st Century, and even buildings in excess of 100m AOD were rare before the 1980s¹⁰. This is a very short period in the long history of Bevis Marks Synagogue. The individual and cumulative effects of these tall building developments on the significance of relatively diminutive heritage assets like the Synagogue and its setting, were not factored into the City’s identification of the Eastern Cluster and there was no specific consideration of the Synagogue in the City of London Tall Buildings Evidence Paper (2010).

The Significance of Bevis Marks Synagogue

The following overall Statement of Significance is taken from the Bevis Marks Synagogue Conservation Plan (Caroe Architecture Ltd):

Bevis Marks Synagogue is a Grade I listed building of 1699-1701, red brick, steep roofed, a major single volume galleried interior, original ‘Ark’ (Ehal), as well as original benches and related furniture, Bevis Marks is the oldest Synagogue in use in the UK and has remained in continuous use since 1701. No other Synagogue in Europe has this continuity of practice, of community, of building, of collections and minhag. The Synagogue is widely regarded by architectural historians as a building of national and international significance.¹¹ The Grade I listing places Bevis Marks in the highest category of importance among designated buildings - on a level with St Paul’s Cathedral and the Tower of London.

Widely recognised both within and without the Jewish community Bevis Marks is the repository of a layered inheritance. This consists of the building, its Courtyard setting, and the space and fittings it contains, as well as the associated important and irreplaceable physical collections (Torah scrolls, pictures, ritual silver, textiles and furniture) and a significant intangible heritage – minhag – of customs and melodies used in worship, handed down since the re-establishment of the Jewish community in England in 1656.

It is this extraordinary combination of significance to the history of Anglo-Jewry, the historic and little altered architecture, as well as continued daily use for prayer and heritage that is the heart of the significance and value of Bevis Marks Synagogue. This brings the overall significance of the building and site as a whole up to the Exceptional level, meaning it is of international significance.

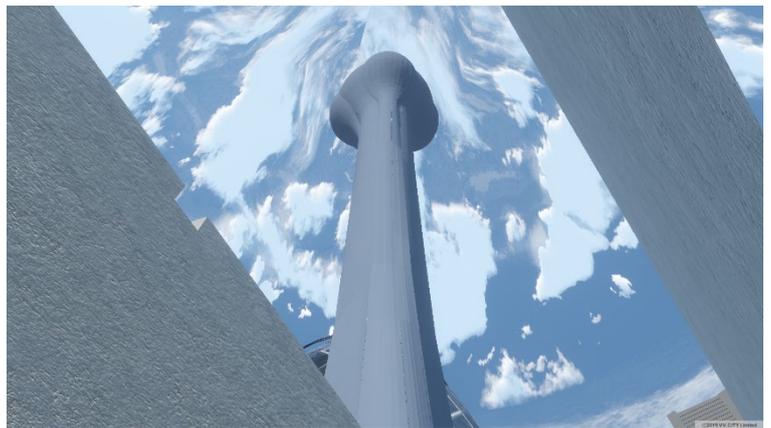
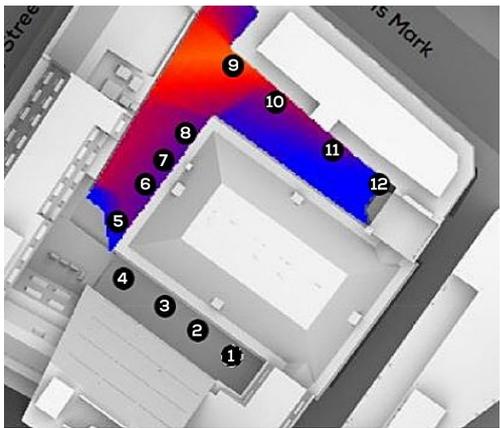
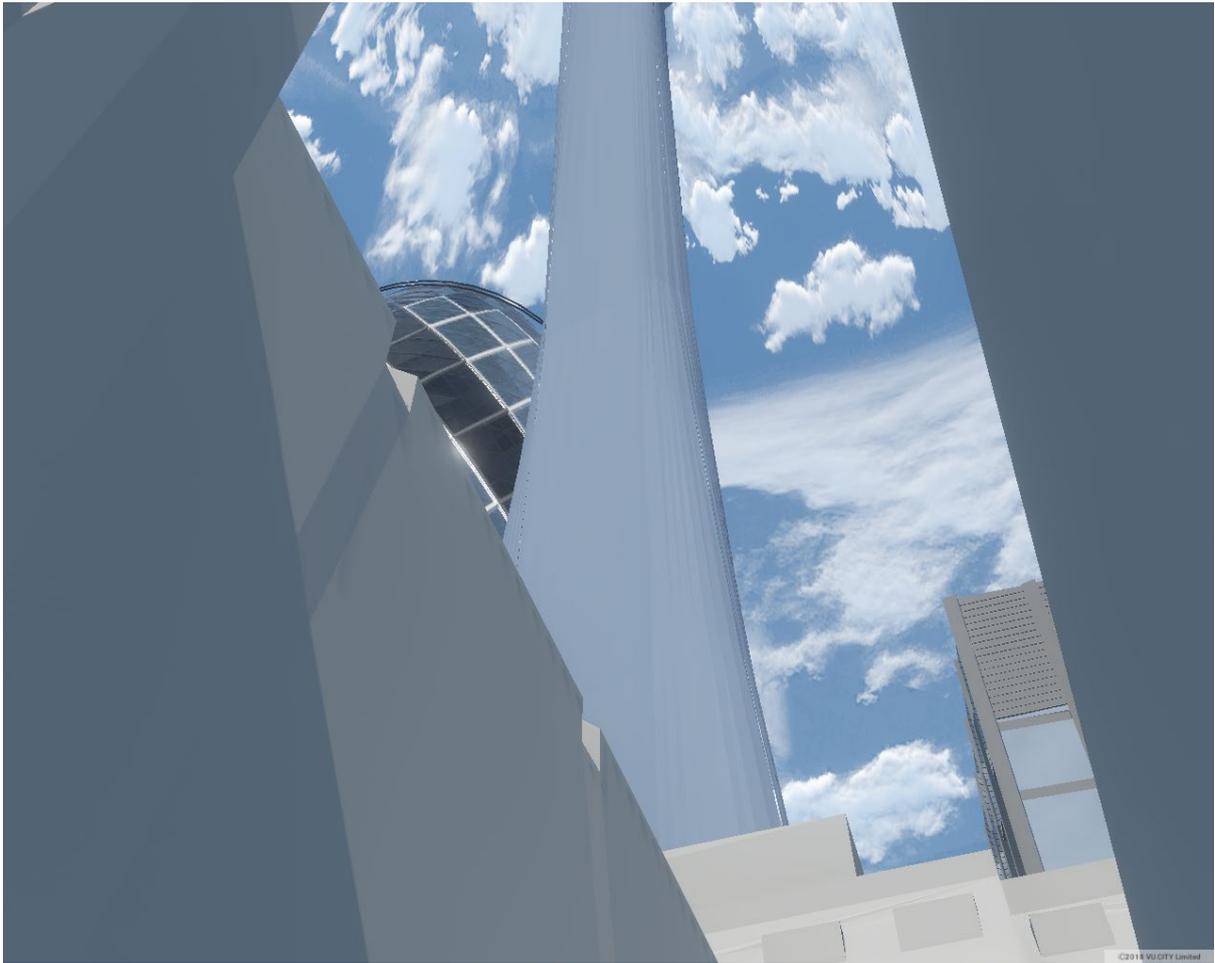
Overall significance of Bevis Marks Synagogue: Exceptional (International)

¹⁰ Buildings in excess of 100m AOD completed by 1980 include 1 Undershaft (1970), Barbican’s Lauderdale, Cromwell and Shakespeare Towers (1972), 99 Bishopsgate (1976), and 25 Old Broad Street (completed 1980). Before the start of this century, they were joined by 6-8 Bishopsgate (1982), the Lloyd’s Building (1986), 125 London Wall (1992) and 200 Aldersgate Street (1992).

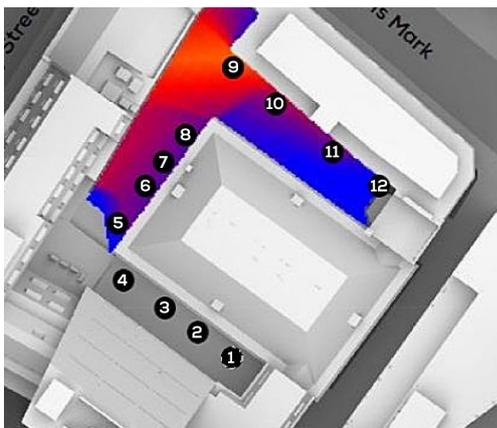
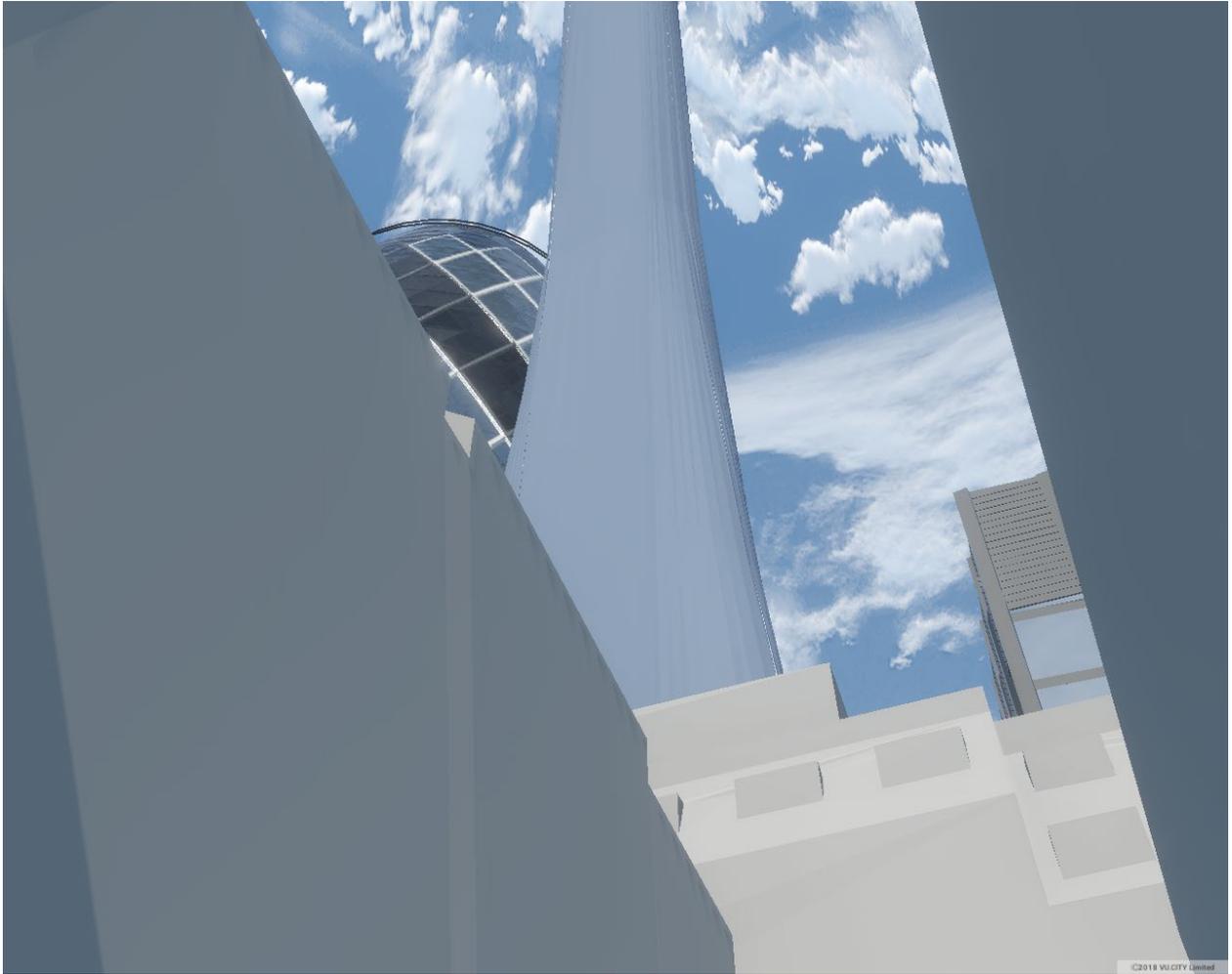
¹¹ Dr Sharman Kadish, and various others

Appendix – Additional Views 1-12 from within the Courtyard and Annexe Building

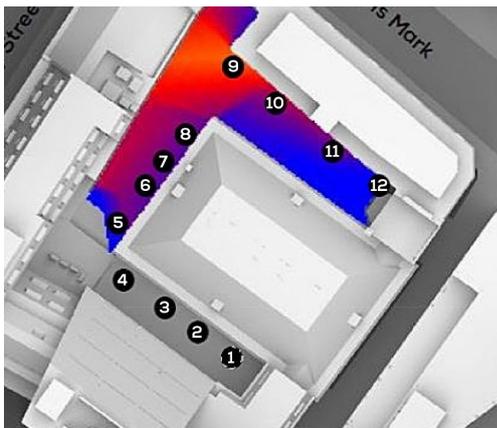
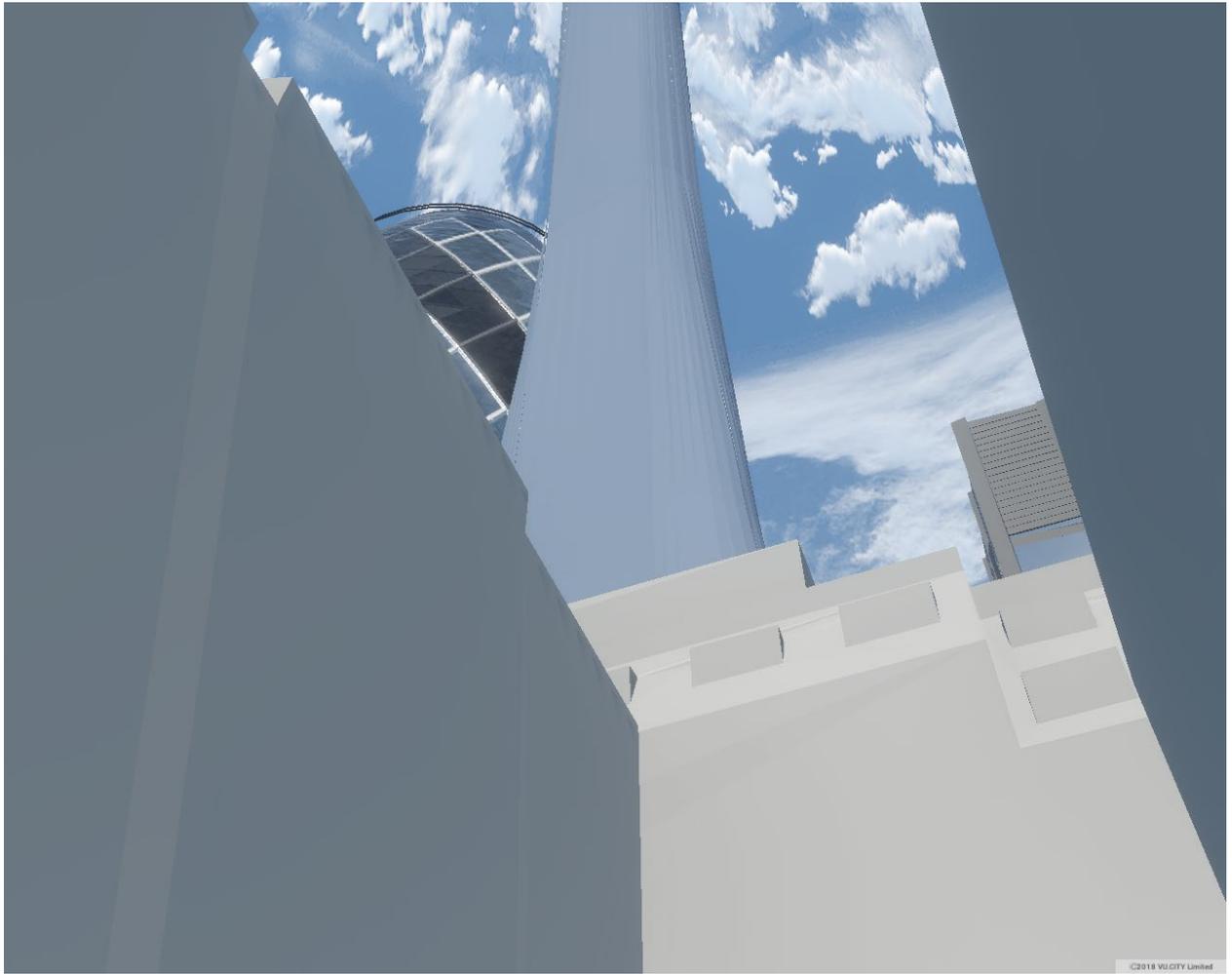
#1 (Inside Atrium)



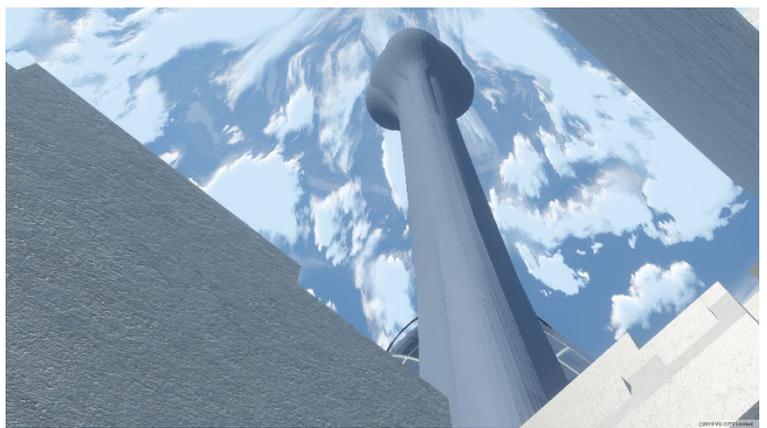
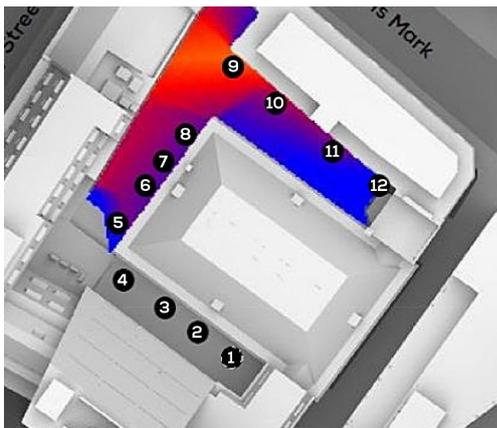
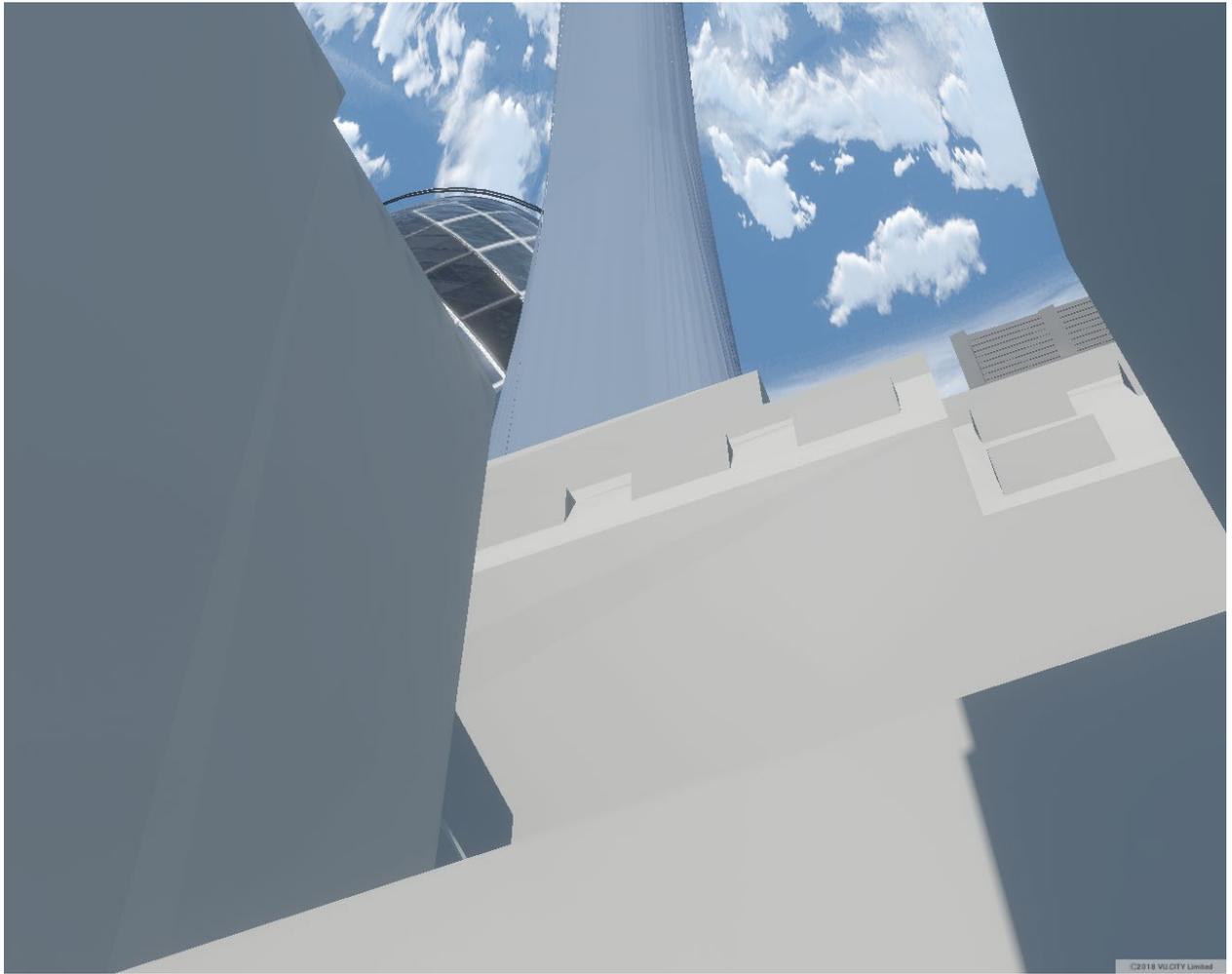
#2 (Inside Atrium)



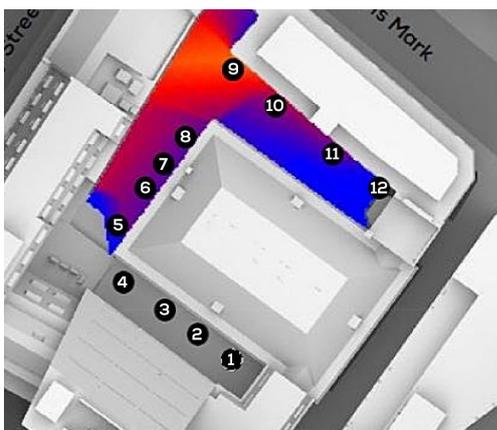
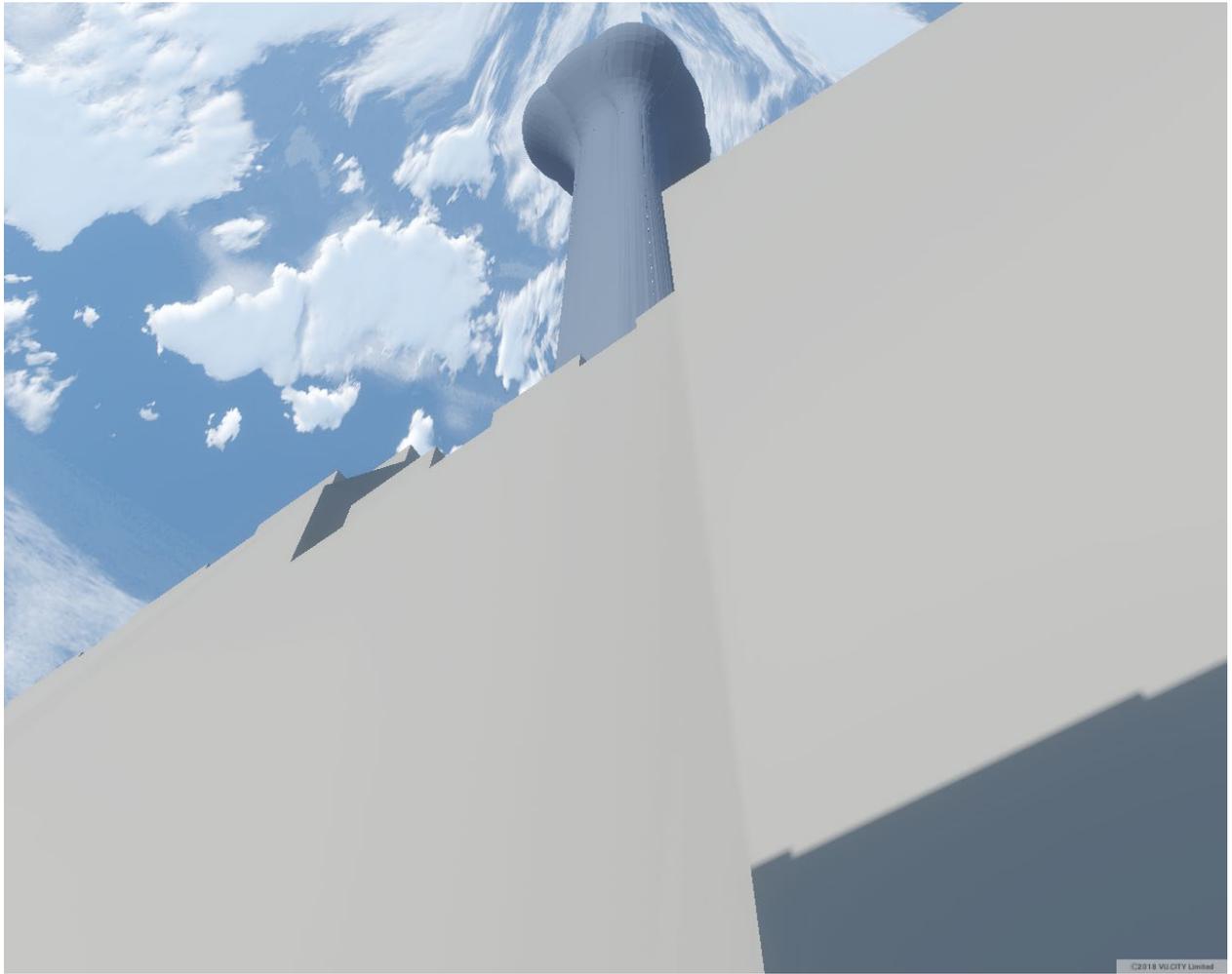
#3 (Inside Atrium)



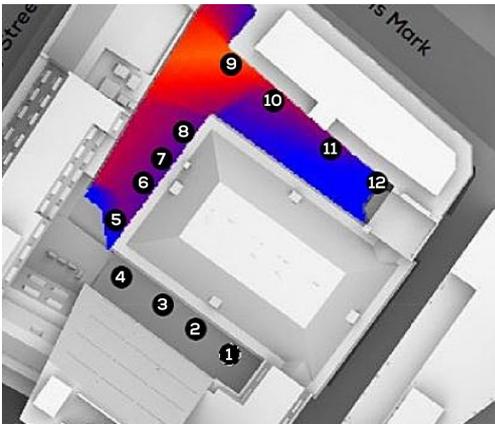
#4 (Inside Atrium)



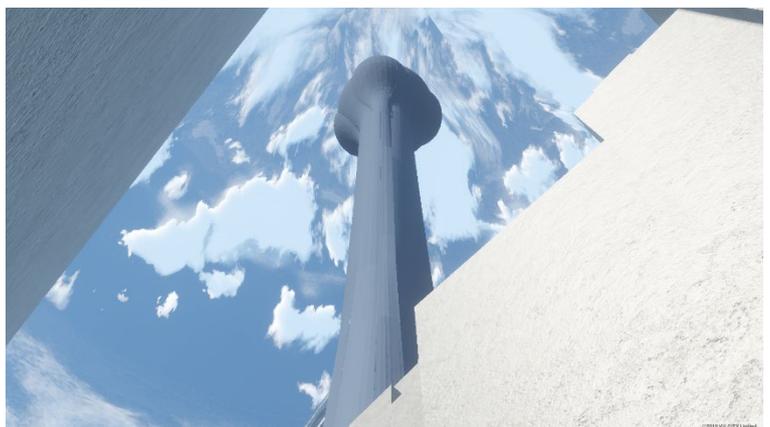
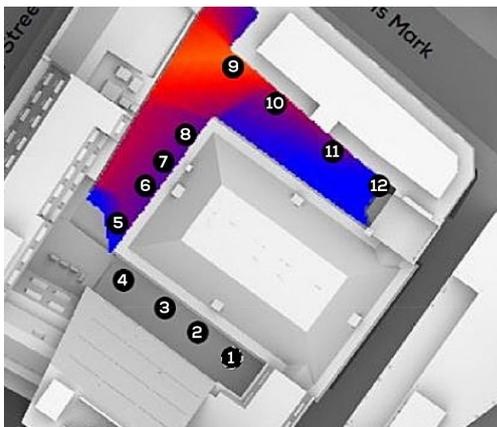
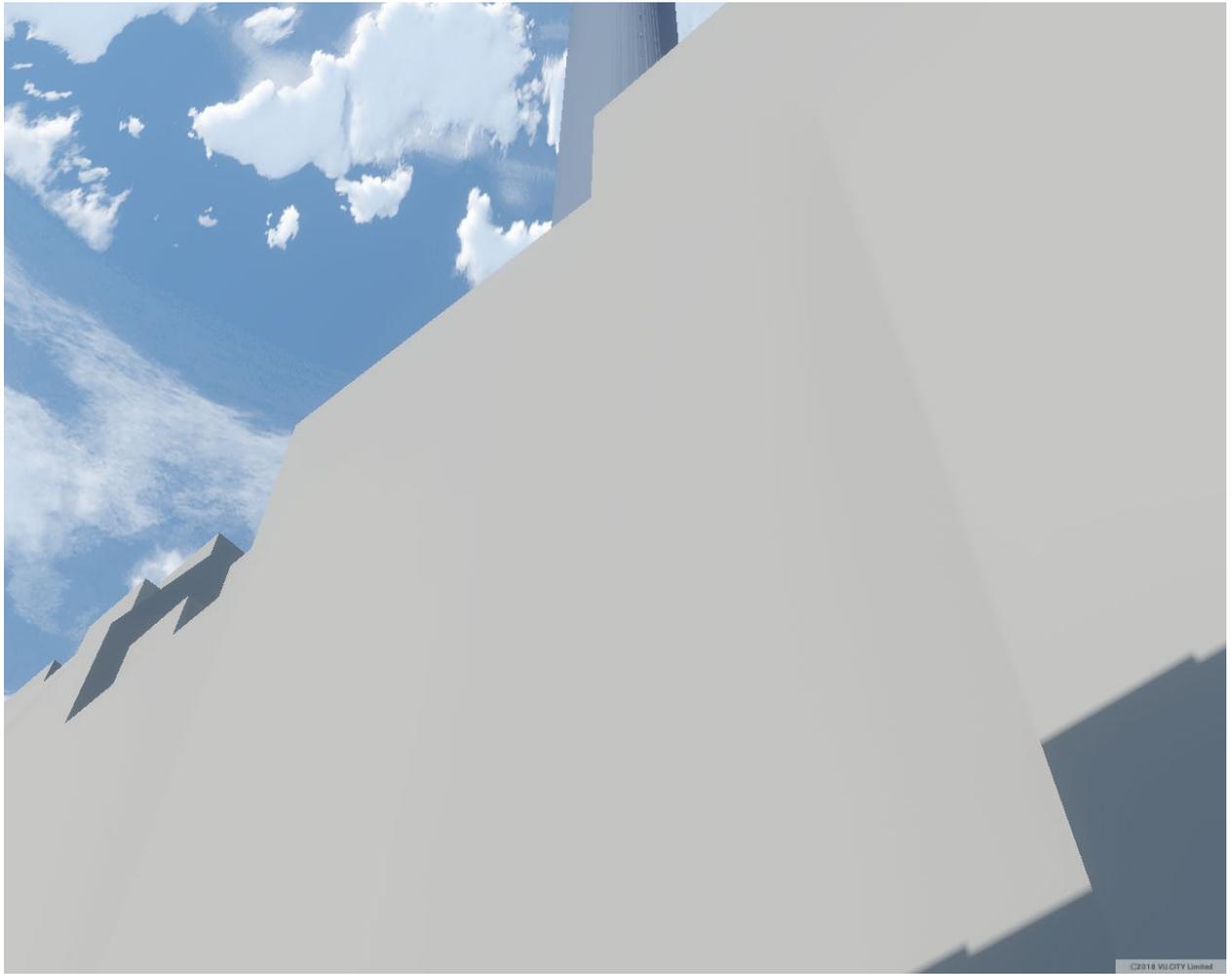
#5 (On Corner)



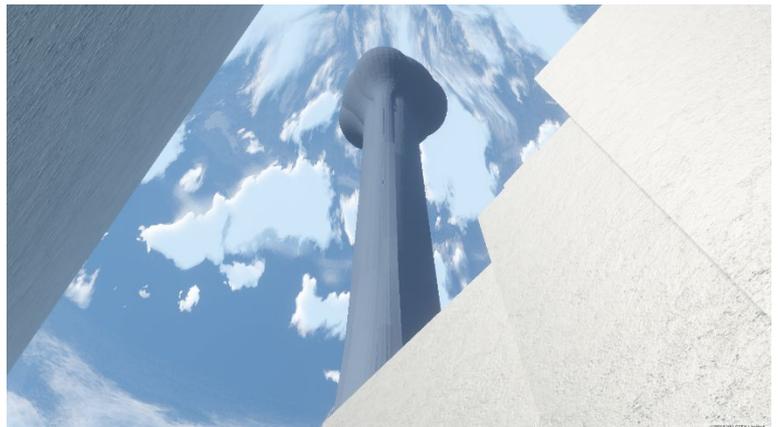
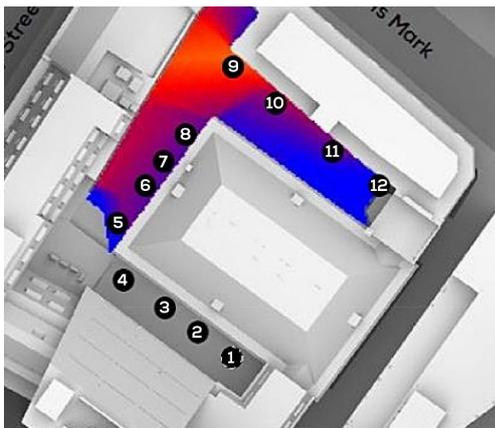
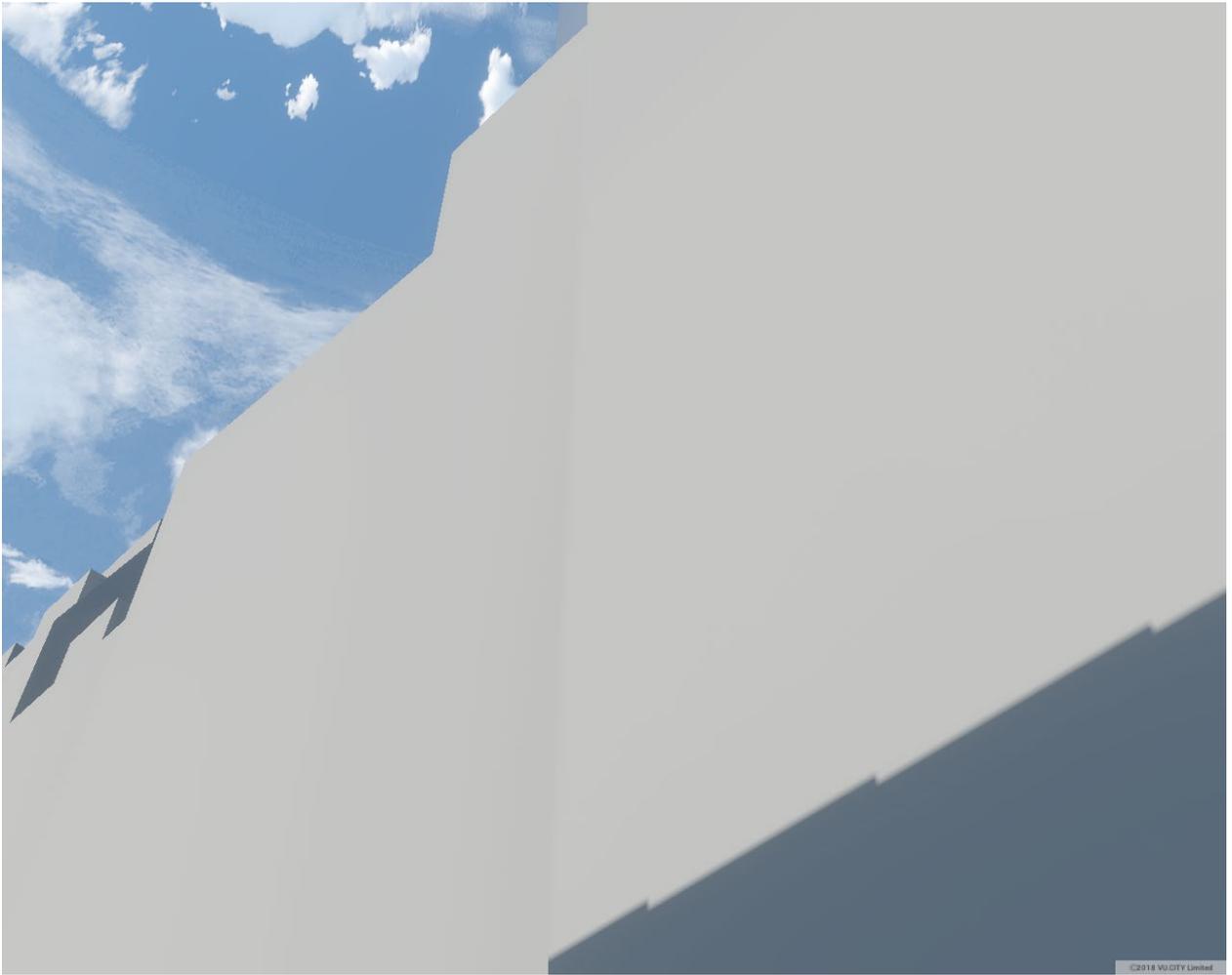
#6



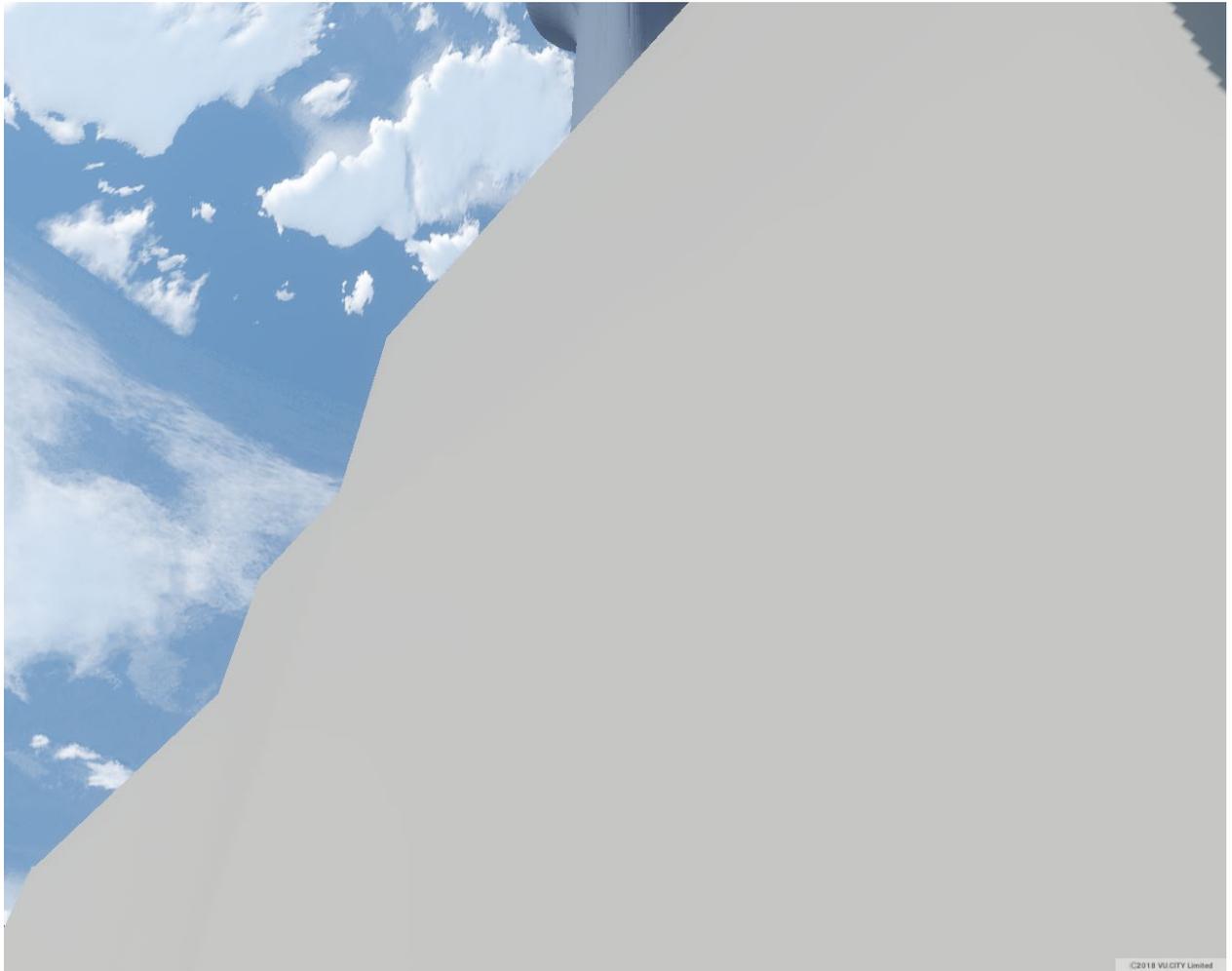
#7



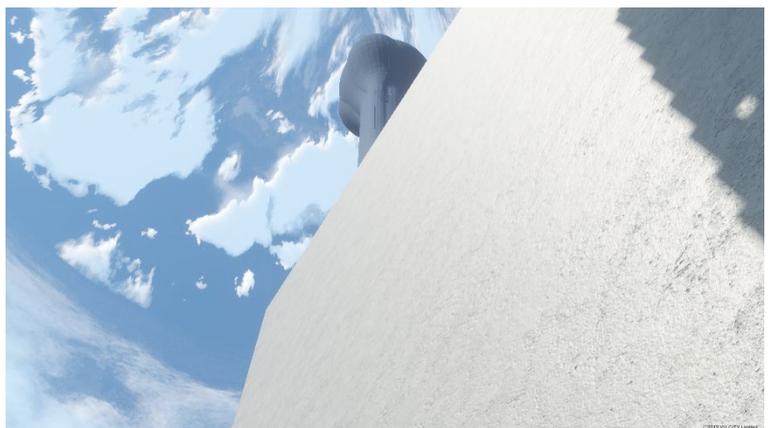
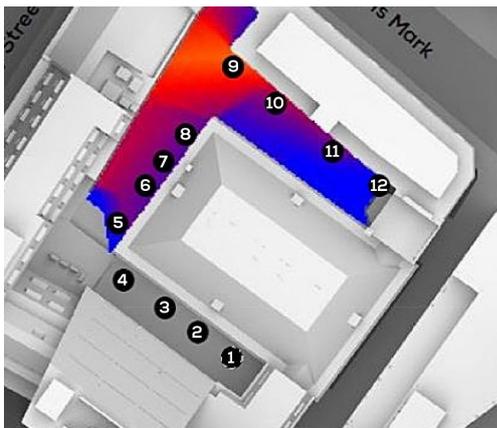
#8



#9

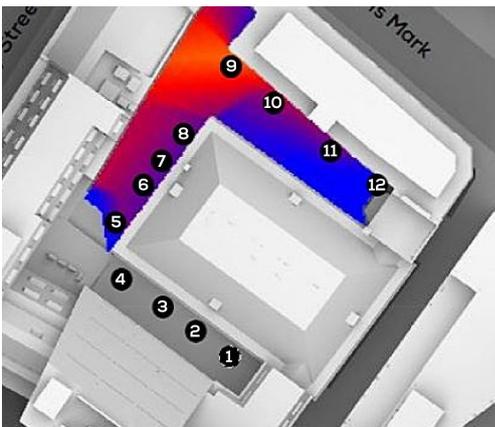
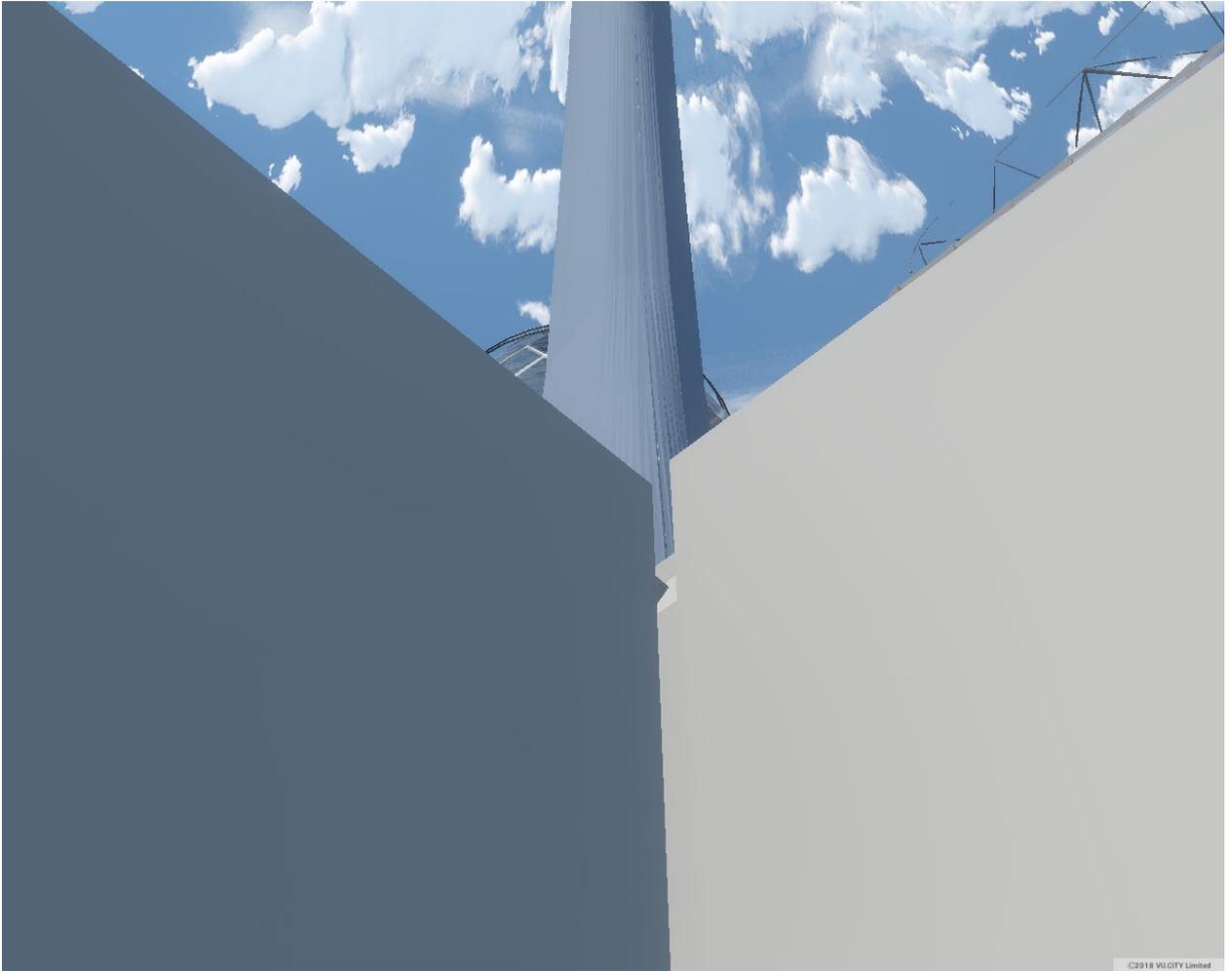


©2018 VIGOTY Limited

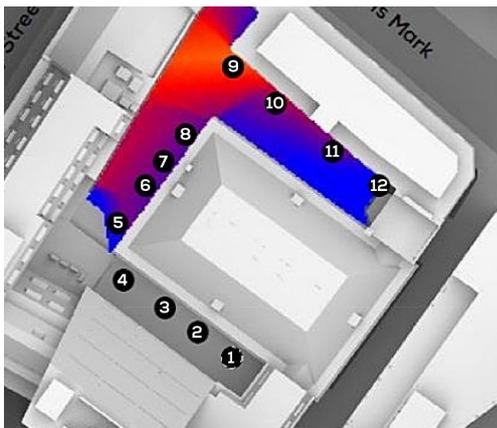
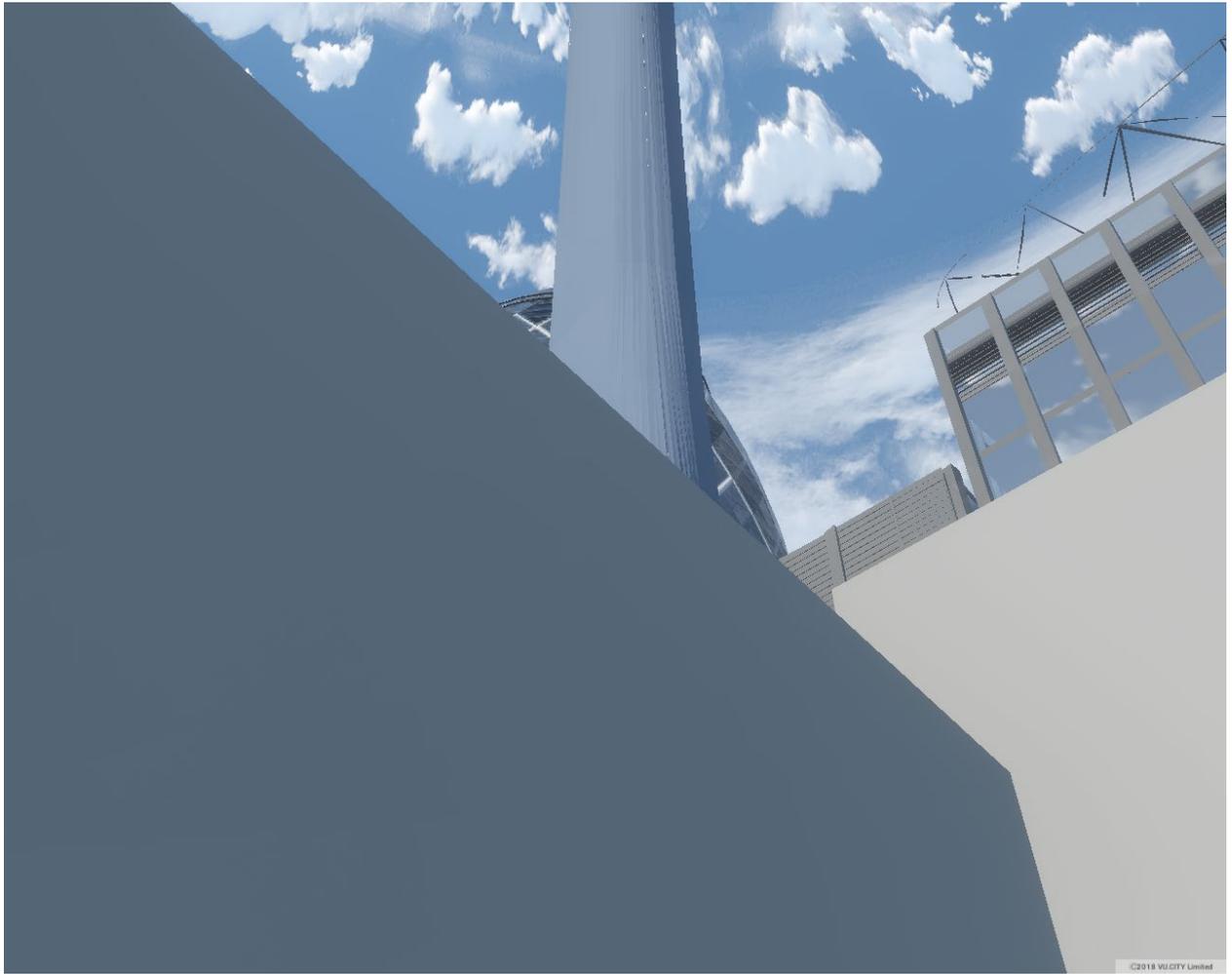


©2018 VIGOTY Limited

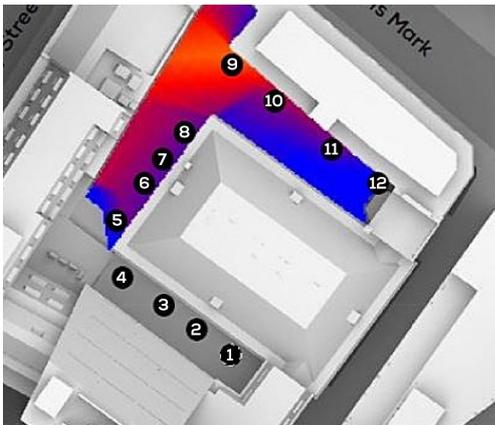
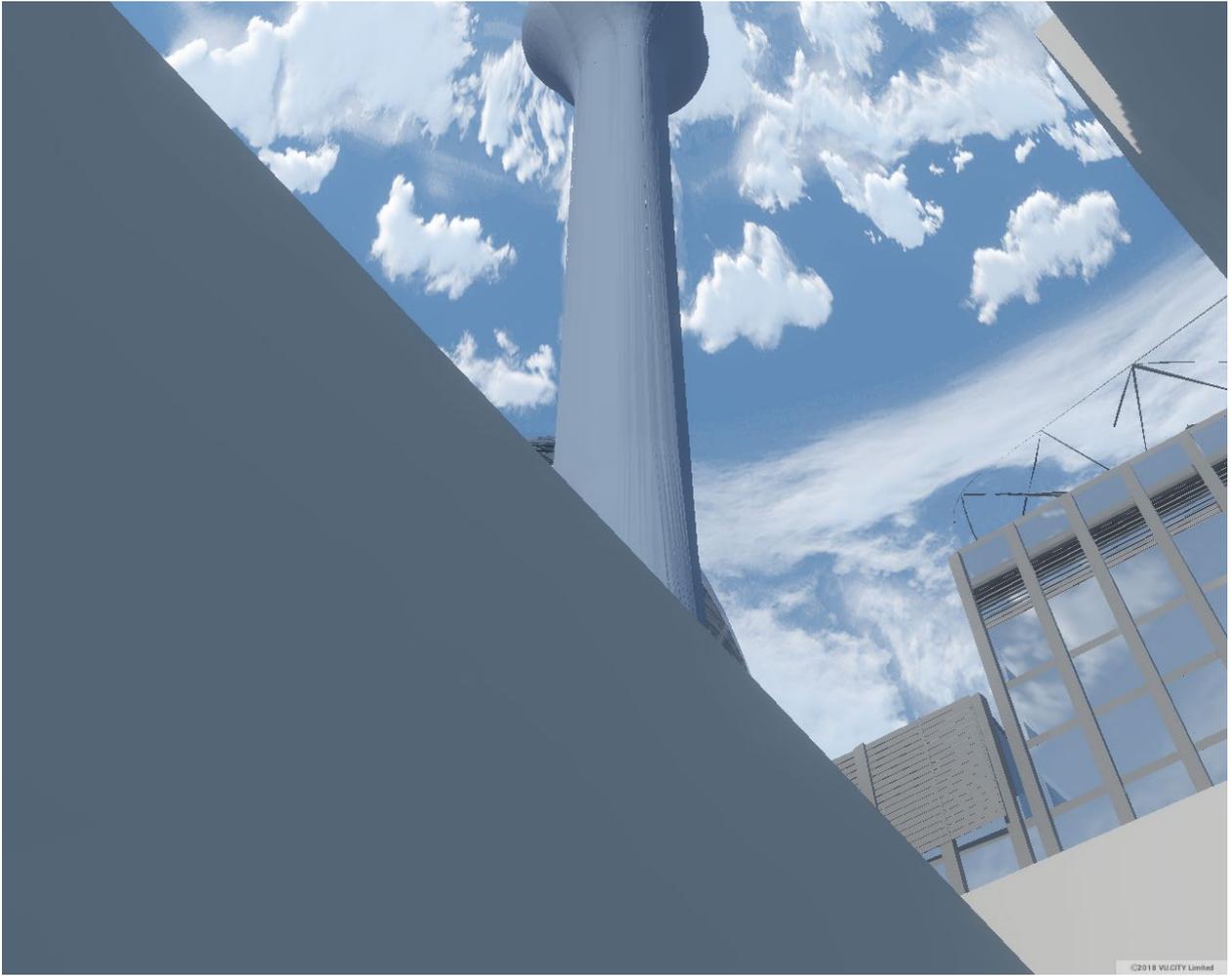
#10



#11



#12



Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].
This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.
(RECONSULTATION - An amended plan has been received increasing the proposed area for education floorspace (from 190 sq m to 314 sq m.) - Supplementary supporting information has been submitted in the form of an Economic Impact Assessment)

Case Officer: Bhakti Depala

Customer Details

Name: Mr Jamie MacArthur

Address: ■ Terlings Avenue Gilston

Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I support this very creative proposal. It will contribute to making the City of London an attractive place to work, visit, invest and live.

With Brexit around the corner, it's key that the City keeps pushing on. As someone who works, invests and has lived in the area, it's important to keep alive the city and offer something different.

Comments for Planning Application 18/01213/FULEIA

Application Summary

Application Number: 18/01213/FULEIA

Address: Land Adjacent To 20 Bury Street London EC3A 5AX

Proposal: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].

This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

(RECONSULTATION - An amended plan has been received increasing the proposed area for education floorspace (from 190 sq m to 314 sq m.) - Supplementary supporting information has been submitted in the form of an Economic Impact Assessment)

Case Officer: Bhakti Depala

Customer Details

Name: Ms Diana Eltree

Address: London London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I really find it hard to believe it is from Foster. It's certainly a miss in terms of design!

I doubt that objections from the public can have an effect on stopping a mistake being built (the Walkie Talkie, 22 Bishopsgate, and many others). The countless pre-planning meetings seem to cement approval before any public consultation has taken place.

I don't object to a viewing tower being built here. I understand that there are free ones in the neighbouring skyscrapers anyway, but I do object to the design. When did London want to emulate Doha?



Historic Royal Palaces is the charity that looks after:

**Tower of London
Hampton Court Palace
Banqueting House
Kensington Palace
Kew Palace
Hillsborough Castle**

We help everyone explore the story of how monarchs and people have shaped society, in some of the greatest palaces ever built.

We raise all our own funds and depend on the support of our visitors, members, donors, sponsors and volunteers.

17 December 2018

Director of the Built Environment
City of London
PO Box 270
Guildhall
London
EC2P 2EJ

For the attention of Bhakti Depala, Case Officer

Dear Madam

LAND ADJACENT TO 20 BURY STREET, LONDON EC3 5AX
Planning application ref: 18/01213/FULEIA

Historic Royal Palaces is aware that the planning application above was received by the City of London on 14 November and validated on 19 November. We do not appear to have received notification of the application as one likely to affect the setting of the Tower of London World Heritage Site (WHS), but we write nevertheless to offer comments on the proposal.

As guardians of the Tower of London WHS, we believe that the so-called 'Tulip' development would have a seriously damaging effect on aspects of the 'Outstanding Universal Value' of the Tower WHS. On the basis of the information available on the City's website, our comments on the proposal are set out below and we would ask that these are taken into account in the Council's determination of the application.

The proposed development adjoining 30 St Mary Axe (popularly known as 'the Gherkin') would be sited to the north-west of, and little more than 600m from, the Tower of London WHS and would form a vertical cliff edge to the eastern side of the City Corporation's growing 'Eastern Cluster' of tall buildings. The proposal, for a very tall structure (305.3m overall), consisting of a 12-storey glass pod surmounting a curved concrete stem, is of considerable concern to Historic Royal Palaces. We believe that, due to its great height, exotic and consciously eye-catching form and proximity to the Tower, the proposed 'Tulip' would significantly increase existing

visual damage to the western setting of the WHS, challenging the iconic status of the Tower as a symbol of royalty and power and further diminishing the historic dominance of the White Tower, thus harming key attributes of the Outstanding Universal Value (OUV) of the WHS.

A detailed heritage impact assessment (HIA) has been submitted in support of the planning application. This HIA states, in the opening paragraph of its *Non-Technical Summary* (NTS), that 'The Proposed Development has been carefully designed through a process of pre-application consultation with stakeholders to respond positively, in concept, scale and mass, to the Tower of London World Heritage Site.' The stakeholder consultation did not include Historic Royal Palaces, as confirmed in section 3.3 Consultation & Stakeholders of the *Design and Access Statement*. We were shown the proposal in its final form just two weeks before the formal planning application was submitted and disagreed strongly with this statement, for the reasons stated in the preceding paragraph.

The NTS summarises the 'relevant attributes' of the OUV of the Tower WHS (that is, those that could be affected by changes to its wider setting) as '...[the Tower's] appreciation as an internationally famous monument, its landmark siting and the physical dominance of the White Tower'. These are three of the 'attributes' identified in the *Tower of London WHS Management Plan 2016* as features or relationships that express, or are associated with, the Tower's OUV, either tangible or intangible. We would not disagree with the brief summary of relevant attributes in the NTS.

We do, however, disagree fundamentally with the conclusion in the third paragraph of the NTS that only one of these attributes, the physical dominance of the White Tower, would be affected by the proposed development - and then essentially only in one view, the *London View Management Framework* (LVMF) view 10A.1 from the north bastion of Tower Bridge looking upstream. It is acknowledged, both here and in the subsequent analysis of this view (HIA view 08, pages 28-9) that '...A degree of 'harm' in NPPF terms would therefore be caused to the appreciation of the physical dominance of the White Tower seen from LVMF Assessment Point 10A.1, which could adversely affect the appreciation of this attribute of OUV *in this one view*. Other views contributing to the appreciation of the physical dominance of the White Tower would not be harmed and *none of the remaining*

relevant attributes of Outstanding Universal Value would be harmed' (emphasis added).

The degree of harm caused by the proposed development in LVMF view 10A.1 is assessed as 'less than substantial' in NPPF terms, although the magnitude of change is evaluated as 'major' and the significance of likely effect as 'very major, adverse'. The NPPF (July 2018) states that, 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, *irrespective of the degree of potential harm to its significance* (emphasis added). The more important the asset, the greater the weight should be' (NPPF paragraph 189). In other words, 'less than substantial harm' to a heritage asset of the highest significance, such as a WHS (NPPF paragraph 182), does not mean that less than great weight can be given to ensuring the asset's conservation, or that the effect on the asset's significance can be considered minor or unimportant.

The NPPF makes clear that the degree of impact is proportionate to the significance of the designated heritage asset affected. We consider, therefore, that the impact of the proposed development on the OUV of the Tower in this view has been underestimated in the HIA and that it would affect not only the physical dominance of the White Tower, but also the property's perceived separateness from the City and its strategic siting on the river, dominating the riverside. The argument, in the main text relating to this view, that the proposed development would be seen in relation to a cluster of tall buildings where '...the balance is already weighted in favour of the dominance of the City', so that the incremental change resulting from the proposed development would not fundamentally change that balance, is simply not acceptable in planning policy terms. Existing harm can never justify further harm.

The proposed development would also, in Historic Royal Palaces' view, cause serious harm to the Tower's status as 'an internationally famous monument' and this key attribute of the WHS' OUV, in particular, would be adversely affected. The Tower has been symbolic of royalty and royal power since William the Conqueror and is one of England's best-known structures. Its distinctive silhouette as seen in the world-famous view from the south bank of the Thames (LVMF protected views 25A.1-3) is recognised internationally; the White Tower has

become an iconic image of London, frequently used in publicity by organisations such as Visit Britain.

Historic Royal Palaces considers that the proposed 'Tulip' development would have a major, harmful effect on the setting of the Tower WHS in these views. The height, proximity and self-consciously dramatic design of the proposed development would diminish the Tower WHS, reducing it to the appearance of a toy castle, set down between the ever-growing Eastern Cluster (in which the proposed development would be as tall as the tallest element) and Tower Bridge. The HIA nevertheless states that, 'The White Tower's distinctive and iconic silhouette, seen from the south bank of the Thames would not be altered by the Proposed Development and the White Tower would continue to dominate its immediate surroundings within the Tower of London World Heritage Site's local setting.' It should be noted that the local setting of the WHS in this view extends only a short distance, to the west side of Tower Hill. The images included in the HIA (views 18 - 20) also show only part of the LVMF panorama from the Queen's Walk: HIA view 18 includes the White Tower, but it is not shown in views 19 and 20 (despite the accompanying text stating that it appears '...against clear sky on the right edge of the frame'). The diminution of the significance of the White Tower in its wider setting cannot be fully appreciated in these partial views. The full panorama is shown on page 28 of the *Design and Access Statement*, however, making the point.

Views towards the application site from within the Tower would also be seriously affected by the proposed development, as illustrated, for example, in views 26, 29, 30 and 31 in the HIA. In view 26, from the Inner Ward, the proposed 'Tulip' development would appear above the eastern end of the Chapel Royal of St Peter ad Vincula as something distinct and separate from the existing and consented buildings of the Eastern Cluster, which already intrude in the view. From this angle, perspective would exaggerate the height of the proposed structure, but this is not immediately apparent due to the screening effect of a foreground tree in full leaf. The view in winter, or should the mature tree in question be lost, would be very different, with the 'Tulip' providing an alien and distracting object, clearly seen against open sky above the chapel roof. The HIA acknowledges that the 'magnitude of change resulting from the proposed development' in this view would be 'major', but assesses the 'significance of likely

cumulative effect', as 'major, neutral'. This conclusion appears neither justified, nor credible.

Other views north-west from within the Inner Ward are similarly affected by the proposed development. In views 29 from the northern Inner Curtain Wall and 31, from the Byward Tower entrance to the Tower, the proposed 'Tulip' development, would stand slightly apart from the commercial buildings of the Eastern Cluster, appearing as tall as the tallest building in the group. The HIA evaluation of the 'significance of likely cumulative effect' of the proposed development on both of these views is 'major, beneficial', on the basis that the 'Tulip' would 'contribute a high-quality new landmark element to the skyline of the Eastern Cluster' and that the 'modern high-rise commercial character of the background setting of the WHS would be preserved' (HIA page 52). Historic Royal Palaces strongly disagrees: we consider that the height and attention-seeking nature of the 'Tulip's' design would make it the most visually intrusive element of the Cluster in these views and that its effect would be both major and adverse.

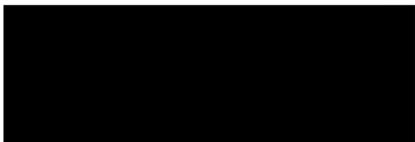
Our conclusion is that the subject of the application, the proposed 'Tulip' development, would be extremely damaging to the setting of the Tower of London WHS for the reasons we have set out above. In particular, we believe it would diminish a key attribute of the Tower's Outstanding Universal Value, challenging the Tower's eminence as an iconic, internationally famous monument as seen in the protected LVMF view 25A.1-3. We do not believe that the claimed public benefit of the development, which would neither offer enhancement of the WHS, nor fulfil a planning policy objective, would outweigh the potential harm to the WHS. It would therefore conflict with national planning policy for the historic environment and the relevant policies in both the current London Plan and the City of London Local Plan.

Historic Royal Palaces therefore objects to the proposed development, which we believe would pose a serious risk to the status of the Tower of London as a WHS and we ask the City Corporation to refuse the application.

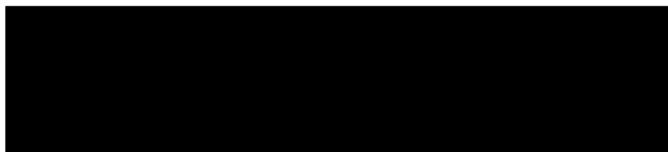
Our own objection aside, Historic Royal Palaces is of the view that the proposal should be referred to UNESCO's World Heritage Centre as a new construction likely to affect the OUV of a World Heritage property, in accordance with Paragraph 172 of the *Operational Guidelines for the Implementation of the World Heritage Convention*.

We note that, as stated in their comment letter of 06 December 2018, Historic England shares our view and has informed the Department of Digital, Culture, Media and Sport accordingly.

Yours sincerely



Deborah Bird MRICS
Property Manager and
Tower of London WHS
Co-ordinator
Direct Line 020 3166 6369
Email Deborah.bird@hrp.org.uk



Adrian Phillips Dip. Blg Cons. MRICS
Palaces and Collections Director
Direct Line 020 3166 6380
Email Adrian.phillips@hrp.org.uk



Historic England

LONDON OFFICE

Ms Bhakti Depala
City of London
PO Box 270
Guildhall
London
EC2P 2EJ



Direct Dial: [REDACTED]

Our ref: P00996770

6 December 2018

Dear Ms Depala

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**LAND ADJACENT TO 20 BURY STREET LONDON EC3A 5AX
Application No. 18/01213/FULEIA**

Thank you for your letter of 19 November 2018 regarding the above application for planning permission. On the basis of the information available to date, we offer the following advice to assist your authority in determining the application.

Summary

We have been involved in providing advice on these proposals for several months, and a pre-application design similar to the submitted proposals was considered at this stage by our London Advisory Committee. The advice set out in this letter reflects our earlier pre-application advice to the application, which was informed by the advice of the London Advisory Committee. A summary of that position is set out below.

The proposed building, by virtue of its location, will form the eastern edge of the City's Eastern Cluster of tall buildings. This, combined with its height and form, means that the Eastern Cluster forms a sharp backdrop to the Tower of London when seen in the LVMF view from the north bastion of Tower Bridge. In our view, this sharp contrast, combined with the unusual eye-catching form of the proposed building, reduces the visual dominance of the Tower of London and harms an attribute of its Outstanding Universal Value, namely the Tower's role as a symbol of royal power set apart from the City of London and dominating its strategic riverside setting. We have not seen clear and convincing evidence that this harm would be outweighed by public benefits, and we therefore cannot support the proposals.

Historic England Advice

Significance

The designated heritage asset most affected by the proposals is the Tower of London, which is located around 630 metres south-east of the development site. The Tower is



4TH FLOOR, CANNON BRIDGE HOUSE, 25 DOWGATE HILL, LONDON EC4R 2YA

Telephone 020 7973 3700
HistoricEngland.org.uk





LONDON OFFICE

one of London's four World Heritage Sites and its significance, history and development are well known and form the basis of its Outstanding Universal Value (OUV). In summary, the OUV is based on a number of attributes, including (but not limited to) its strategic site and function as a fortress and gateway to London, illustrating both the protection and control of the city; the rare survival of a continuously developing ensemble of royal buildings from the 11th to 16th centuries and their symbolism of royal power; the outstanding example of late 11th century Norman military architecture. The Tower is also a Scheduled Monument containing a number of highly graded listed buildings and is within a conservation area.

The LVMF views from the North Bastion of Tower Bridge (10A.1) and Queen's Walk (25A.1) illustrate the Tower's setting and many of its attributes of OUV, including its role as a symbol of royal power set apart from the City of London. View 10A.1, more than any other, clearly shows the Tower's relationship with the developing Eastern Cluster. In this view, the Tower's strategic position along the river is clearly illustrated. As it has done for centuries, the Tower dominates its immediate riverside setting, but the towering modern (existing and consented) buildings of the Eastern Cluster rise sharply to the west. The visual contrast between the modern City of London and the historic Tower has been established for decades, but has intensified in recent years as the Eastern Cluster becomes taller and denser. The contrast is particularly notable in this view, which shows the City and Tower in close juxtaposition. View 25A.1 is from Queen's Walk on the South Bank further to the west. It shows the Eastern Cluster from the river, with the Tower noticeably further to the east. The Tower's OUV attribute of being set apart from the City of London is clearly illustrated in this view.

Proposals

The project is being financed by the current owner of 30 St. Mary Axe. The intention is to create a viable new visitor attraction in the City of London principally for the enjoyment of high level views over London. The proposals have been designed by Foster + Partners as a glazed 'tulip-shaped' pod atop a narrow concrete lift shaft. The height of the top of the pod will, at 305.3m AOD, match the height of the consented building at 1 Undershaft, which will be the tallest building in the City of London (only slightly lower than the Shard across the river in Southwark). The pod contains 12 floors of varying size and form. Level 3 will be used for educational use, and the top floors for bar and restaurants. The middle floors will be dedicated for the visitor experience of viewing and learning about London, its history and development. These floors will be set back from the glazed elevation, with a 'floating' skybridge walkway along the inside perimeter at level 4. The middle floors will be accessed by paid-for ticket holders and used for private events.

Policy

Sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 impose a statutory duty on planning authorities to consider the impact of proposals upon listed buildings and their settings.



4TH FLOOR, CANNON BRIDGE HOUSE, 25 DOWGATE HILL, LONDON EC4R 2YA

Telephone 020 7973 3700
HistoricEngland.org.uk





Government guidance on how to carry out this duty is found in the National Planning Policy Framework (NPPF). At the heart of the framework is a presumption in favour of 'sustainable development' where protecting and enhancing the built and historic environment forms part of one of the three overarching interdependent objectives (economic, social and environmental).

Section 16 of the NPPF sets out how the historic environment should be conserved and enhanced, and makes it clear at paragraph 193 that when considering the impact of a proposed development on a heritage asset (which includes its setting), local planning authorities should give 'great weight' to preserving the asset's significance. Any harm or loss should require clear and convincing justification and substantial harm or total loss should be exceptional. In the case of Grade II* or Grade I listed or registered assets or World Heritage Sites, substantial harm or loss should be wholly exceptional (paragraph 194).

Where harm is caused to a heritage asset, the NPPF requires decision makers to determine whether the harm is substantial, or less than substantial. If the harm is deemed to be less than substantial, paragraph 196 of the NPPF requires that harm to be weighed against the public benefits of the proposals.

If the harm is substantial, or results in a total loss of significance, paragraph 195 states that local authorities should refuse consent unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss, or all four of the following criteria apply: a: The nature of the heritage asset prevents all reasonable uses of the site; and b: No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and c: Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and d: The harm or loss is outweighed by the benefit of bringing the site back into use.

Policies in the London Plan for the protection of London's heritage are set out in 7.8-7.12. Between December 2017 and March 2018, the Mayor of London consulted on a new draft London Plan. This included policies on design, heritage and tall buildings. The following draft policies are relevant: Policy D8 (B) requires that tall buildings should be part of a plan-led approach; Parts C1 (a) (i) of the same policy relate to visual impacts on important local or strategic views; C1 (d) requires proposals to 'take account of, and avoid harm to, the significance of London's heritage assets and their settings'; C1 (e) provides policy protection for the Outstanding Universal Value of World Heritage Sites and C1 (f) gives protection to views from the River Thames. In March 2012 the GLA adopted 'London's World Heritage Sites-Guidance on Settings' as Supplementary Planning Guidance. The document includes a framework for assessing the potential impact of development on the setting and OUV of World Heritage Sites and assets within those sites.



4TH FLOOR, CANNON BRIDGE HOUSE, 25 DOWGATE HILL, LONDON EC4R 2YA

Telephone 020 7973 3700
HistoricEngland.org.uk





LONDON OFFICE

Notwithstanding the policy and guidance framework described above, it should be noted that the World Heritage Committee and its cultural heritage advisor ICOMOS (the international body based in Paris) interpret the World Heritage Convention in a way that places great weight on the need to avoid any harm to OUV. Only if it is clear that proposed development is essential and cannot occur without harm to OUV does ICOMOS concede in its 2011 Guidance on Heritage Impact Assessment that balancing harm against benefit is acceptable.

Position

The gradual intensification and densification of the Eastern Cluster of tall buildings has changed the visual relationship between the City and the Tower of London WHS in some views. The proposals will further change this relationship, creating a vertical 'cliff edge' to the Eastern Cluster when viewed from the north bastion of Tower Bridge (LVMF 10A.1), while the unusual form of the building, intended to be eye-catching, draws attention away from the Tower. In our view, the proposed new building would change the relationship between City and Tower to such an extent that the Eastern Cluster begins to visually challenge the dominance and strategic position of the Tower (both attributes of OUV), thereby causing harm to its significance.

This harm is primarily experienced in one view, but it is the view that best illustrates the relationship between the Tower and the City of London and thereby the attribute of OUV that relates to the strategic and dominant position along the river, set apart from the mercantile City. The proposed building would diminish the sense of dominance of the Tower, resulting in harm to the significance of the World Heritage Site.

A further impact on the significance of the Tower occurs in the view from the Inner Ward towards the Chapel Royal of St. Peter ad Vincula. Here, the top of the 'Tulip' would be visible above the roofline of the Chapel, adding to the modern visual intrusions of the tall buildings at 22 Bishopsgate (under construction) and 1 Undershaft (consented) above the chapel roofline when these buildings are completed. The appearance of modern tall buildings above this roofline causes harm, as it diminishes the self-contained ensemble of historic buildings currently largely unimpeded by signs of the modern city beyond. This is not a pristine view, but each time a new building appears in the view, it contributes to a diminution of the impact of the sense of history in this special place. Our view is that the harm here is less than substantial.

We also note that there are already viewing platforms in the City of London, including of course Wren's historic Monument, with which the proposed new development would compete.

NPPF policy states that any harm to the significance of a designated heritage asset should require clear and convincing justification (paragraph 194). In cases where proposals lead to less than substantial harm to the significance of a designated heritage asset, the harm should be weighed against the public benefits of the proposal (paragraph 196).

Recommendation

Historic England objects to the application on heritage grounds.



4TH FLOOR, CANNON BRIDGE HOUSE, 25 DOWGATE HILL, LONDON EC4R 2YA

Telephone 020 7973 3700
HistoricEngland.org.uk





Historic England

LONDON OFFICE

It is for your authority to weigh the harm identified above against any public benefits of the scheme when they consider formal applications. We also urge you to consider the documents submitted with the application to ensure that the Historic Impact Assessment is in accordance with ICOMOS guidance.

Based on the documents submitted with the application, Historic England is not convinced that the harm to the significance of the Tower of London, a World Heritage Site of international importance, could be outweighed by public benefits. We have informed the DCMS of our position, and understand that they intend to send a paragraph 172 notification to the World Heritage Centre.

This response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.

The full GLAAS consultation criteria are on our webpage at the following link:

<https://www.historicengland.org.uk/services-skills/our-planning-services/greater-london-archaeology-advisory-service/our-advice/>

Yours sincerely



Michael Dunn

Principal Inspector of Historic Buildings and Areas

E-mail: 



4TH FLOOR, CANNON BRIDGE HOUSE, 25 DOWGATE HILL, LONDON EC4R 2YA

Telephone 020 7973 3700
HistoricEngland.org.uk



GREATER LONDON AUTHORITY
Development, Enterprise and Environment

Bhakti Depala
Development Division
City of London
PO Box 270
Guildhall
London EC2P 2EJ

Our ref: GLA/4868/01/SW
Your ref: 18/01213/FULEIA
Date: 14 January 2019

Dear Ms Depala

**Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008
Land adjacent to 20 Bury Street
Local Planning Authority reference: 18/01213/FULEIA**

I refer to the copy of the above planning application, which was received from you on 19 November 2018. On 14 January 2019, the Mayor considered a report on this proposal, reference GLA/4868/01. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order.

The Mayor considers that the application does not comply with the London Plan, for the reasons set out in paragraph 84 of the above-mentioned report.

If your Council subsequently resolves to make a draft decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

Please note that the Transport for London case officer for this application is Gavin McLaughlin, Tel: 020 3054 7027, Email: gavinmchlaughlin@tfl.gov.uk

Yours sincerely



RP

John Finlayson
Head of Development Management

cc Unmesh Desai, London Assembly Constituency Member
Nicky Gavron, Chair of London Assembly Planning Committee
National Planning Casework Unit, DCLG
Lucinda Turner, TfL
Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ

**Land adjacent to 20 Bury Street
in the City of London**

planning application no. 18/01213/FULEIA

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposal

Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas, restaurant/bar area, and retail use at ground floor level; construction of a two storey building comprising visitor entrance and public roof garden.

The applicant

The applicant is **Bury Street Properties** and the architect is **Foster + Partners**.

Strategic issues summary

Principle of development: The principle of a visitor attraction within a CAZ location would complement the strategic functions of the CAZ. However, the proposal fails to provide free to enter publicly accessible viewing areas and is therefore contrary to London Plan Policy 7.7 and Policy D8 of the draft London Plan. (Paragraphs 17-24)

Historic Environment: The development would compromise the ability to appreciate the Outstanding Universal Value of the Tower of London World Heritage Site and would cause harm to the historic environment. Accordingly, the application does not comply with London Plan policies 7.7, 7.8, 7.10, 7.11 and 7.12 and Policies D8, HC1, HC2, HC3 and HC4 of the draft London Plan. (Paragraphs 39-68)

Design: GLA officers have significant concerns with the design approach. The height appears unjustified and the introduction of significant expanse of solid and inactive building frontage would appear incongruous in the existing faceted context of the Eastern Cluster, drawing significant attention in this heritage sensitive location. The site layout and loss of public realm at street level is also of significant concern. (Paragraphs 25-35)

Strategic Views: The appearance of the proposed development within LVMF views 10A.1 and 25A.1, 2 and 3 would cause harm to these strategic views, contrary London Plan Policies 7.11 and 7.12 and Policies HC3 and HC4 of the draft London Plan (Paragraphs 36-38 and 47-59).

Transport: The proposals are considered to result in a poor quality, unwelcoming and unnecessarily confined pedestrian environment contrary to Policy 6.10 of the London Plan and Policy D1 of the draft London Plan. The proposals would not reflect the Healthy Streets approach detailed within Policies T2 and T4 of the draft London Plan. The level of cycle parking would not accord with draft London Plan Policy T5. (Paragraphs 72- 80).

Further information on **Energy** is required. (Paragraphs 70-71)

Recommendation

That City of London be advised that the scheme does not comply with the London Plan and draft London Plan for the reasons set out in paragraph 84 of this report.

Context

1 On 19 November 2018, the Mayor of London received documents from the City of London notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor must provide the City of London with a statement setting out whether he considers that the application complies with the London Plan and draft London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under Category 1C(c) of the Schedule to the 2008 Order:

- *1C(c) 'Development which comprises or includes the erection of a building of more than 150 metres high and is within the City of London'*

3 Once the City of London has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4 The environmental information for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 has been taken into account in the consideration of this case.

5 The Mayor of London's statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

6 The proposals relate to a site within the Eastern Cluster of the City of London currently occupied by 20 Bury Street, a 6 storey building, and an area of public realm at the base of, and surrounding much of, 30 St Mary Axe - colloquially known as the Gherkin. The site is bound by 100 Leadenhall Street to the south east, Bury Street to the south west, Bury Court to the north east and St Mary Axe to the north west.

7 The surrounding area contrasts numerous modern tall buildings with the low rise historic buildings of the City of London. The site is adjacent to the Grade II listed No. 38 St Mary Axe, to the north west of the Grade II* listed Holland House, and to the west of the Grade I listed Bevis Marks Synagogue and Grade I listed St Botolph's Church. Aside from the immediately adjacent 41 storey 30 St Mary Axe building, other notable tall buildings in close proximity include 122 Leadenhall Street (also known as the Cheese Grater), containing 48 levels of predominantly office accommodation to the west of the site and 110 Bishopsgate (also known as the Heron Tower), containing 46 levels of predominantly office accommodation to the north west. A number of other tall buildings are also either under construction, or have recently been granted planning permission. These include, 22 Bishopsgate (62 storeys), 52 Lime Street (39 storeys) and 100 Bishopsgate (37 storeys) which are under construction. In addition, 1 Undershaft (73 storeys), 6-8 Bishopsgate (52 storeys) and 100 Leadenhall Street (57 storeys) currently have 'resolutions to grant' planning permission.

8 Although the site is not within a conservation area, it is adjacent to the St Helens Place Conservation Area and Bishopsgate Conservation Area. The site is also within close proximity to the Tower of London World Heritage Site (WHS) and St Paul's Cathedral (Grade I listed).

9 The site has an excellent Public Transport Access Level (PTAL) rating of 6b (on a scale of 0-6b where 6b is the most accessible). Bus stops within 300m serve routes 8, 25, 26, 35, 47, 48, 100, 149, and 242 providing connections to key destinations such as Oxford Circus, London Bridge, Tottenham Court Road, Waterloo, Clapham Junction, Dalston, and Hackney. The nearest station is Aldgate approximately 330m east of the site, giving access to the London Underground (LU) Circle, and Metropolitan lines. Liverpool Street station approximately 400m northwest gives access to the Central, Circle, Hammersmith & City, and Metropolitan LU lines, TfL Rail, and national rail services. It will also be served by the Elizabeth Line (Crossrail), planned to be operational from autumn 2019.

10 The nearest part of the Transport for London Road Network (TLRN) is A10 Bishopsgate, approximately 250m northwest of the site. The nearest part of the Strategic Road Network (SRN) is Bevis Marks approximately 60m northeast. The nearest cycle docking station is at St Mary Axe, 100m to the south and provides 21 docking points.

Details of the proposal

11 The proposal would see the demolition of existing buildings and structures (including 20 Bury Street and the existing servicing ramp from St Mary Axe) and the construction of a new mixed-use visitor attraction, comprising ground and basement levels, supporting structure, lifting equipment and service risers; and a 12-storey high-level visitor area which includes a mix of leisure, education, bar, restaurant and back of house uses. The proposal would also include a distinct pavilion building serving as the visitor entrance and including a publicly accessible rooftop terrace, short and long stay cycle parking provision, two servicing and delivery vehicle lifts and a separate retail unit.

12 The breakdown of the proposed floorspace is as follows:

Use	GIA (sq.m.)	GEA (sq.m.)
Visitor attractions (sui generis)	4,512 sq.m.	4,879 sq.m.
Restaurant/Bar (A3/A4)	1,454 sq.m.	1,535 sq.m.
Retail (A1/A3)	9 sq.m.	11 sq.m.
Ancillary (basement/plant)	8.910 sq.m.	11.016 sq.m.
Total Floorspace	14,885 sq.m.	17,441 sq.m.

Case history

13 On 31 October 2018, a pre-application meeting was held with GLA officers regarding the above proposal (GLA/4868). Whilst the applicant requested that no formal response be provided by GLA officers, at the meeting officers raised concerns with regard to the following strategic issues; strategic views, heritage, design quality, public accessibility, transport and public realm.

Strategic planning issues and relevant policies and guidance

14 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the City of London Local Plan 2015 and the London Plan 2016 (consolidated with alterations since 2011).

15 The following are also relevant material considerations:

- The National Planning Policy Framework;
- National Planning Practice Guidance; and
- Draft London Plan (December 2017) and the Minor Suggested Changes to the draft London Plan (August 2018), which should be taken into account on the basis explained in the NPPF.
- Draft City of London Local Plan (November 2018), which should be taken into account on the basis explained in the NPPF.

16 The relevant issues and corresponding policies and guidance are as follows:

- Central Activities Zone *London Plan; Central Activities Zone SPG*
- Urban design *London Plan; Shaping Neighbourhoods: Character and Context SPG;*
- Tall Buildings *London plan; London View Management Framework SPG;*
- Heritage *London Plan; Character and Context SPG; London View Management Framework SPG; London World Heritage Sites SPG*
- Inclusive design *London Plan; Accessible London: achieving an inclusive environment SPG;*
- Climate change *London Plan; Sustainable Design and Construction SPG; Mayor's Environment Strategy;*
- Transport *London Plan; the Mayor's Transport Strategy, Crossrail SPG.*

Principle of development

Visitor attraction

17 The London Plan and Draft London Plan seek to reinforce the position of the London as a world-leading destination for tourists. Whilst there is no specific policy relating to the provision of new visitor attractions, London Plan Policy 4.5 states that decision makers should “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”.

18 Policy E10 of the draft London Plan seeks to strengthen London’s visitor economy by enhancing and extending its attractions, inclusive access, legibility and visitor experience. With specific regard to the CAZ, draft London Plan Policy SD4 states that the attractiveness of CAZ locations should be enhanced to residents, businesses and visitors.

19 While the London Plan and draft London Plan primarily seek to promote the strategic function of the City of London as a nationally important location for globally-oriented financial and business services, the provision of a visitor attraction in this location would be complementary to this function and would accord with the wider policy aspirations for the CAZ.

Loss of 20 Bury Street

20 The existing building at 20 Bury Street was granted planning permission in August 2000 as part of the original application for 30 St Mary Axe and serves as building management and back of house support for 30 St Mary Axe. The demolition of this building would result in the loss of 428 sq.m. of office space, 352 sq.m. of retail and approximately 3,899 sq.m. of back of house and plant space.

21 Policy 2.10 of the London Plan and Policy SD5 of the draft London Plan require that mixed-use developments within the CAZ do not result in a net loss of office floorspace. Given

the proposals would not re-provide office floorspace, the resulting loss of this space would be contrary to the London Plan and draft London Plan. It is however accepted that the loss would be relatively minor in nature and could potentially be offset were the proposals to result in significant enhancements to the functioning of the CAZ, along with wider public benefits.

Public access

22 London Plan Policy 7.7 and Policy D8 of the draft London Plan require free to enter publicly accessible areas to be incorporated into tall buildings, particularly those that are more prominent such as the proposed development. Whilst there would be some limited space for free use by schools (88 sq.m. classroom and a further 102 sq.m. of ancillary space), the remainder of the floorspace on the upper 12 levels of the proposal would be accessible only to those paying an entrance fee (2,353 sq.m.), or making use of the restaurant/bar (1,034 sq.m.) on a booked basis.

23 In order to accord with the above policies, the proposals should include free to enter publicly accessible viewing spaces. Furthermore, any publicly accessible viewing spaces should provide a 360 panoramic view of the surrounds, and in this regard it is noted that the proposed educational space would suffer from constrained viewing angles owing to ancillary functions also located on the same level.

24 Furthermore, and in line with London Plan, draft London Plan and City of London policies, there is an increasing amount of free to enter viewing gallery space within the City of London, and in the Eastern Cluster in particular. Recently approved applications within the Eastern Cluster at 1 Undershaft and 100 Leadenhall, contain 1,800 sq.m. and 829 sq.m. of free to enter viewing gallery space respectively, with that at 1 Undershaft also including an education centre. Given that these viewing galleries are free to enter publicly accessible spaces offering views from similar vantage points to that proposed, it is difficult to ascertain the benefit of a paid for viewing gallery in this location.

Urban design

25 The design principles in chapter seven of the London Plan and chapter 3 of the draft London Plan place expectations on all developments to achieve a high standard of design which responds to local character, enhances the public realm and includes architecture of the highest quality that defines the area and makes a positive contribution to the streetscape and cityscape.

Tall building and architectural quality

26 As discussed above the site is located within the Eastern Cluster of tall buildings in the City of London. Notwithstanding the heritage considerations detailed in paragraphs 39 to 63 below, this is a location where the principle of tall buildings is generally accepted, subject to the highest standards of architecture and urban design as set out in London Plan Policies 7.7 and Policy D8 of the draft London Plan.

27 The proposed building would rise to 305.3 metres AOD and, at approximately 0.35m higher than 1 Undershaft, would be the tallest building within the Eastern Cluster. The rationale for this significant height appears unjustified and unrelated to the context of the emerging form of the cluster. This lack of justification is particularly acute given that the building supports a very limited amount of functional floorspace and fails to provide free to enter public viewing spaces as noted above.

28 Furthermore, the highly distinctive design approach steps away from the predominantly faceted form of the surrounding cluster. The vast majority of this height, approximately 255 metres, would constitute a concrete shaft or 'stem' which rises from ground level up to the base

of the domed, bulb structure. The introduction of significant expanse of solid and inactive building frontage - with only the very upper parts being animated by glazed projecting oval sections and the proposed 'gondola' features - would appear incongruous in the existing crystalline context of the cluster and would draw significant attention to the buildings form and presence. In line with the heritage concerns outlined below, this design approach is questioned.

29 The submitted townscape assessment also demonstrates that the proposed massing and form would represent a departure from the shaping of the cluster from multiple long and short range views. A new high point to the cluster, sitting at its eastern extremity, would likely lead to the further eastward spread of the cluster, thereby resulting in potential conflict with a number of highly sensitive heritage views. Further discussion of the impacts of the proposals on strategic views and the historic environment are set out in the respective sections below.

Layout and public realm

30 The application site, which as noted above extends around much of the base of 30 St Mary Axe, equates to 2,900 sq.m. or 0.29 hectares. The existing building at 20 Bury Street occupies a floor area of approximately 225 sq.m. and, notwithstanding the servicing ramp, is the only area of built structure within the application site. The footprints of the two separate buildings - the tower building and the entrance building - would occupy approximately 1,000 sq.m. and would therefore result in a significant erosion of the open, non-built upon area within the site.

31 The area of public realm surrounding 30 St Mary Axe is understood to have been provided as a justification for the height of the building in relation to its context at time of construction. This public realm now plays an important amenity role within the wider cityscape offering relief and circulation space for pedestrians, workers and visitors from the dense urban form of the City of London. The public realm is also well used and has become home to a weekly street food market as well as catering for outdoor events and acting as an outdoor seating area for the restaurant/bar at the base of 30 St Mary Axe.

32 It is noted that the proposals offer a degree of mitigation for this loss of public realm through the notional public space at roof level of the two-storey entrance building, however, access to this space would be overseen by the applicant via an internal lift within the entrance building, and as such any sense of public ownership of this space would be negligible.

33 New landscaping, also suggested to mitigate for the reduction in quantum of public realm, is proposed in the form of a 137 sq.m. pocket park located at north of the site between the tower building and the entrance building. Whilst it is noted that the pocket park, along with the roof garden, would increase the quantum of green space across the site, the introduction of a water feature and new semi-mature trees - understood to act as a buffer preventing adverse wind conditions - would act to further clutter and crowd the remaining public realm.

34 The application documentation states that the proposals would result in increased pedestrian permeability through the site as a result of the removal of the existing 'boundary walls'. However, these 'boundary walls' also serve as well-used informal seating areas and complement the existing attractive public realm offer. Further discussion of the impacts on pedestrian flows is detailed in paragraphs 67-74 below.

35 Having regard to the above, the reduction in quantum of public realm arising from the proposals would be detrimental to the pedestrian and visitor experience in this part of the Eastern Cluster of the City of London. In addition, the remaining areas of public realm would suffer from an increased sense of enclosure resulting from the introduction proposed development. The net effect of the development would therefore be smaller, less appealing

areas of public realm and the proposals would be contrary to Policy 7.5 of the London Plan and Policy D1 of the draft London Plan.

Strategic Views

36 The site is not over sailed by any strategic viewing corridors, however, given the scale of the proposal, the building would be visible in various strategic view panoramas and river prospects as defined by the London view Management Framework (LVMF) SPG. As part of the environmental assessment which accompanies the scheme, the applicant has presented a wide range of verified view studies (including visualisations of the proposal from LVMF views 1A.1 & 2; 2A.1; 3A.1; 4A.1; 5A.2; 6A.1; 10A.1; 11B.1 & 2; 15B.1 & 2; 16B.1 & 2; 17B.1 & 2; 19A.1; 25A.1 & 2 & 3; and 26A.1).

LVMF panoramas

37 The proposals are shown to impact on a number of LVMF London Panoramas. These include Alexandra Palace, assessment points 1A.1 and 2; Parliament Hill 2A.1; Kenwood 3A.1, Primrose Hill 4A.1; Greenwich Park 5A.2; and Blackheath 6A.1. In each of these Panoramas, the proposed building would be clearly visible on the skyline and would appear as a distinctive element, due to its unique form and silhouette. From these distant viewing points, the proposed building would appear alongside other existing and consented buildings and would be perceived as part of an established grouping of tall buildings within the City of London's Eastern Cluster. As such, the proposed building would preserve the ability to appreciate the various strategic landmarks identified by the LVMF SPG for above mentioned views.

LVMF river prospects

38 The proposals are shown in the context of a number of LVMF River Prospects. These include Tower Bridge upstream 10A.1; London Bridge downstream 11B.1 and 2; Waterloo Bridge downstream 15B.1 and 2; Southbank at Gabriel's Wharf 16B.1; Golden Jubilee/Hungerford Footbridges downstream 17B.1 and 2; Lambeth Bridge downstream 19A.1 and Queen's Walk 25A.1, 2 and 3. In the majority of these views, the proposed building would be screened behind, or would sit centrally within, the cluster of existing and consented buildings within the City of London. The images illustrate that the proposed building would be highly visible in views 10A.1, 25A 1, 2 and 3, and would appear in the context and setting of the Tower of London WHS, as discussed in further detail below.

Historic Environment

39 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should *"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"* and in relation to conservation areas, special attention must be paid to *"the desirability of preserving or enhancing the character or appearance of that area"*.

40 The NPPF states that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Significance is the value of the heritage asset because of its heritage interest, which may be archaeological, architectural, artistic or historic, and may derive from a heritage asset's physical presence or its setting. Where a proposed development will lead to 'substantial harm' to or total loss of the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits

that outweigh that harm or loss. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

41 London Plan Policy 7.7 and Policy D8 of the Draft London Plan state that tall buildings, such as the proposal, should take account of, and avoid harm to, the significance of London's heritage assets and their settings. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternative have been explored and there are clear public benefits that outweigh that harm.

42 With respect to heritage assets, London Plan Policy 7.8 and Policy HC1 of the draft London Plan require that developments affecting the setting of heritage assets - including conservation areas, listed buildings, scheduled monuments and WHS - should conserve their significance. Additionally, London Plan Policy 7.10 and Policy HC2 of the draft London Plan state that development should not cause adverse impacts on WHS or their settings, and, in particular, should not compromise the ability to appreciate Outstanding Universal Value (OUV), integrity, authenticity or significance.

43 With respect to strategic views, London Plan Policies 7.11 and 7.12 and Policies HC3 and HC4 of the draft London Plan identify strategically important views of the Tower of London WHS and state that development should not harm and seek to make a positive contribution to the characteristics, composition and landmark elements of these views.

44 The submitted Townscape and Visual and Built Heritage Assessment (TVBHA) considers the impact of the proposal on the WHS and its OUV, as well as a number of other designated heritage assets in close proximity to the application site. This document is considered to assess an appropriate range of views of the Tower of London WHS and nearby heritage assets. However, a number of findings within the document, particularly with respect to the impact on views and the setting of the WHS are questioned, as discussed further below.

45 Whilst the verified views within the TVBHA demonstrate that the proposal may be seen in the wider setting of a number of WHS (including Maritime Greenwich), its impact is most significant on the Tower of London WHS which is situated approximately 0.6km to the south-east of the application site. The Tower of London is one of London's four WHS, and its history, development and significance are widely recognised and form the basis of the site's OUV. This OUV is derived from several attributes which include but are not limited to; the site's status as an internationally famous monument; the site's strategic and landmark siting; the site's role as a symbol of Norman Power, the physical dominance of the 11th century Norman White Tower at of centre of the site; the concentric defences around the site; the surviving 11th to 16th century ruins at the site and their symbolism of royal power; and the site's historical association with the institutions of the state. The Tower of London is also a Scheduled Monument, contains a number of listed buildings and is within a conservation area.

46 The submitted views study within the TVBHA provides the basis for considering the impacts proposed. Important views looking towards and across the Tower of London from the south side of the River (LVMF 25A.1, 25A.2 and 25A.3) and Tower Bridge (10A.1) as well as views from within the Tower of London have been assessed.

LVMF View 10A.1

47 This view looks upstream and originates from the North Bastion of Tower Bridge, a Grade I listed building of national significance. The elevated view enables the fine detail and layers of history of the Tower of London WHS to be readily understood. The significance of this

viewing place is also highlighted within the World Heritage Site Management Plan Setting Study as being one of the best places from which to view the WHS.

48 From this viewing location, the White Tower is clearly visible at the heart of the WHS and retains its landmark value and high level of visual dominance on the skyline for the following reasons: The Tower of London is located in the foreground of the view and is in close proximity to the viewer, allowing the detail of the building to be clearly visible; the White Tower appears as a stand-alone element due to the retention of clear sky behind its distinctive corner towers and retention of a clear gap between its west elevation and the cluster of existing and consented taller buildings within the City of London and; the solid stone elevations of the Tower of London contrast significantly with the emerging glazed and faceted form of the modern buildings within the emerging City of London cluster.

49 The applicant's TVBHA acknowledges this LVMF River Prospect as being of 'high' to 'exceptional' townscape quality with a 'generally high sensitivity to change because views of the surroundings are an important contributor to the setting of this designated strategic viewpoint'. This is considered to be an accurate representation of the significance of this view.

Impact of proposals on View 10A.1

50 The proposed building would appear to the right-hand side of 30 St. Mary Axe, rising marginally higher than the tallest consented building in the Eastern Cluster, 1 Undershaft. Whilst the neighbouring existing and consented tall buildings within the City cluster appear to form shoulders rising up to the height of 1 Undershaft, the proposed building would stand separate from the cluster at the upper levels, being surrounded by clear sky for over half of its apparent height. The majority of the proposed building would appear as a solid construction with only the very upper parts being animated by glazed projecting oval sections and the proposed 'gondola' features.

51 In relation to the setting of the Tower of London WHS in this view, the proposed building would appear to be located very close to the Tower and would be seen to encroach upon the clear sky gap between the White Tower and the City cluster, particularly at the upper levels. For much of its height, it would appear to be a vertical solid shaft that would be seen to abruptly terminate the eastern side of the City cluster. Its solid and highly distinctive form would be in direct contrast to the emerging form of the City cluster and to the architecture of the Tower of London, thereby making it a new focal point and landmark in this view. This would serve to challenge the dominance of the Tower of London as a key feature in the view.

52 It is noted that the applicants (TVBHA) states that 'due to the exceptional townscape quality and very high sensitivity to change of the view of the White Tower and the proximity of the proposed development to this element of the view, the major magnitude of change to the composition of the view would result in a very major scale of effect, the qualitative nature of which, would be adverse'. GLA officers concur with this opinion and conclude that the proposals are contrary to the Visual Management Guidance for View 10A.1 of the LVMF and cause a high degree of harm to the setting of the Tower of London WHS in this view.

LVMF Views 25A 1, 2 and 3

53 This kinetic set of views encompasses a series of viewing locations on the south bank of the Thames close to the two public open spaces on either side of City Hall. These locations provide good views of the Tower of London with a relatively clear background setting to the White Tower. The WHS Management Plan Setting Study notes that views from these locations 'exemplify many of the cultural qualities that give the Tower its OUV, including its landmark siting on the River Thames, its role as a symbol of Norman Power, as an outstanding survival of

Norman keep architecture in England, as a model example of a medieval fortress palace, and its associations with State institutions.

54 The juxtaposition of the WHS with the modern city is noted as being a central characteristic in these views and there are a rich variety of landmark elements. It is noted that the White Tower still appears as a large and dominant feature on the skyline and these views provide the best places from which to see the Tower of London in its riverside context and to understand the complex historic relationship between the Tower and the City of London, which still exists today as illustrated through the challenges for dominance in these views. Whilst other heritage assets feature within these views, the Tower of London WHS is very much the key landmark feature.

55 The applicant's TVBHA acknowledges this LVMF River Prospect as being of 'high' to 'exceptional' townscape quality with a generally high sensitivity to change. This assessment is considered to be accurate.

Impact of proposals on View 25A 1, 2 and 3

56 The proposed building would appear to the right-hand side of 30 St. Mary Axe and other consented buildings in the emerging City cluster notably 100 Leadenhall Street and 22 Bishopsgate. From these viewing locations, the consented buildings on the eastern side of the cluster appear to rise steeply. The proposed building would rise to a height comparable with 1 Undershaft, located at the centre of the cluster. The proposed building would stand separate from the existing cluster in the most easterly view (view 3) and would gradually move alongside the consented buildings at 100 Leadenhall Street and 22 Bishopsgate as the viewer moves west (views 1 and 2).

57 As with view 10A.1, the majority of the proposed building would appear as a solid construction with only the very upper parts being animated by glazed projecting oval sections and the proposed 'gondola' features.

58 In relation to the setting of the Tower of London WHS in this view, the proposed building would appear to have a close relationship to the City cluster and to retain a clear sky gap between the City and the Tower of London.

59 The building would appear to contrast in form, materials and design from the emerging buildings within the City cluster, which are largely glazed and faceted in form. It would rise steeply on the eastern side of the cluster and would have clear landmark value in relation to its distinctive architectural form and materials. As such, it would become a focal point within these views and would compete for visual dominance with the Tower of London. As such, the proposals are considered to cause harm to the setting of the Tower of London WHS and to be contrary to the Visual Management Guidance in the LVMF, which states that 'new development should respect the setting of the Tower of London and should not dominate the World Heritage Site'. GLA officers therefore concur with the applicant's assessment that the impact of the proposals is 'major', but do not concur that this change is 'beneficial' and consider that the proposals cause harm to the setting of the Tower of London WHS through their visual dominance.

Views within the Tower of London

60 Further impacts on the setting of the Tower of London would be experienced from views towards the application site from within the Tower, which are also assessed within the Townscape and Visual and Built Heritage Assessment. The proposal would be visible in views 26, 29, 30 and 31 within the assessment. Most notable is the impact on view 26 from Inner Ward

towards the Chapel Royal of St. Peter ad Vincula. In this view, the top of proposed development would be visible above the roofline of the Chapel building. The consented buildings at 22 Bishopsgate and 1 Undershaft would also intrude into this view when complete, however, the distinctive form of the proposal would draw increased attention and result in impacts on this view, particularly in the winter scenario. GLA officers concur with the applicant's assessment that the impact of the proposals is 'major', but do not concur that this change is 'neutral'.

Other heritage sensitive impacts

61 As mentioned in paragraph 7 (and assessed within the submitted TVBHA), there are numerous heritage assets in the immediate vicinity of the site (including St Helen's Place and Bishopsgate Conservation Areas, the Grade II listed No. 38 St Mary Axe, the Grade II* listed Holland House, Grade I listed Bevis Marks Synagogue, and Grade I listed St Botolph's Church Aldgate) as well as various others which the proposal would be seen in conjunction with in longer townscape and strategic views including the Grade I Listed St Paul's Cathedral.

62 With respect to St Botolph's Church, the proposals would be visible in key views of the southern elevation of the church looking along Aldgate High Street. The Grade I listed church dates from 1744 and was designed by renowned architect Dance the Elder. As illustrated in View 54 of the TVBHA, the church addresses the street with a fine symmetrically composed facade and distinctive central tower with a spire over. This view is considered to be of high significance in relation to the setting of the church, because it is one of the few places from which the tower and spire of the church can be seen to stand proud of backdrop development. The proposed building would appear directly to the left-hand side of the tower and spire in this view and would form a contrasting and dominant element that would be seen to challenge the dominance of the church tower. As such, the proposals are considered to cause a degree of harm to the setting of the Grade I listed church.

63 With regard to the assessment of the remaining heritage assets listed in paragraph 58, and having special regard to the desirability of preserving the setting of Listed Buildings and the character or setting of conservation areas, GLA officers are of the view that the proposal would not harm the setting of these Listed Buildings and would also not harm the character/setting of the conservation areas owing to the level of cumulative development, largely from the existing Eastern Cluster, within the settings of these designated heritage assets.

Assessment of harm

64 Having special regard to the desirability of preserving the setting of listed buildings and preserving the character and setting of conservation areas, as set out within the Planning (Listed Buildings and Conservation Areas) Act 1990, and in light of the harm resulting from the proposed tall building to the setting of heritage assets, including the WHS and its OUV, and the harm to strategic LVMF views, the proposals are contrary to London Plan Policies 7.7, 7.8, 7.10, 7.11 and 7.12 and Policies D8, HC1, HC2, HC3 and HC4 of the draft London Plan.

65 With specific regard to the impact of the proposals on the setting of the Tower of London WHS, as illustrated in LVMF views 10A.1 and 25A.1, 2 and 3, GLA officers conclude that the proposals would result in a significant level of harm of to the significance of the Tower of London WHS. Whilst this level of harm is considered to be less than substantial in NPPF terms, given the major adverse impacts to LVMF views and the setting of the WHS, the degree of harm would be at the upper limits of less than substantial harm. The proposals would also diminish the ability to appreciate the OUV of the Tower of London WHS. As illustrated in LVMF views 10A.1 and 25A.1, 2 and 3, the height, design and materiality of proposals, along with the proximity of the application site to the Tower of London WHS, are considered to adversely affect the

following attributes of the OUV; the physical prominence of the White Tower and; the site's strategic and landmark setting.

66 Additionally, the prominence of the proposal within views of the central tower and spire of the Grade I listed St Botolph's Church and the resulting harm on the setting of this designated heritage asset, is considered to result in less than substantial harm to the significance of the Grade I listed building.

67 Paragraph 193 of the NPPF states that 'when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance'. Given that the harm relates to a WHS, a heritage asset of the highest significance, the weight applied to its conservation, and any harm to its significance, should be very high. Paragraph 196 of the NPPF states that "*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal...*".

68 Having regard to the characteristics of this scheme, and the application submission documents, GLA officers are of the view that the tangible public benefits of this scheme are minimal and amount to the approximately 88 sq.m. of educational space (plus 102 sq.m. ancillary space). Further to this, the relative public disbenefits of the proposal, in terms of the adverse impacts on public realm and pedestrian movement should also be considered. In the context of less than substantial harm to a WHS - a heritage asset of the highest significance - the negligible level of public benefit falls substantially short of anything appropriate and the proposals would therefore fail to accord with the provisions of the NPPF.

Inclusive design

69 The scheme represents an important opportunity to promote equal and convenient access to employment opportunities in accordance with the principles of London Plan Policy 4.12 and Policy GG5 of the draft London Plan and should achieve the highest standards of accessible and inclusive design in accordance with London Plan Policy 7.2 and Policies D3 and E11 of the draft London Plan. Based on the submitted information the proposals provide the key features for compliant and convenient access and are therefore capable of achieving the high standards for inclusive access to meet the needs of the public in accordance with the London Plan and draft London Plan.

Climate change

Energy

70 In accordance with the principles of London Plan Policy 5.2 and Policy SI2 of the draft London Plan, the applicant has submitted an energy statement, setting out how the development proposes to reduce carbon dioxide emissions. A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. In addition, the applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install Photovoltaic (PV) panels and Heat Pumps. The approach proposed would achieve a 42% carbon dioxide reduction which exceeds London Plan and draft London Plan standards.

71 As the development is located close to the City 2 proposed district heating network, the applicant must demonstrate that the opportunity to connect to this network has been fully investigated by providing evidence of communication with the network operator to establish the

anticipated timeframes of the network and its available capacity for connection. The full BRUKL files for each stage of the energy hierarchy should also be submitted for review. This information must be submitted before the proposals can be considered acceptable and the carbon dioxide savings verified.

Transport

72 The submitted application documentation projects that the visitor attraction is likely to attract 1.2 million visitors per year. On this basis, the proposals would have significant impacts on pedestrian movements within the Eastern Cluster, an area noted to suffer from extremely high levels of pedestrian crowding. This crowding is likely to intensify in the near future due to the opening of Crossrail at Liverpool St Station and with the completion of multiple high density new developments including those referred to in paragraph 7 above.

73 Furthermore, and as set out in paragraph 30 above, the open, accessible space on the site will significantly decrease through the introduction of two separate buildings in an area that currently offers important public realm and pedestrian routes within this part of the City of London.

74 The application is supported by a Transport Assessment and separate Pedestrian Movement Analysis. Given the high PTAL rating, with the proximity of a number of London Underground, rail and bus services, the increased demand arising from these proposals will not require any site-specific mitigation. Nevertheless, there are significant concerns relating to the impacts on pedestrians and cyclists arising from the proposals.

75 It is noted that the submitted Pedestrian Movement Analysis uses 2015 baseline flows which are considered too low as they fail to take into account changes to pedestrian flows within the last 3 years. Contemporary empirical surveys should be undertaken so as to provide an accurate baseline from which to generate forecasts. Further to this, the forecast model creates a 2025 scenario based on a range of unjustified adjustment factors including those for transport growth and population growth, whilst the visitor distribution figure is based on visitor behaviour from 30 St Mary Axe, a predominantly B1 office building, and unlikely to be comparable in nature.

76 Any new pedestrian movement forecasts should be based on empirically surveyed baseline flows, projected growth due to the proposed development, and 25.6% and 18.75% increases in background growth for 2044 and 2030 respectively. Those expected increases have been estimated and endorsed by the City of London in their draft Transport Strategy.

77 No new cycle parking is proposed which would not comply with the London Plan or draft London Plan. In order to accord with Policy T5 of the draft London Plan, 126 new short-stay cycle parking spaces would be required. Furthermore, the application proposes to convert 114 existing long-stay cycle parking spaces for users of 30 St Mary Axe to make them non-compliant with the London Cycle Design Standards (LCDS). The proposals would therefore retrospectively alter an existing building to reduce the quality of its active travel offer.

78 On the basis of the submitted information, and without the further clarifications and justifications noted above, the design of the proposals is considered to result in a poor quality, unwelcoming, unnecessarily confined and potentially unsafe pedestrian environment. The proposals would therefore fail to comply with Policy 6.10 of the London Plan and Policy D1 of the draft London Plan, which requires the form and layout of a place to encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns and desire lines in the area.

79 Additionally, the proposals would not reflect the Healthy Streets approach detailed and required by Policies T2 and T4 of the draft London Plan. The proposal would also not accord with draft London Plan Policy T3 as the reduction in public realm and pedestrian routes would fail to safeguard existing land and buildings used for transport or support functions and no alternative facilities are provided.

80 The proposed development would be located in the Crossrail, Central London charging area and include chargeable floorspace, potentially including the sui generis, viewing gallery element. A Crossrail contribution would therefore need to be secured in any future section 106 agreement.

Local planning authority's position

81 Planning officers at the City of London have been involved in extensive pre-application discussions on the scheme however a date has not been set for the City of London to formally consider the application at a planning committee meeting.

Legal considerations

82 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008, the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

83 There are no financial considerations at this stage.

Conclusion

84 London Plan and draft London Plan policies on central activities zone; employment; urban design; heritage; inclusive design; transport; and climate change are relevant to this application. The application does not comply with the London Plan and draft London Plan for the following reasons:

- **Principle of development:** The principle of a visitor attraction within a CAZ location would complement the strategic functions of the CAZ. However, the proposal fails to provide free to enter publicly accessible viewing areas and is therefore contrary to London Plan Policy 7.7 and Policy D8 of the draft London Plan.
- **Historic Environment:** The development would compromise the ability to appreciate the Outstanding Universal Value of the Tower of London World Heritage Site and would cause harm to the historic environment. Accordingly, the application does not comply with London Plan policies 7.7, 7.8, 7.10, 7.11 and 7.12 and Policies D8, HC1, HC2, HC3 and HC4 of the draft London Plan.

- **Design:** GLA officers have significant concerns with the design approach. The height is unjustified and the design and the introduction of significant expanse of solid and inactive building frontage would appear incongruous in the existing faceted context of the Eastern Cluster drawing significant attention in this heritage sensitive location. The site layout and loss of public realm at street level is also of significant concern
- **Strategic Views:** The appearance of the proposed development within LVMF views 10A.1 and 25A 1,2 and 3 would cause harm to these strategic views and would therefore be contrary London Plan Policies 7.11 and 7.12 and Policies HC3 and HC4 of the draft London Plan.
- **Transport:** The proposals are considered to result in a poor quality, unwelcoming, unnecessarily confined pedestrian environment contrary to Policy 6.10 of the London Plan and Policy to D1 of the draft London Plan. The proposals would not reflect the Healthy Streets approach detailed within Policies T2 and T4 of the draft London Plan. The level of cycle parking would not accord with draft London Plan Policy T5.
- **Energy:** The applicant must explore the potential for connection to the City 2 district heat network. The full 'be lean' and 'be green' BRUKL sheets must be submitted. This further information must be submitted before the proposals can be considered acceptable and the carbon dioxide savings verified.

for further information, contact GLA Planning Unit (Development & Projects Team):

Julietta McLoughlin, Chief Planner

020 7983 4271 email julietta.mcloughlin@london.gov.uk

John Finlayson, Head of Development Management

020 7084 2632 email john.finlayson@london.gov.uk

Katherine Wood, Team Leader

020 7983 5743 email Katherine.wood@london.gov.uk

Simon Westmorland, Case Officer

020 7084 2741 email simon.westmorland@london.gov.uk

Bhakti Depala
City of London
Department of Planning & Transportation
PO Box 270
Guildhall
London
EC2P 2EJ

Place Directorate
Development Management
Town Hall, Mulberry Place
5 Clove Crescent
London
E14 2BG
www.towerhamlets.gov.uk

Application Number: PA/18/03314
Your ref: 18/01213/FULEIA

Enquiries to: Daria Halip
Tel: 0207 364 5203
Email: Daria.Halip@towerhamlets.gov.uk

8 February, 2019

Dear Bhakti Depala,

**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015**

OBSERVATIONS TO A NEIGHBOURING PLANNING AUTHORITY

**Location
Proposal**

Land Adjacent To 20 Bury Street London EC3A 5AX
Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA].

This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow, DP9, 100 Pall Mall, London, SW1Y 5NQ.

Thank you for your letter requesting the observations of the London Borough Tower Hamlets on the above application.

The London Borough of Tower Hamlets **RAISES OBJECTIONS** to the above referenced application on the following grounds:-

1. Design and heritage: the proposed development would cause serious unacceptable (less than substantial) harm to the significance and setting of the Grade I listed Tower of London World Heritage, without significant and proportionate public benefit to justify such harm. The proposed development would conflict with paragraph 193 and 196 of the NPPF and policies 7.7, 7.8, 7.10, 7.11 and 7.12 of the London Plan, including policies D8, HC1, HC2, HC3 and HC4 of the draft London Plan.

2. Transport: the proposal is likely to impact onto the LBTH local public transport infrastructure which would have to absorb a proportion of the forecasted visitors to site annually. Insufficient information has been submitted with the application to allow officers to fully understand the likely impacts on to the transport network. LBTH reserve the right to provide comments when such information is made available.

3. Environment: the Environmental Statement does not contain sufficient information to fully assess the proposals and there is likely to significant adverse affects in terms of greenhouse gas emissions

The full details of the London Borough of Tower Hamlets objection is contained in **Appendix A - 'Strategic Development Committee Report dated 05.02.2019'**

If you require any further information please contact the officer named at the top of this letter.

Yours sincerely,



Owen Whalley, Divisional Director - Planning and Building Control

From: Jack Berends
To: [PLN - Comments](#)
Subject: RE: Planning Application Consultation: 18/01213/FULEIA
Date: 22 November 2018 11:26:16

Hi Bhakti Depala,

Thank you for consulting London City Airport RE the 305.3m AOD Tulip Building on Bury Street - reference: 18/01213/FULEIA. The proposed development has been examined from an aerodrome safeguarding perspective based on the information provided. London City Airport has no direct safeguarding objection to the completed structure.

London City Airport requests to see the following conditions added to this application:

1. No cranes or scaffolding shall be erected on the site unless and until construction methodology and diagrams clearly presenting the location, maximum operating height, radius and start/finish dates for the use of cranes during the Development has been submitted to and approved by the Local Planning Authority, the Local Planning Authority having consulted London City Airport.
2. Construction shall not commence until an assessment has been carried out on the impact of this development on the RADAR coverage. During this assessment it should be noted that the gondolas present will be moving and therefore may have a slightly different effect than a static element of the building. This needs to be authorised by the Local Planning Authority having consulted with London City Airport and NATS En Route Limited.
3. No part of this development shall be constructed before the completed building and its construction methodologies are assessed against LCY's instrument flight procedures (IFPs) by a CAA approved procedure designer.
4. No part of the proposed development or associated construction activities shall commence until LCY is satisfied that there will be no reduction of the integrity of the current Instrument Landing System (ILS) in use at London City Airport.
5. No Building or structure to permanently form part of the Development shall exceed London City Airport's Obstacle Limitation Surfaces (OLS) dated August 2004.
6. No temporary infringements of the London City Airport protected surfaces (305.3m AOD) shall occur while LCY is open or closed unless explicitly authorised by London City Airport Limited.

Kind regards,

Jack Berends
Technical Operations Coordinator

Phone: 020 3203 2523

Mobile: [REDACTED]

Email: [REDACTED]

Website: www.londoncityairport.com

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

From: PLNComments@cityoflondon.gov.uk [mailto:PLNComments@cityoflondon.gov.uk]

Sent: 19 November 2018 11:00

To: Safeguarding

Subject: Planning Application Consultation: 18/01213/FULEIA

Dear Sir/Madam

Please see attached consultation for Land Adjacent To 20 Bury Street London EC3A 5AX .
Reply with your comments to PLNComments@cityoflondon.gov.uk.

Kind Regards

Planning Administration

On behalf of

Bhakti Depala

Department of the Built Environment

City of London

THIS E-MAIL AND ANY ATTACHED FILES ARE CONFIDENTIAL AND MAY BE LEGALLY PRIVILEGED. If you are not the addressee, any disclosure, reproduction, copying, distribution or other dissemination or use of this communication is strictly prohibited. If you have received this transmission in error please notify the sender immediately and then delete this e-mail. Opinions, advice or facts included in this message are given without any warranties or intention to enter into a contractual relationship with the City of London unless specifically indicated otherwise by agreement, letter or facsimile signed by a City of London authorised signatory. Any part of this e-mail which is purely personal in nature is not authorised by the City of London. All e-mail through the City of London's gateway is potentially the subject of monitoring. All liability for errors and viruses is excluded. Please note that in so far as the City of London falls within the scope of the Freedom of Information Act 2000 or the Environmental Information Regulations 2004, it may need to disclose this e-mail. Website: <http://www.cityoflondon.gov.uk>

London City Airport Limited: registered in England and Wales number 01963361.

Registered office: City Aviation House, Royal Docks, London, E16 2PB. VAT Registration: 740 1688 41.

Confidentiality: This e-mail, including any attachments, contains proprietary information, some or all of which may be confidential and/or legally privileged. It is for the intended recipient(s) only. If you have received this email in error, please notify the author by replying to this e-mail and then deleting the original from your system and destroying all copies. If you are not the intended recipient you are strictly prohibited from using, disclosing, distributing, copying, printing and/or relying on this e-mail, any attachments and/or any information contained in it.

This email message has been delivered safely and archived online by Mimecast.

For more information please visit <http://www.mimecast.com>

From: Jack Berends
To: [PLN - Comments](#)
Cc: [REDACTED]
Subject: RE: Planning Application Consultation: 18/01213/FULEIA
Date: 13 March 2019 12:40:38

Dear Bhakti Depala,

I am writing to you to confirm that London City Airport is now able to withdraw conditions 2 and 4 from the below list.

Kind regards,

Jack Berends
Technical Operations Coordinator

Phone: [REDACTED]
[REDACTED]

Email: [REDACTED]

Website: www.londoncityairport.com

From: Jack Berends
Sent: 22 November 2018 11:26
To: PLNComments@cityoflondon.gov.uk
Subject: RE: Planning Application Consultation: 18/01213/FULEIA

Hi Bhakti Depala,

Thank you for consulting London City Airport RE the 305.3m AOD Tulip Building on Bury Street - reference: 18/01213/FULEIA. The proposed development has been examined from an aerodrome safeguarding perspective based on the information provided. London City Airport has no direct safeguarding objection to the completed structure.

London City Airport requests to see the following conditions added to this application:

1. No cranes or scaffolding shall be erected on the site unless and until construction methodology and diagrams clearly presenting the location, maximum operating height, radius and start/finish dates for the use of cranes during the Development has been submitted to and approved by the Local Planning Authority, the Local Planning Authority having consulted London City Airport.
2. Construction shall not commence until an assessment has been carried out on the impact of this development on the RADAR coverage. During this assessment it should be noted that the gondolas present will be moving and therefore may have a slightly different effect than a static element of the building. This needs to be authorised by the Local Planning Authority having consulted with London City Airport and NATS En Route Limited.
3. No part of this development shall be constructed before the completed building and it's construction methodologies are assessed against LCY's instrument flight procedures (IFPs)

by a CAA approved procedure designer.

4. No part of the proposed development or associated construction activities shall commence until LCY is satisfied that there will be no reduction of the integrity of the current Instrument Landing System (ILS) in use at London City Airport.
5. No Building or structure to permanently form part of the Development shall exceed London City Airport's Obstacle Limitation Surfaces (OLS) dated August 2004.
6. No temporary infringements of the London City Airport protected surfaces (305.3m AOD) shall occur while LCY is open or closed unless explicitly authorised by London City Airport Limited.

Kind regards,

Jack Berends
Technical Operations Coordinator

Phone: [REDACTED]

Mobile: 0 [REDACTED]

Email: [REDACTED]
[REDACTED]

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

From: PLNComments@cityoflondon.gov.uk [<mailto:PLNComments@cityoflondon.gov.uk>]

Sent: 19 November 2018 11:00

To: Safeguarding

Subject: Planning Application Consultation: 18/01213/FULEIA

Dear Sir/Madam

Please see attached consultation for Land Adjacent To 20 Bury Street London EC3A 5AX .

Reply with your comments to PLNComments@cityoflondon.gov.uk.

Kind Regards

Planning Administration

On behalf of

Bhakti Depala
Department of the Built Environment
City of London

THIS E-MAIL AND ANY ATTACHED FILES ARE CONFIDENTIAL AND MAY BE LEGALLY PRIVILEGED. If you are not the addressee, any disclosure, reproduction, copying, distribution or other dissemination or use of this communication is strictly prohibited. If you have received this transmission in error please notify the sender immediately and then delete this e-mail. Opinions, advice or facts included in this message are given without any warranties or intention to enter into a contractual relationship with the City of London unless specifically indicated otherwise by agreement, letter or facsimile signed by a City of London authorised signatory. Any part of this e-mail which is purely personal in nature is not authorised by the City of London. All e-mail through

the City of London's gateway is potentially the subject of monitoring. All liability for errors and viruses is excluded. Please note that in so far as the City of London falls within the scope of the Freedom of Information Act 2000 or the Environmental Information Regulations 2004, it may need to disclose this e-mail. Website: <http://www.cityoflondon.gov.uk>

Bhakti Depala
City of London
By email

03/12/18

Dear Bhakti,

Re: Planning Application No. 18/01213/FULEIA

Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597 sqm GEA], an education facility [567 sqm GEA] (Sui Generis) and restaurant / bar use (Class A3 / A4) [1,535 sqm GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093 sqm GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1 / A3) [11 sqm GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm.[Total Scheme Area: 17,441 sqm GEA].

Location: Land Adjacent To 20 Bury Street London EC3A 5AX.

Our Ref: LHR4104

We refer to your email dated 19/11/18, received in this office on the same day.

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition detailed below:

Submission of a Construction Management Strategy

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- *details of cranes and other tall construction equipment (including the details of obstacle lighting) – Such schemes shall comply with Advice Note 4 ‘Cranes and Other Construction Issues’(available at www.aoa.org.uk/policy-campaigns/operations-safety).*

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 on the site and adjoining land does not contravene the regulation set out in the London Tall Buildings Policy, and endanger aircraft movements and the safe operation of Heathrow Airport.

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Yours sincerely

Simon Vince
For and on behalf of Heathrow Airport Limited

From: Helena Payne
To: [PLN - Comments](#)
Cc: [REDACTED]
Subject: 18/01213/FULEIA - Land Adj to 20 Bury Street (PLA Ref DC 831)
Date: 04 December 2018 08:57:38
Attachments: [image002.png](#)
[image003.png](#)

FAO: Bhakti Depala

Dear Bhakti

Thank you for consulting the Port of London Authority on the above-mentioned planning application. The location of the site in proximity to the River and scale of the proposed development is such that there is unlikely to be any bearing on the interests of the PLA in this instance. As a result, the PLA has no comment to make on the applications.

Kind Regards

Helena

Helena Payne
Senior Planner
Port of London Authority

London River House, Royal Pier Road
Gravesend, Kent, DA12 2BG
01474 562385
WWW.PLA.CO.UK



Find out about the Cleaner Thames campaign:

- Website: www.pla.co.uk/Cleaner-Thames
- Film: <https://youtu.be/9bsLmgzpHQE>
- Twitter: @LondonPortAuth #cleanerthames

The logo features a stylized human head profile in yellow and orange. Inside the head, there are four interlocking gears in purple, red, green, and blue. The words 'SAFETY CULTURE' are written in white on a red arc at the top, and 'HUMAN FACTORS' is written in white on a red arc at the bottom. Below the head, the letters 'PLA' are written in white on a yellow rectangular background.

Almost half of all incidents on the tidal Thames are caused by **Human factors**. Maintain a positive **Safety Culture** by:

- Ensuring good communications
- Following best practice
- Not being distracted

PLA Find out more at www.pla.co.uk/humanfactors/

Disclaimer

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient, you are hereby notified that any use or dissemination of this communication is strictly prohibited, and asked to notify us immediately (by return email), then delete this email and your reply. Email transmissions cannot be guaranteed to be secure or error-free and Port of London Authority (PLA) does not accept any liability for any errors or omissions in the contents of this message. Any views or opinions presented are those of the author and do not necessarily represent those of PLA.

website: www.pla.co.uk

SOUTHWARK COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



www.southwark.gov.uk

FORMAL COMMENTS TO ADJOINING BOROUGH

Applicant City of London

LBS Registered Number 18/OB/0260

Date of Issue of this decision 03/12/2018

With reference to your consultation on the following development:

Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597 sqm GEA], an education facility [567 sqm GEA] (Sui Generis) and restaurant / bar use (Class A3 / A4) [1,535 sqm GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093 sqm GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1 / A3) [11 sqm GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm.[Total Scheme Area: 17,441 sqm GEA].

This application is accompanied by an Environmental Statement. A CD copy of the Environmental Statement may also be obtained from Peter Twemlow , DP9, 100 Pall Mall,

At: LAND ADJACENT TO 20 BURY STREET, LONDON EC3A 5AX

In accordance with your letter received on 19/11/2018 Your Ref. No.: 18/01213/FULEIA

NO COMMENT FROM LBS ON THIS APPLICATION

Signed *Simon Bevan*

Director of Planning

Your attention is drawn to the notes accompanying this document

Any enquiries regarding this document should quote the LBS Registered Number and be sent to the Director of Planning, Southwark Council, Chief executive's department, Planning division, Development management, PO Box 64529, London SE1 5LX, or by email to planning.applications@southwark.gov.uk

UPRN:

TP/2018/OBS/COL

--

Date: 01 December 2018
Our ref: 265145
Your ref: 18/01213/FULEIA



Bhakti Depala
City of London
Guildhall
PO Box 270
London
EC2P 2EJ

Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

BY EMAIL ONLY

PLNComments@cityoflondon.gov.uk

Dear Sir/Madam

Planning consultation: Demolition of existing building and structures and construction of a building to a height of 305.3m AOD for a mixed-use visitor attraction, including viewing areas [2,597 sqm GEA], an education facility [567 sqm GEA] (Sui Generis) and restaurant / bar use (Class A3 / A4)[1,535 sqm GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093 sqm GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1 / A3) [11 sqm GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm.[Total Scheme Area: 17,441 sqm GEA].

Location: Land Adjacent To 20 Bury Street London EC3A 5AX

Thank you for your consultation on the above dated 19 November 2018 which was received by Natural England on 19 November 2018

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

SUMMARY OF NATURAL ENGLAND'S ADVICE

NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected sites

Natural England's advice on other natural environment issues is set out below.

Sites of Special Scientific Interest Impact Risk Zones

The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w).

Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI.

The dataset and user guidance can be accessed from the data.gov.uk website

Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk

Yours faithfully

Gustav Moberg
Consultations Team

ANNEX A

Natural England offers the following additional advice:

Landscape

Paragraph 109 of the National Planning Policy Framework (NPPF) highlights the need to protect and enhance valued landscapes through the planning system. This application may present opportunities to protect and enhance locally valued landscapes, including any local landscape designations. You may want to consider whether any local landscape features or characteristics (such as ponds, woodland or dry stone walls) could be incorporated into the development in order to respect and enhance local landscape character and distinctiveness, in line with any local landscape character assessments. Where the impacts of development are likely to be significant, a Landscape & Visual Impact Assessment should be provided with the proposal to inform decision making. We refer you to the [Landscape Institute Guidelines for Landscape and Visual Impact Assessment](#) for further guidance.

Best and most versatile agricultural land and soils

Local planning authorities are responsible for ensuring that they have sufficient detailed agricultural land classification (ALC) information to apply the requirements of the NPPF. This is the case regardless of whether the proposed development is sufficiently large to consult Natural England. Further information is contained in Natural England's [Technical Information Note 049](#).

Agricultural Land Classification information is available on the [Magic](#) website on the [Data.Gov.uk](#) website. If you consider the proposal has significant implications for further loss of 'best and most versatile' agricultural land, we would be pleased to discuss the matter further.

Guidance on soil protection is available in the Defra [Construction Code of Practice for the Sustainable Use of Soils on Construction Sites](#), and we recommend its use in the design and construction of development, including any planning conditions. Should the development proceed, we advise that the developer uses an appropriately experienced soil specialist to advise on, and supervise soil handling, including identifying when soils are dry enough to be handled and how to make the best use of soils on site.

Protected Species

Natural England has produced [standing advice](#)¹ to help planning authorities understand the impact of particular developments on protected species. We advise you to refer to this advice. Natural England will only provide bespoke advice on protected species where they form part of a SSSI or in exceptional circumstances.

Local sites and priority habitats and species

You should consider the impacts of the proposed development on any local wildlife or geodiversity sites, in line with paragraph 113 of the NPPF and any relevant development plan policy. There may also be opportunities to enhance local sites and improve their connectivity. Natural England does not hold locally specific information on local sites and recommends further information is obtained from appropriate bodies such as the local records centre, wildlife trust, geoconservation groups or recording societies.

Priority habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. List of priority habitats and species can be found [here](#)². Natural England does not routinely hold species data, such data should be collected when impacts on priority habitats or species are considered likely. Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land, further information including links to the open mosaic habitats inventory can be found [here](#).

Ancient woodland and veteran trees

¹ <https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals>

² <http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

You should consider any impacts on ancient woodland and veteran trees in line with paragraph 118 of the NPPF. Natural England maintains the Ancient Woodland [Inventory](#) which can help identify ancient woodland. Natural England and the Forest Commission have produced [standing advice](#) for planning authorities in relation to ancient woodland and veteran trees. It should be taken into account by planning authorities when determining relevant planning applications. Natural England will only provide bespoke advice on ancient woodland/veteran trees where they form part of a SSSI or in exceptional circumstances.

Environmental enhancement

Development provides opportunities to secure a net gain for nature and local communities, as outlined in paragraphs 9, 109 and 152 of the NPPF. We advise you to follow the mitigation hierarchy as set out in paragraph 118 of the NPPF and firstly consider what existing environmental features on and around the site can be retained or enhanced or what new features could be incorporated into the development proposal. Where onsite measures are not possible, you may wish to consider off site measures, including sites for biodiversity offsetting. Opportunities for enhancement might include:

- Providing a new footpath through the new development to link into existing rights of way.
- Restoring a neglected hedgerow.
- Creating a new pond as an attractive feature on the site.
- Planting trees characteristic to the local area to make a positive contribution to the local landscape.
- Using native plants in landscaping schemes for better nectar and seed sources for bees and birds.
- Incorporating swift boxes or bat boxes into the design of new buildings.
- Designing lighting to encourage wildlife.
- Adding a green roof to new buildings.

You could also consider how the proposed development can contribute to the wider environment and help implement elements of any Landscape, Green Infrastructure or Biodiversity Strategy in place in your area. For example:

- Links to existing greenspace and/or opportunities to enhance and improve access.
- Identifying opportunities for new greenspace and managing existing (and new) public spaces to be more wildlife friendly (e.g. by sowing wild flower strips)
- Planting additional street trees.
- Identifying any improvements to the existing public right of way network or using the opportunity of new development to extend the network to create missing links.
- Restoring neglected environmental features (e.g. coppicing a prominent hedge that is in poor condition or clearing away an eyesore).

Access and Recreation

Natural England encourages any proposal to incorporate measures to help improve people's access to the natural environment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways should be considered. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be delivered where appropriate.

Rights of Way, Access land, Coastal access and National Trails

Paragraph 75 of the NPPF highlights the important of public rights of way and access. Development should consider potential impacts on access land, common land, rights of way and coastal access routes in the vicinity of the development. Consideration should also be given to the potential impacts on any nearby National Trails. The National Trails website www.nationaltrail.co.uk provides information including contact details for the National Trail Officer. Appropriate mitigation measures should be incorporated for any adverse impacts.

Biodiversity duty

Your authority has a [duty](#) to have regard to conserving biodiversity as part of your decision making. Conserving biodiversity can also include restoration or enhancement to a population or habitat. Further information is available [here](#).

London Borough of Hackney
Planning and Regulatory Services
2 Hillman Street
London E8 1FB
www.hackney.gov.uk
Hackney Reference: 2018/4234

City of London
PO Box 270
Guidhall
London
EC2P 2EJ

22/11/2018

**Town and Country Planning (Development Management Procedure)
Order 2015**

Application Number: 2018/4234
Site Address: Land Adjacent To
20 Bury Street
London
EC3A 5AX

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



Ian Rae
Head of Planning
Planning Service
Neighbourhoods and Housing

PLANNING DECISION NOTICE

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

Agent: City of London	Applicant: c/o Agent
PO Box 270	c/o Agent
Guidhall	
London	
EC2P 2EJ	

Part 1- Particulars of the Application **Application No:** 2018/4234
Date of Application: 08/02/2016
Date Validated: 08/02/2016
Application Type: Adjoining Borough Observations

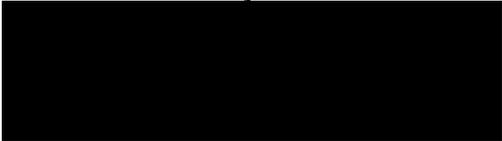
Proposal: Notification from the City of London of an application for the demolition of an existing building and structures and construction of a building to a height of 305.3m AOD for a mixed use visitor attraction, including viewing areas, an educational facility, and restaurant/bar use, together with a retail unit at ground floor, a new two storey pavilion building comprising the principal visitor attraction entrance with retail at ground floor level and a public roof garden, provision of ancillary cycle parking, servicing, plant and alterations to the public realm.

Location: Land Adjacent To
20 Bury Street
London
EC3A 5AX

Part 2 – Particulars of Decision: **NO OBJECTIONS**

Date of Decision: 22/11/2018

Yours faithfully



Ian Rae
Head of Planning
Planning Service
Neighbourhoods and Housing

BRE Client Report

Review of daylight and sunlight, The Tulip, London EC3A 5AX

Prepared for: City of London Corporation

Date: 22 January 2019

Report Number: P114145-1000 Issue: 1

BRE
Watford, Herts
WD25 9XX

Customer Services 0333 321 8811

From outside the UK:
T + 44 (0) 1923 664000
F + 44 (0) 1923 664010
E enquiries@bre.co.uk
www.bre.co.uk

Prepared for:
City of London Corporation
Guildhall
PO Box 270
London EC2P 2EJ



Prepared by

Name Dr Paul Littlefair

Position Associate Director, Lighting

Date 22 January 2019

Signature



Checked by

Name Stephanie King

Position Senior Lighting Consultant

Date 22 January 2019

Signature



This report is made on behalf of Building Research Establishment Ltd. (BRE) and may only be distributed in its entirety, without amendment, and with attribution to BRE to the extent permitted by the terms and conditions of the contract. BRE's liability in respect of this report and reliance thereupon shall be as per the terms and conditions of contract with the client and BRE shall have no liability to third parties to the extent permitted in law.



Executive Summary

A planning application (18/01020/FULMAJ), has been submitted to the City of London for a proposal to build a visitor attraction, the 'Tulip' on land adjacent to 20 Bury Street, London EC3A 5AX. The application contains an Environmental Statement. Chapter 11 'Daylight, sunlight, overshadowing, solar glare and light pollution' deals with daylight and sunlight issues. The chapter was prepared by GIA.

BRE have been commissioned by the City of London Corporation to evaluate this chapter. The evaluation was to review the scope and methodology, text and conclusions of the chapter, but not verification of the calculations. This report gives the results of the evaluation.

The Environmental Statement has analysed loss of light to all the nearby existing dwellings, and religious and educational buildings, that could be affected. Loss of daylight and sunlight to all these buildings would be within the BRE guidelines, and would be assessed as negligible.

The Environmental Statement also includes a cumulative assessment which assesses the building's impact together with other proposed buildings. Though a number of the surrounding buildings would have large cumulative losses of light, for nearly all of them this would be mainly due to the other proposed buildings in the cumulative scenario. The additional impact of the Tulip would be very small and well within the BRE guidelines. The exceptions are one window in St Helens Church, which would have already lost nearly all its light as a result of the redevelopment of 1 Undershaft; and 10-12 and 14-16 Creechurch Street. The Tulip would result in an additional relative loss of daylight marginally outside the BRE guidelines to six windows in each of these latter two buildings. This would be a minor adverse impact. The additional impact of the Tulip on sunlight to all windows would be within the BRE guidelines.

Loss of sunlight to five existing open spaces nearby has also been analysed. On March 21, the key date for assessment in the BRE guidelines, there would be no additional overshadowing of these areas. The loss of sunlight would be negligible, easily meeting the BRE guidelines.

There are no other existing open spaces at ground level for which loss of sunlight might be an issue. However the building immediately to the north of the Tulip site, 6 Bevis Marks, has roof terraces that might lose sunlight as a result of the proposed development. Loss of sunlight to these spaces could be checked.

Reflected solar disability glare to surrounding roads and railways would be negligible. This is because the glazing at the top of the Tulip is curved and would spread the reflected light over a wide area, limiting the amount of light reaching a particular location. Reflected discomfort glare from the high level glazing to surrounding commercial buildings is not expected to be significant.

The development has areas of glazing at low levels, at the base of the Tulip tower and in the proposed Pavilion building, that are concave and could potentially focus the reflected rays of the sun. The existing Gherkin (30 St Mary Axe) building means that incoming sunlight reaches these concave facades at an oblique angle, which may make a sharply focused area of reflected light less likely. Nevertheless, it is recommended that a more detailed study be carried out to establish the levels and locations of concentrated reflected sunlight.



Table of Contents

1	Introduction	4
2	Evaluation criteria	5
2.1	General approach	5
2.2	Loss of daylight and sunlight – application of BRE guidelines	5
2.3	Solar glare – principles	6
3	Loss of daylight and sunlight to existing dwellings	8
3.1	The site and surrounding areas	8
3.2	Cumulative assessments	10
4	Loss of sunlight to open spaces	12
5	Solar glare	13
5.1	Disability glare to motorists and train drivers	13
5.2	Views from townscape/heritage viewpoints	16
5.3	Solar convergence	16
5.4	Discomfort glare to occupants of nearby buildings	18
6	Conclusions	19
7	References	20



1 Introduction

- 1.1.1 A planning application (18/01020/FULMAJ), has been submitted to the City of London for a proposal to build a visitor attraction, the 'Tulip' on land adjacent to 20 Bury Street, London EC3A 5AX. The application contains an Environmental Statement. Chapter 11 'Daylight, sunlight, overshadowing, solar glare and light pollution' deals with daylight and sunlight issues. The chapter was prepared by GIA.
- 1.1.2 BRE have been commissioned by the City of London Corporation to evaluate this chapter. The evaluation was to review the scope and methodology, text and conclusions of the chapter, but not verification of the calculations. The evaluation was to cover daylight, sunlight, overshadowing and solar glare, but not light pollution. This report gives the results of the evaluation.
- 1.1.3 The evaluation is based on plans of the development by Foster and Partners, including site location plan 2699 A-LO-011-EX-01, proposed ground floor plan 2699 A-PT-031-00-01, proposed roof plan 2699 A-PT-031-RF-01 and proposed north-south section A-PT-053-01-01, all revision 01, and dated 13/11/18. A site visit was carried out on 11 January 2019.



2 Evaluation criteria

2.1 General approach

- 2.1.1 The Environmental Statement has evaluated loss of daylight and sunlight to existing properties using the BRE Report BR 209, Site Layout Planning for Daylight and Sunlight, a guide to good practice (ref 1). This is appropriate and widely used by local authorities to help determine planning applications.

2.2 Loss of daylight and sunlight – application of BRE guidelines

- 2.2.1 To assess the impact on the amount of diffuse daylighting entering existing buildings, the BRE Report uses the vertical sky component (VSC) on the window wall. This is one of the quantities calculated in the Environmental Statement.
- 2.2.2 The BRE Report sets out two guidelines for vertical sky component:
1. If the vertical sky component at the centre of the existing window exceeds 27% with the new development in place, then enough sky light should still be reaching the existing window.
 2. If the vertical sky component with the new development is both less than 27% and less than 0.8 times its former value, then the area lit by the window is likely to appear more gloomy, and electric lighting will be needed for more of the time.
- 2.2.3 Annex 4 of the Environmental Statement's Technical Appendix 'Daylight, sunlight, overshadowing, light pollution and solar glare' gives tables of vertical sky component 'before' and 'after' for various windows.
- 2.2.4 The BRE Report also gives guidance on the distribution of light in the existing buildings, based on the areas of the working plane which can receive direct skylight before and after. If this area is reduced to less than 0.8 times its value before, then the distribution of light in the room is likely to be adversely affected, and more of the room will appear poorly lit. The areas receiving direct skylight will depend on room layout. Annex 4 gives daylight distribution results for all of the surrounding properties, which may be unreliable where room layouts were not available.
- 2.2.5 The BRE Report recommends that in existing buildings sunlight should be checked for all main living rooms of dwellings, and conservatories, if they have a window facing within 90° of due south. Access to sunlight should be calculated for the main window of each of the above rooms which faces within 90° of due south. If the centre of the window can receive more than one quarter of annual probable sunlight hours, including at least 5% of annual probable sunlight hours in the winter months between 21 September and 21 March, then the room should still receive enough sunlight. Any reduction in sunlight access below this level should be kept to a minimum. If the available sunlight hours are both less than the amount above, less than 0.8 times their former value, and more than 4% lower than previously, then the sunlighting of the existing dwelling may be adversely affected. This guideline is also used in the Environmental Statement (Annex 4).
- 2.2.6 Guidance on sunlight in outdoor spaces is also given in the BRE Report 'Site layout planning for daylight and sunlight: a guide to good practice'. It gives a recommendation for outdoor spaces where sunlight is required. The Report recommends that no more than half of such an area



should be prevented by buildings from receiving two hours of sunlight on 21 March. Sunlight at an altitude of 10 degrees or less does not count. If an existing open space does not meet this guideline with the new development in place, and the area receiving two hours of sunlight on 21 March is reduced to less than 0.8 times its former value, the loss of sunlight is significant.

2.3 Solar glare – principles

- 2.3.1 Glare or dazzle can occur when sunlight is reflected from a glazed façade or area of metal cladding. This can affect road users and train drivers outside and the occupants of adjoining buildings.
- 2.3.2 The occurrence and duration of potential reflection to a particular point can be predicted geometrically, for example by using the equations in BRE Information Paper IP3/87 (ref 2). This approach has been used in the Environmental Statement.
- 2.3.3 There are two types of reflected glare problem that can occur (ref 3). Discomfort glare causes visual discomfort without necessarily affecting the ability to see. Disability glare happens when a bright source of light impairs the visibility of other objects. Outdoors, disability glare is easily the more serious problem, as it can affect motorists' ability to drive safely.
- 2.3.4 The severity of glare depends on the type of glazing or cladding. The amount of glare caused depends on the specular reflectance of the glazing. This is the mirror-like direct reflection of sunlight. It is therefore possible to ameliorate reflected glare by choosing glazing with a low specular reflectance.
- 2.3.5 Glare also depends on the angle of the sun and the angle at which the building is viewed. For motorists in particular, disability glare is most likely when the reflected sun is directly in the field of view and close to their direction of vision. Glare sources off to one side, or above the observer, are less likely to cause disability glare. Usually, glare sources at more than 25 degrees to the line of sight can be discounted (ref 4).
- 2.3.6 Disability glare is likely to be especially important at locations where a driver has to make a key decision, for example approaching a road junction, traffic signal or pedestrian crossing.
- 2.3.7 In principle, disability glare can also cause problems for pedestrians, especially if they are looking along a road in preparation to cross it, and fail to see an oncoming car because of the glare of the sun in their direct line of sight. In general, though, disability glare to pedestrians is less likely to cause accidents, because they have more time to react and can more easily take avoiding action such as shielding their eyes from the reflection, or moving backwards out of the path of the reflected beam.
- 2.3.8 Discomfort glare is a less serious problem because it does not impair the ability to see. It can be important where work involves the continuous viewing of the outdoor space from a fixed vantage point, for example in military or security surveillance. Inside a building where glare could be an issue, shading devices such as blinds or curtains are generally provided, and therefore occasional discomfort glare can easily be controlled using such shading devices. In such spaces, discomfort glare due to reflected sun would be a significant issue if its occurrence was so prolonged as to affect the amenity of the space by requiring the continual additional use of blinds and curtains over long periods.
- 2.3.9 There are no specific standards setting out what constitutes an acceptable level of solar glare. It is possible to calculate disability glare and compare it with guidelines for road lighting



installations (refs 5-7). There is no specific guidance on discomfort glare from the sun, apart from recommendations on the provision of shading devices.



3 Loss of daylight and sunlight to existing dwellings

3.1 The site and surrounding areas

- 3.1.1 Figure 1, taken from the site plan by GIA, shows the new development (in a teal colour) and surrounding areas. Buildings in brown are under construction, but the Environmental Statement states that they have been taken into account in the baseline analysis. This is a reasonable approach, given that these buildings are likely to be in place once construction of the Tulip is underway.



Figure 1. Plan by GIA showing the new development (in a teal colour) and the nearest surrounding buildings. North is at the top of the plan.

- 3.1.2 Above ground, the building consists of two elements. To the east, next to St Mary Axe, is the Pavilion (reception) building, which is low rise, around 9-10m above ground level. To the west, next to Bury Street, is the Tulip itself, which is very tall, around 290m above ground level, but slender. Part of the Tulip site is currently occupied by a mid-rise (six storey) office building.
- 3.1.3 The nearest buildings are all commercial in nature. These include 30 St Mary Axe (commonly known as the Gherkin), Copenhagen House and Holland House to the east across Bury Street, 6 Bevis Marks and the Baltic Exchange to the north, and Exchequer Court to the west across St Mary Axe. Loss of daylight and sunlight to these commercial buildings would normally be viewed as less important than it would be to dwellings.



- 3.1.4 For the Environmental Statement, GIA have carried out a very thorough analysis of loss of light, including residential and religious buildings and a school. The full list is Petticoat Tower (Petticoat Lane Estate); 33 Great St Helens; St Helens Church Bishopsgate; St Andrew Undershaft Church; 4-8 Creechurch Lane; 10-12 Creechurch Lane; 14-16 Creechurch Lane; 18-20 Creechurch Lane; 2 Creechurch Lane; The Gibson Hall; 50 Bishopsgate; 52-68 Bishopsgate; 78 Bishopsgate (St Ethelburga's Centre); 150 Bishopsgate; 27-31 Mitre Street; 4 Heneage Lane Spanish And Portuguese Synagogue (Bevis Marks Synagogue); Sir John Cass's Foundation Primary School; St Katharine Cree Church; 26 Wormwood Street; Cornhill-St Peter Upon Cornhill Church; 50 Cornhill; 1-24 Wormwood Street; 25 Wormwood Street; 19 Old Broad Street (City of London Club); Merchant Taylors Hall B2; Drapers Hall; Merchant Taylors Hall B1; 2 Heneage Lane (Rabbi's House); 1-6 White Kennett Street; and 150 Bishopsgate.
- 3.1.5 Many of these buildings are some distance away, and the losses of daylight and sunlight would either be very small or zero. The nearest ones are the Bevis Marks synagogue and associated Rabbi's house; dwellings at 10-12, 14-16 and 18-20 Creechurch Lane; and St Andrew Undershaft and St Helens Bishopsgate churches.
- 3.1.6 Loss of daylight to the two churches would be very small, and most of the windows would have no loss of light. Loss of light to the synagogue would also be small. The adjoining Rabbi's house at 2 Heneage Lane would have a slightly larger relative loss of light, but still well within the BRE guidelines. One of the windows at second floor level appears not to have been analysed, but loss of daylight to this window would be expected to be well within the guidelines too.
- 3.1.7 The dwellings at 10-12 and 14-16 Creechurch Lane (Figure 2) would have the largest relative losses of light, although still within the BRE guidelines in all cases. The worst affected windows (in relative terms) appear to be smaller ones that may be obstructed by existing pillars on each side. Most of the rooms have larger windows that would be less affected. The windows that are closest to failing the guidelines, in the centre of 10-12, may light a circulation space.



Figure 2. 18-20 (on left), 14-16 and 10-12 Creechurch Lane.



- 3.1.8 18-20 Creechurch Lane would have lower relative losses of light. This is probably because it can receive some light from directly down Bury Street, which would be unaffected by the proposed development.
- 3.1.9 Overall, in the proposed versus existing scenario the loss of daylight for all the existing buildings would be within the BRE guidelines and assessed as negligible.
- 3.1.10 Nearly all the windows in the nearer buildings, discussed above, face within 90 degrees of due north and therefore loss of sunlight would not be an issue. Loss of sunlight to every existing window would be within the BRE guidelines, and assessed as negligible.

3.2 Cumulative assessments

- 3.2.1 In daylight and sunlight assessments there are two types of cumulative assessment that can be carried out and GIA have helpfully carried out both of them. Figure 3 shows their cumulative scenario.



Figure 3. Plan by GIA showing their cumulative scenario. The new development is in a teal colour and the proposed buildings are shown in purple. North is at the top of the plan.

- 3.2.2 The first type of approach is to compare the existing situation with the cumulative scenario. This gives the total loss of light for all developments. This can be helpful in situations where a number



- of proposed developments can all impact an existing building, because it indicates the total loss of light that an occupier would experience.
- 3.2.3 The results show that many of the existing buildings, including 33 Great St Helens, St Helens Church, St Andrew Undershaft, 2, 4-6, 10-12, 14-16 and 18-20 Creechurch Lane, 50 and 52-68 Bishopsgate, 27-31 Mitre Street, the Synagogue, St Peter's Cornhill, 50 Cornhill, 19 Old Broad Street, and 1-6 White Kennett Street would all have large cumulative losses of light. However in these cases the results are potentially misleading, because the cumulative scenario includes a large number of substantial proposed buildings. For nearly all of the above buildings, the loss of light would be largely due to the other proposed buildings in the cumulative scenario, and very little of it would be due to the Tulip.
- 3.2.4 The other approach that GIA have employed is to compare the cumulative scenario assuming all of the proposed buildings have been constructed except the Tulip, with the cumulative scenario including the Tulip. This is a more appropriate approach here as it allows the extra impact of the Tulip itself to be quantified.
- 3.2.5 The results show that for most of the existing buildings assessed, the additional impact of the Tulip would be very small and well within the BRE guidelines. The exceptions are one window in St Helens Church, which would have already lost nearly all its light as a result of the redevelopment of 1 Undershaft; and 10-12 and 14-16 Creechurch Street, discussed above. In each of these buildings six windows would have a relative loss of light outside the BRE guidelines, in that the vertical sky component with all the proposed buildings plus the Tulip would be less than 0.8 times the value with all the proposed buildings but without the Tulip. However, for all twelve windows the relative loss of light is only just outside the BRE guidelines, and each of the affected rooms has another window or windows that would meet the guidelines. Some of the windows may light circulation space. For these reasons the loss of light would be assessed as minor adverse.
- 3.2.6 In this cumulative scenario the additional impact of the Tulip on sunlight to all windows would be within the BRE guidelines.



4 Loss of sunlight to open spaces

- 4.1.1 Guidance on sunlight in outdoor spaces is given in the BRE Report 'Site layout planning for daylight and sunlight: a guide to good practice'. It gives a recommendation for outdoor spaces where sunlight is required.
- 4.1.2 The Report recommends that no more than half of such an area should be prevented by buildings from receiving two hours of sunlight on 21 March. Sunlight at an altitude of 10 degrees or less does not count. Where this guideline is not met, the loss of sunlight is significant if the area with 2 hours sun on 21 March is reduced to less than 0.8 times its former value.
- 4.1.3 In Annex 5 'Overshadowing assessment' of the Environmental Statement Volume 3: Appendix 'Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare', GIA present loss of light analysis for five open spaces. These are St Helen's Church Bishopsgate, Jubilee Gardens (off Houndsditch), the courtyard of Bevis Marks Synagogue, the playgrounds at Sir John Cass's Foundation Primary School, and Aldgate Square.
- 4.1.4 The results show that there would be no change in the areas receiving sunlight on March 21. Loss of sunlight to the existing spaces would be within the BRE guidelines.
- 4.1.5 It is possible that none of these spaces would lose any sunlight at any time of year as a result of the new development. This is difficult to check, because the shadow plots in Annex 5 are small and hard to read. Nevertheless, any loss of sunlight can be assessed as negligible.
- 4.1.6 There are no other existing open spaces at ground level for which loss of sunlight might be an issue. However the building immediately to the north of the Tulip site, 6 Bevis Marks, has roof terraces that might lose sunlight as a result of the proposed development (see www.6bevismarks.com). Loss of sunlight to these spaces could be checked.



5 Solar glare

5.1 Disability glare to motorists and train drivers

- 5.1.1 The Environmental Statement gives a detailed analysis of glare to motorists and train drivers in Annex 6 of its Appendix on daylight and sunlight.
- 5.1.2 The Annex presents results for the current setting (including buildings under construction) plus the Tulip. This is appropriate. In an established urban setting, the risk of solar dazzle from a particular building generally decreases as more buildings are constructed nearby. This is because the surrounding buildings may prevent a view of the reflecting building, or may prevent sunlight from reaching it in the first place. Consequently, a cumulative analysis including additional proposed buildings generally results in the same, or fewer, instances of dazzle.
- 5.1.3 Annex 6 of the Environmental Statement Appendix presents helpful diagrams showing the areas of the building from which reflection can occur, and an indication of the time and day of the year when this can happen. The diagrams also show the angle between the line of sight of a typical observer and the reflecting glazing. This is useful because the severity of disability glare increases as this angle decreases (in general, it is proportional to the inverse square of the angle).
- 5.1.4 However the lines of sight have been calculated assuming that drivers will be looking directly at traffic lights on either side rather than focusing on the road in front of them. This is a questionable approach, because at road junctions drivers will need to be able to detect people crossing the road, or stationary vehicles or cyclists in their path. Using the centre of the lane as the centre of the field of view could result in the proposed building being closer to the line of sight for points E1, E2, NE1, NE2, N1, NW3, SW2 and SW3.
- 5.1.5 The times on the diagram are given in solar time, which approximates to Greenwich Mean Time (this is mentioned briefly on page 8 of GIA's Annex 6). If British Summer Time is in operation, one hour should be added to each of the times. In practice this makes little difference to the impact of the reflection, but it changes the exact times at which sun could be reflected.
- 5.1.6 Figure 4, taken from the solar glare Annex, shows the test points used. These are marked with arrows; the arrow indicates the direction of view. Black arrows indicate locations where the proposed development would not be visible because other buildings are in the way; in this situation no reflected solar glare could occur due to the proposed development. Green arrows indicate locations where the proposed development would subtend more than 30 degrees to the driver's line of sight; in these cases solar glare would be negligible (see paragraph 2.3.5 above). GIA have not carried out assessments for these locations, which is a reasonable approach provided that the lines of sight have been set up correctly (see 5.1.4 above).

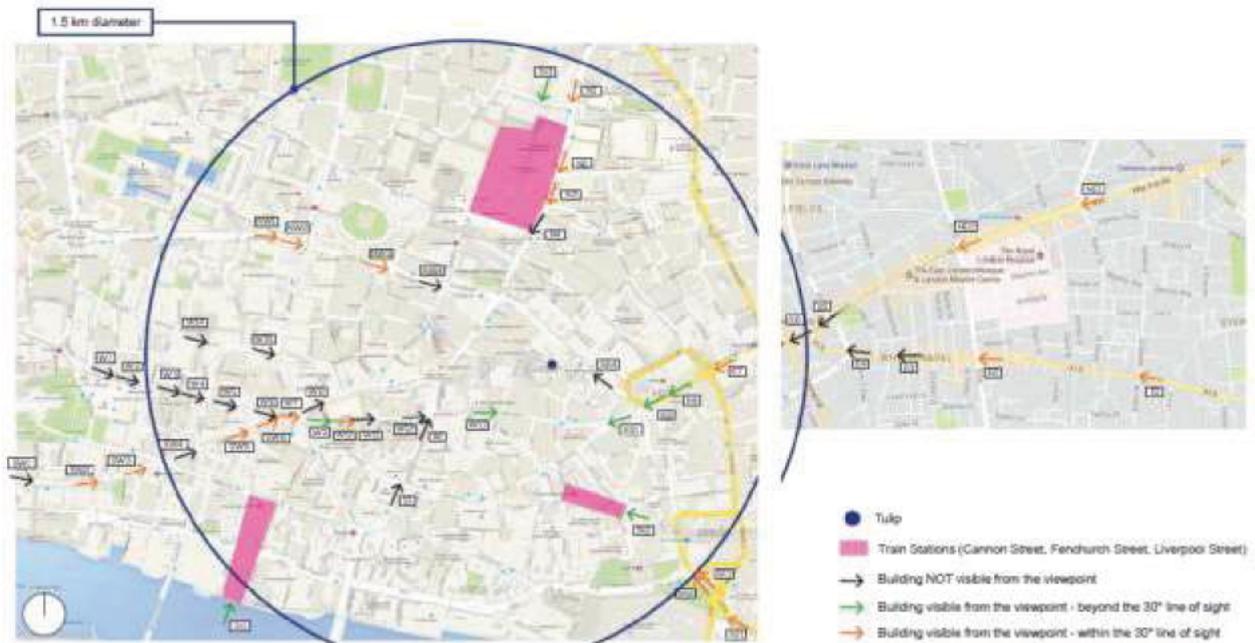


Figure 4. Plan showing test points used in the solar glare analysis. The tiny blue circle in the middle marks the outline of the proposal site.

- 5.1.7 In their analysis GIA have concentrated on the locations, marked with orange arrows, where the proposed development would be visible at an angle of less than 30 degrees to the line of sight. These test points appear to represent the main points at which motorists could see the building and potentially receive reflected sunlight from it. Most of the roads nearby have buildings on either side, which block views of more distant buildings.
- 5.1.8 In Figure 4 GIA's 1.5km diameter circle does not appear to be centred on the proposed development. However this does not matter, as there is nothing particular about a distance of 0.75km from the proposed development as far as glare is concerned.
- 5.1.9 The analysis has been carried out thoroughly, with a number of viewpoints on most of the surrounding approaches. For some viewpoints more than one line of sight has been analysed, to show the different effects to drivers in left and right hand lanes.
- 5.1.10 In Annex 6 GIA mention detailed glare calculations and modelling. However, in the EIA the impact assessment of glare has been carried out in a very simple way. Where the angle of view of the proposed development subtends more than 15 degrees to the line of sight, the impact is assessed as negligible. For eight locations where the angle of view subtends less than 15 degrees to the line of sight, the impact is assessed as minor adverse. As 5.1.4 above indicates, there is doubt about whether these angles have been calculated correctly.
- 5.1.11 However the degree of disability glare does not just depend on the angle of view. It also depends on the illuminance at the driver's eyes (the amount of light reaching their eyes). This depends on the reflectance of the glazing. The solar glare analysis does not specify the reflectance, but it is understood that low reflectance glazing will be used, which would tend to reduce glare.



- 5.1.12 More importantly, the illuminance on the driver's eye depends on whether the glazing is flat or curved. If the glazing is perfectly flat (see top of Figure 5), the illuminance at the driver does not vary significantly with their distance from the reflecting building (unless the glass is so far away that it can only reflect part of the sun's disk). But if the glazing is curved in a convex way, it spreads the light as the middle example in Figure 5 shows.

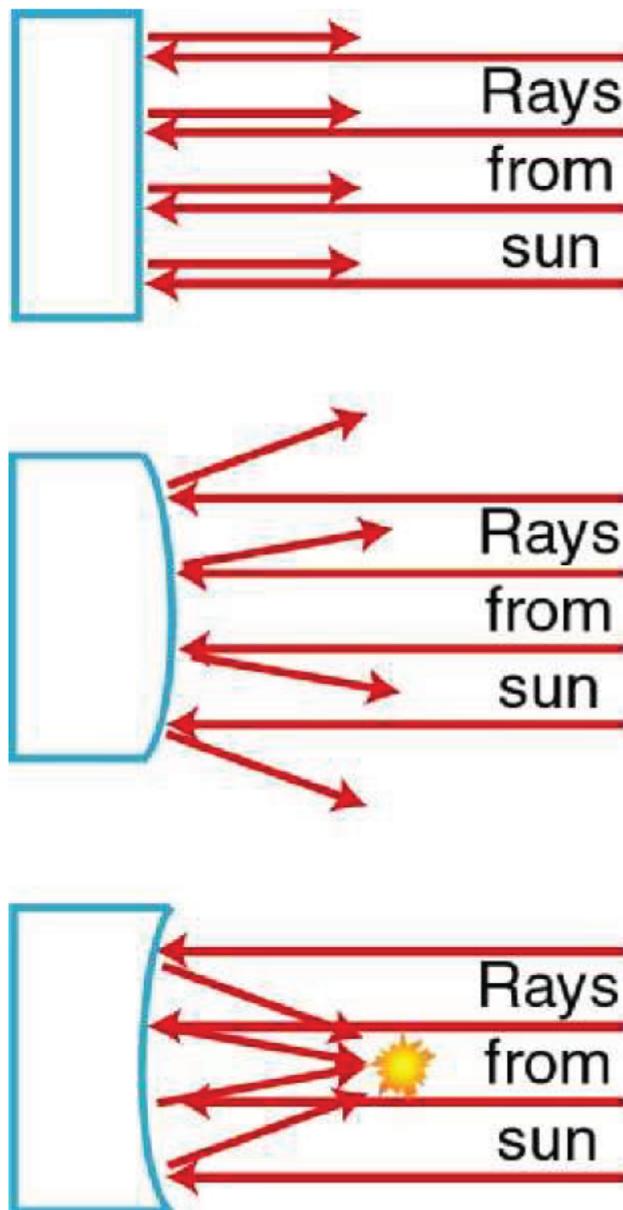


Figure 5. Solar reflection from different types of glazing. A flat façade (top) reflects the sun's rays as a parallel beam. A convex curved façade (middle) spreads the reflected rays, giving lower levels of reflected light over a wide area. A concave curved façade can concentrate the reflected light, giving a localised area of very high levels of light and radiation.

- 5.1.13 The glazing at the top of the Tulip, which would be visible from the road and rail locations considered, is exclusively of this convex form (according to the design and access statement, most of it is curved in two dimensions while the glazing near the top of the structure is curved in



three dimensions). This means that the illuminance at the driver's eyes will decrease markedly with distance from the building; for two dimensionally curved glass, the illuminance is approximately inversely proportional to the distance away, at long distances. This has the effect of reducing disability glare at distances of more than a few metres from the building.

- 5.1.14 In this particular case the height of the glazing above the ground means that it is only close to the driver's line of sight when it is a very long way away. The nearest points analysed by GIA are over 400 metres away. At these distances, the illuminances at drivers' eyes would be expected to have decreased sufficiently to result in negligible solar glare, even for angles of incidence below 15 degrees.
- 5.1.15 There is a mistake in paragraph 11.126 of the Environmental Statement, which states that 'the convex nature of the façade... will further reduce the amount of time when the solar reflections will be visible'. This is incorrect. In fact, a convex façade substantially increases the amount of time when solar reflections are visible, because it allows sunlight to be reflected from a much wider range of sun positions. However, the illuminance produced by the reflected image is much lower, which is what limits the disability glare.

5.2 Views from townscape/heritage viewpoints

- 5.2.1 The Environmental Statement also assesses the effects of solar reflection on the appearance of the townscape as seen from six viewpoints. All the viewpoints chosen are a substantial distance away; the nearest is around 500m away. For the reasons given above, this limits the overall amount of light reflected to a particular location. Seen from one of these viewpoints at the times reflection can occur, the tower glazing would appear to sparkle, rather than create a dazzling beam of glare.
- 5.2.2 Thus the solar reflection would have a negligible additional impact on the overall enjoyment of these views (over and above any impact from the visibility of the structure itself, which is not assessed here).

5.3 Solar convergence

- 5.3.1 Solar convergence happens when a building focuses the sun's rays. This can cause localised areas of concentrated solar radiation which can sometimes result in safety hazards and damage. Outdoors, it only happens when a reflective structure has a concave arrangement of elements which focus the sun's rays. The bottom part of figure 5 shows how such a façade can concentrate sunlight in this way.
- 5.3.2 In the table at the start of the Environmental Statement chapter 11, the last line states that 'a Solar Convergence assessment is not considered necessary due to the convex shape of the reflective elements of the Proposed Development... Solar convergence is only possible on concave facades and will therefore not occur as a result of the Proposed Development's facades'.
- 5.3.3 However, the proposed development does contain concave glazed façade elements. These are positioned at low level, on the Pavilion (reception) building, and at the bottom of the Tulip tower itself. Figure 6 shows where they are. The Pavilion glazing covers two storeys plus a parapet. The glazing on the Tulip tower is around 17 metres high, although it tapers as it goes up.

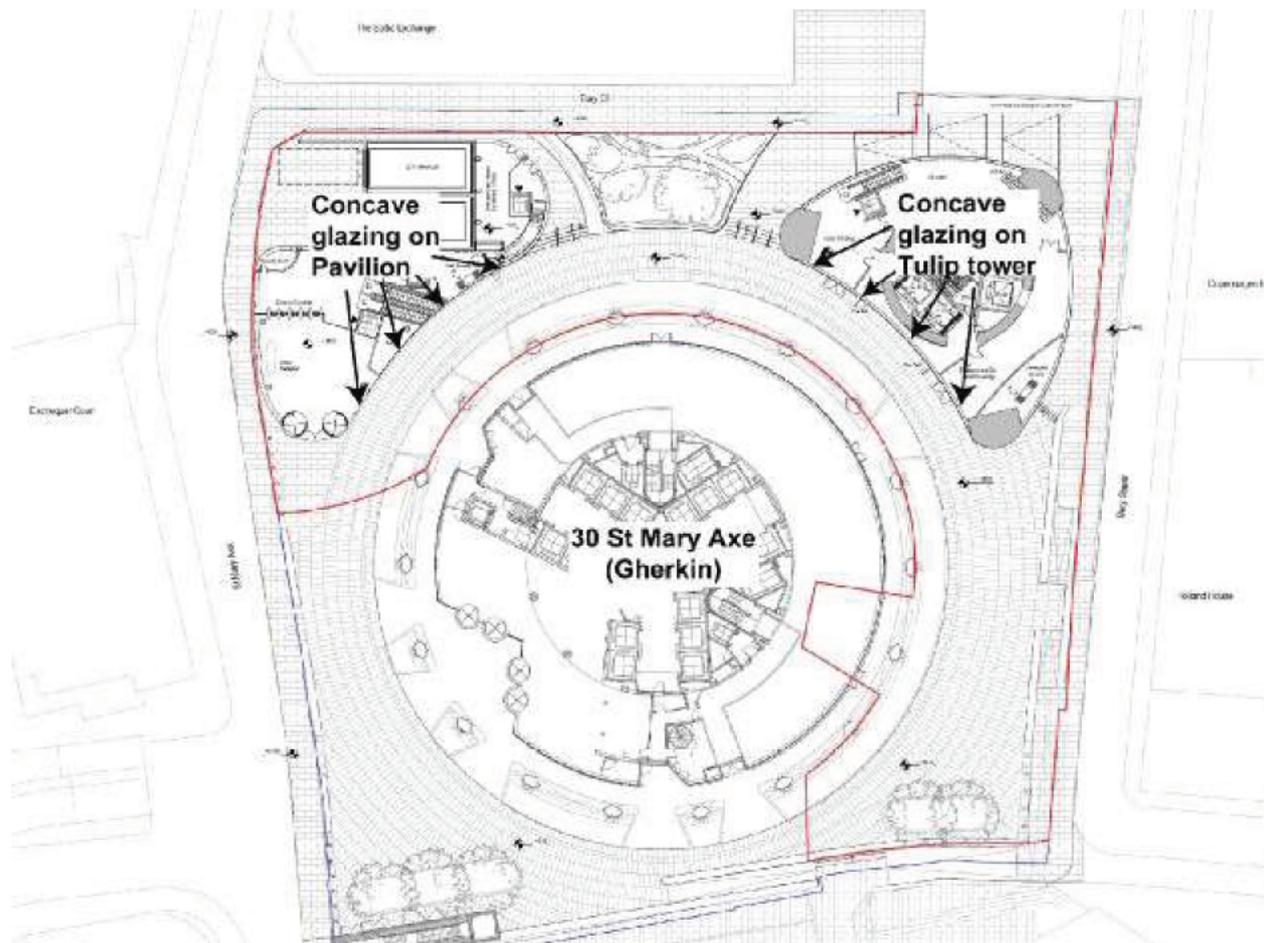


Figure 6. Ground floor plan by Foster and Partners, annotated to show location of concave glazing elements.

- 5.3.4 It appears that sunlight can reach both areas of glazing (although the Pavilion glazing may be partly overshadowed at the critical times by the Leadenhall building and 1 Undershaft). Therefore solar convergence should have been considered.
- 5.3.5 The principal obstruction restricting incoming sunlight is the Gherkin (30 St Mary Axe) which is close by. The curved red line on Figure 6, opposite the Pavilion and Tulip tower, corresponds approximately to the outer envelope of the Gherkin, which is the effective obstruction for sunlight reaching these facades. This means that as long as the Gherkin is there, sunlight can only reach the concave facades on the base of the Tulip tower and Pavilion at an oblique angle.
- 5.3.6 This limits the convergence effect. Initial very rough ray tracing suggests that instead of the sun's rays converging to a point, the reflection will form an optical 'caustic' or extended area of high levels of reflected light, possibly in the walkway between the Pavilion and Tulip tower and the Gherkin.
- 5.3.7 It is recommended that a more detailed study be carried out to establish the levels and locations of concentrated reflected sunlight. Guidance for the City of London recommends that at street level where people are present, areas with reflected irradiances above 1.5kW/m^2 , and preferably those above 1kW/m^2 , should be minimised.



5.4 Discomfort glare to occupants of nearby buildings

- 5.4.1 The Environmental Statement has not considered discomfort glare to occupants of nearby buildings. Discomfort glare is a less serious problem because it does not impair the ability to see. Inside a building where glare could be an issue, shading devices such as blinds or curtains are generally provided, and therefore occasional discomfort glare can easily be controlled using such shading devices. In such spaces, discomfort glare due to reflected sun would be a significant issue if its occurrence was so prolonged as to affect the amenity of the space by requiring the continual additional use of blinds and curtains over long periods.
- 5.4.2 The high level glazing in the Tulip is significantly above the level of most of the surrounding buildings (including the Gherkin), which limits the penetration of reflected sunlight into their interiors. Only the upper floors of those buildings which approach the height of the Tulip, such as 22 Bishopsgate, would be expected to have views of the reflecting glazing from more than a small area of their floor plate. Such buildings would be expected to be fitted with blinds or other shading devices to control glare, and the convex shape of the Tulip reduces the amount of light reflected in any particular direction. Therefore the risk of additional discomfort glare due to this glazing is not expected to be significant.
- 5.4.3 The possibility of concentrated reflected glare from the concave low level glazing elements of the Tulip tower and Pavilion should be considered, in the unlikely event that solar convergence could occur within occupied areas in the Gherkin (30 St Mary Axe). This should form part of the solar convergence study mentioned above.



6 Conclusions

- 6.1.1 This report has analysed the Environmental Statement daylight and sunlight chapter, prepared by GIA, for a proposed visitor attraction, the 'Tulip', on land adjacent to 20 Bury Street, London EC3A 5AX. The assessment has been carried out against the guidelines in the BRE Report 'Site layout planning for daylight and sunlight: a guide to good practice'.
- 6.1.2 GIA have analysed loss of light to all the nearby existing dwellings, and religious and educational buildings, that could be affected. Loss of daylight and sunlight to all these buildings would be within the BRE guidelines, and would be assessed as negligible.
- 6.1.3 GIA have also carried out a cumulative assessment including other proposed buildings. Though a number of the surrounding buildings would have large cumulative losses of light, for nearly all of them this would be largely due to the other proposed buildings in the cumulative scenario. The additional impact of the Tulip would be very small and well within the BRE guidelines. The exceptions are one window in St Helens Church, which would have already lost nearly all its light as a result of the redevelopment of 1 Undershaft; and 10-12 and 14-16 Creechurch Street. The Tulip would result in an additional relative loss of daylight marginally outside the BRE guidelines to six windows in each of these latter two buildings. This would be a minor adverse impact. The additional impact of the Tulip on sunlight to all windows would be within the BRE guidelines.
- 6.1.4 Loss of sunlight to five existing open spaces nearby has also been analysed. On March 21, the key date for assessment in the BRE guidelines, there would be no additional overshadowing of these areas. The loss of sunlight would be negligible, easily meeting the BRE guidelines.
- 6.1.5 There are no other existing open spaces at ground level for which loss of sunlight might be an issue. However the building immediately to the north of the Tulip site, 6 Bevis Marks, has roof terraces that might lose sunlight as a result of the proposed development. Loss of sunlight to these spaces could be checked.
- 6.1.6 Reflected solar disability glare to surrounding roads and railways would be negligible. This is because the glazing at the top of the Tulip is curved and would spread the reflected light over a wide area, limiting the amount of light reaching a particular location. Reflected discomfort glare from the high level glazing to surrounding commercial buildings is not expected to be significant.
- 6.1.7 The development has areas of glazing at low levels, at the base of the Tulip tower and in the proposed Pavilion building, that are concave and could potentially focus the reflected rays of the sun. The existing Gherkin (30 St Mary Axe) building means that incoming sunlight reaches these concave facades at an oblique angle, which may make a sharply focused area of reflected light less likely. Nevertheless, it is recommended that a more detailed study be carried out to establish the levels and locations of concentrated reflected sunlight.



7 References

1. P J Littlefair. 'Site layout planning for daylight and sunlight: a guide to good practice' Bracknell, IHS/BRE Press, 2011.
2. P J Littlefair. 'Solar dazzle reflected from sloping glazed facades' BRE Information Paper IP3/87. Bracknell, IHS/BRE Press, 1987.
3. 'International Lighting Vocabulary' CIE Publication 17/4. Commission Internationale d'Eclairage, Vienna, 1987.
4. D A Schreuder. 'The visual cut off angle of vehicle windscreens' Lighting Research and Technology, 17 (4) 192-193, 1985.
5. L Cochran. 'Solar glare events from glazed curtain walls' Proc ANZSES conference, Brisbane, 1988.
6. British Standards Institution 'Road lighting —Part 2: Performance requirements' BS EN 13201-2, BSI, Milton Keynes, 2003.
7. British Standards Institution. 'Code of practice for the design of road lighting — Part 1: Lighting of roads and public amenity areas' BS 5489-1, BSI, Milton Keynes, 2013.

From: Littlefair, Paul
To: [Depala, Bhakti](#)
Subject: RE: The Tulip - Solar Convergence
Date: 15 March 2019 10:59:06

Dear Bhakti

Thanks for your message and for sending me GIA's report on solar convergence. I had a quick look at it on the train to London yesterday.

It appears that solar convergence is more of a problem than I had anticipated. I note that GIA's assessment assumes that three mitigating measures have been adopted (p4 of their report): faceted glazed facades, a canopy on the base of the Tulip, and projecting slabs on the Pavilion building. We have to assume that these changes are critical in controlling the effects of solar convergence, and you will need to make sure that they are incorporated into the buildings if they are constructed (maybe with a planning condition??).

GIA have done a very thorough study, modelling the outdoor space every five minutes for each month of the year. Because of the layout of the glazing, solar convergence on intermediate dates is unlikely to be significantly worse. They have made worst case assumptions about the irradiance from the sun. I assume that the buildings have been modelled correctly; on GIA's illustrations, I wasn't entirely clear what was where.

GIA have correctly reproduced our recommendations in the Fenchurch Street study and your Planning Advice Note. The relevant recommendation here is that 'For areas at street level where people are present, areas with reflected irradiances above 1.5kW/m^2 , and preferably those above 1kW/m^2 , should be minimised.' GIA have shown that reflected irradiances would not exceed 1.5kW/m^2 at any time, meeting the guidance, although they would exceed 1kW/m^2 in limited areas. Total irradiances, including the sun itself, could exceed 2kW/m^2 on isolated occasions and in limited areas.

The main driver behind the recommendation is the need to avoid eye damage to people in the open space outside. Because of the geometry of the space with relatively high angle sun reflecting from glazing close to the observer, eye damage is less likely because the sun will be reflected from panes in different parts of the field of view, or maybe outside the field of view altogether. Also people would not be expected to be able to see the sun and its reflection simultaneously. So from this point of view, adopting the more relaxed recommendation of 1.5kW/m^2 for reflected radiation alone, is appropriate.

Our report for 20 Fenchurch Street did identify other potential hazards arising from solar convergence. One of these is local overheating of the space causing heat stroke and other medical problems. There could be unusually high temperatures in the limited area in front of the Tulip entrance for the period of time (typically 1130-1220 GMT or 1230-1320 BST in summer) when the sun and its reflection converge on the space. Accordingly, we would recommend that people should not be allowed to queue in this area at these times, and that there should not be people (for example stallholders or stewards) working in this area then. People moving quickly through the space should be relatively unaffected.

Another potential hazard is burns to people's skin from touching hot metallic objects like door handles or some types of street furniture (for example bins or seating). This is hard to predict, but to be on the safe side it is recommended that non-conductive, heat resistant, non-metallic materials be chosen for objects in the critical area.

I hope this is helpful. Let me know if you need a more detailed review and I will prepare a quote for this work.

Best regards

Paul Littlefair

Dr Paul Littlefair

For and on behalf of BRE, Bucknalls Lane, Garston, Watford, WD25 9XX

Email [REDACTED]

Tel [REDACTED]

Customer Services 0333 321 88 11

Web www.bre.co.uk

From: Depala, Bhakti <Bhakti.Depala@cityoflondon.gov.uk>

Sent: 14 March 2019 10:16

To: Littlefair, Paul <Paul.Littlefair@bregroup.com>

Subject: FW: The Tulip - Solar Convergence

Dear Paul,

As discussed, please see attached the solar convergence report the applicants prepared following comments you made in the independent assessment.

I would be grateful for your comments.

Kind regards,

Bhakti Depala

Senior Planning Officer

Development Division

City of London

0207 332 1711

From: Peter Twemlow [REDACTED]

Sent: 07 March 2019 17:29

To: Depala, Bhakti <Bhakti.Depala@cityoflondon.gov.uk>

Cc: Pearl Figueira [REDACTED]
Subject: The Tulip - Solar Convergence

Bhakti

As promised, please find attached Solar Convergence Assessment prepared by GIA with input from Foster + Partners.

The final testing (to which the assessment relates) has been based on three adjustments to the scheme:

- Faceted glass for sections of both the Pavilion and the base of the Tulip;
- An added canopy at the base of the Tulip;
- An added projection of the slabs for the Pavilion.

In terms of how this is dealt with in the recommendation / officers report, essentially the required minimal mitigation has been worked out now (usually obligation requires testing and then mitigation in place post consent?) . We can therefore accept a condition requiring mitigation works to be undertaken in accordance with this document? Or, the condition requires us to formally (re)submit this doc and comply with mitigation requirements?

Happy to chat through mechanics, but hopefully this helps settle this point.

Thanks

Peter.

Peter Twemlow

Associate Director

direct: [REDACTED]
[REDACTED]

e-mail: [REDACTED]
[REDACTED]

100 Pall Mall

London

SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: www.dp9.co.uk

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify postmaster@dp9.co.uk

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for

use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, an innovator in Software as a Service (SaaS) for business. Providing a **safer** and **more useful** place for your human generated data. Specializing in; Security, archiving and compliance. To find out more [Click Here](#).

THIS E-MAIL AND ANY ATTACHED FILES ARE CONFIDENTIAL AND MAY BE LEGALLY PRIVILEGED. If you are not the addressee, any disclosure, reproduction, copying, distribution or other dissemination or use of this communication is strictly prohibited. If you have received this transmission in error please notify the sender immediately and then delete this e-mail. Opinions, advice or facts included in this message are given without any warranties or intention to enter into a contractual relationship with the City of London unless specifically indicated otherwise by agreement, letter or facsimile signed by a City of London authorised signatory. Any part of this e-mail which is purely personal in nature is not authorised by the City of London. All e-mail through the City of London's gateway is potentially the subject of monitoring. All liability for errors and viruses is excluded. Please note that in so far as the City of London falls within the scope of the Freedom of Information Act 2000 or the Environmental Information Regulations 2004, it may need to disclose this e-mail. Website: <http://www.cityoflondon.gov.uk>

Follow BRE on Twitter: [@BRE_Group](#)

Privileged and confidential information and/or copyright material may be contained in this e-mail. If you are not the intended addressee you may not copy or deliver it to anyone else or use it in any unauthorised manner. To do so is prohibited and may be unlawful. If you have received this e-mail by mistake, please advise the sender immediately by return e-mail and destroy all copies. Thank you.

Building Research Establishment Ltd, Registered under number 3319324 in England and Wales. VAT Registration No GB 689 9499 27

www.bregroup.com

BRE Global Limited, Registered under number 8961297 in England and Wales. www.breglobal.com

Building Research Establishment and BRE Global are subsidiaries of the BRE Trust.

BRE Trust is a company limited by guarantee, Registered under number 3282856 in England and Wales, and registered as a charity in England

(no. 1092193) and in Scotland (no. SC039320). www.bretrust.org.uk

Registered Offices: Bucknalls Lane, Garston, Watford, Hertfordshire WD25 9XX - Travelling to BRE: see www.bregroup.com/contact/directions/

City of London
The Tulip Pedestrian Review
Independent Review Report

Issue | 28 February 2019

This report takes into account the particular instructions and requirements of our client

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party

Job number 266548-00

Ove Arup & Partners Ltd
4 Pierhead Street
Capital Waterside
Cardiff
CF10 4QP
United Kingdom
www.arup.com

Contents

	Page	
1	Introduction	1
1.1	Background	1
1.2	Documents Reviewed	1
1.3	Report Structure	2
2	Site Visit and Inception Meeting	3
2.1	Observations from Arup site visit and site plan	3
2.2	Key points from Assessment Review Meeting (22 nd January)	6
3	Additional Identified Issues	13
4	Summary and Recommendations	14
4.1	Summary	14

1 Introduction

1.1 Background

Arup have been commissioned by the City of London Corporation (CoL) to carry out an independent review of a Pedestrian Movement Assessment submitted in relation to the ‘Tulip’ development at land adjacent to 20 Bury Street, London.

An application for the proposed development was submitted to the CoL on 14th November 2018 (planning ref: 18/01213/FULEIA). The development will involve the construction of a tall building (305.3m AOD) for a mixed used visitor attraction on the north side of 30 St Mary Axe (the Gherkin), using land that currently forms part of the public realm. The tall building will have a viewing gallery and educational facility, restaurants and bars. There will also be an associated pavilion building to provide entry and exit accommodation for the visitor attraction, retail units, new and improved public realm, cycle parking, servicing and plant room space.

The Transport Assessment (TA) assesses development impacts for a typical busy day in the high season, comprising an average of the 20-30 busiest days per year. On the typical busy day, the overall development is expected to generate 17,700 trips a day, with 574 trips taking place in the AM peak hour, and 1,740 trips in the PM peak hour. It has been assumed that most users will access at the area by National Rail and London Underground services.

The Pedestrian Movement Assessment report as part of the TA identifies that the proposed development is not expected to have a significant adverse effect on pedestrian comfort and safety around the site. The City of London requires an independent audit of these documents to ensure that these conclusions are robust.

1.2 Documents Reviewed

The following documents from CoL’s online application database have been reviewed:

- Transport Assessment prepared by Steer;
- Pedestrian Movement Assessment prepared by Space Syntax; and
- Existing Site Plan, Proposed Site Plan and floor specific plans with general arrangement all prepared by Foster + Partners.

Other documents reviewed:

- CoL Transport Strategy (Drafted for consultation, November 2018);
- Transport for London (TfL) and CoL’s comments on the Pedestrian Movement Assessment; and
- Applicant’s response to TfL and CoL’s comments on the Pedestrian Movement Assessment.

- Pedestrian Movement Assessment – Points of Clarification (PoC) Draft 02 by Space Syntax, 27 February 2019.

1.3 Report Structure

This report comprises of four further sections:

2. Observations from the Site visit and Site Plan;
3. Key points from the Assessment Review Meeting (22nd January);
4. Additional Identified Issues; and
5. Summary and Recommendations.

2 Site Visit and Inception Meeting

2.1 Observations from Arup site visit and site plan

General access and internal movement

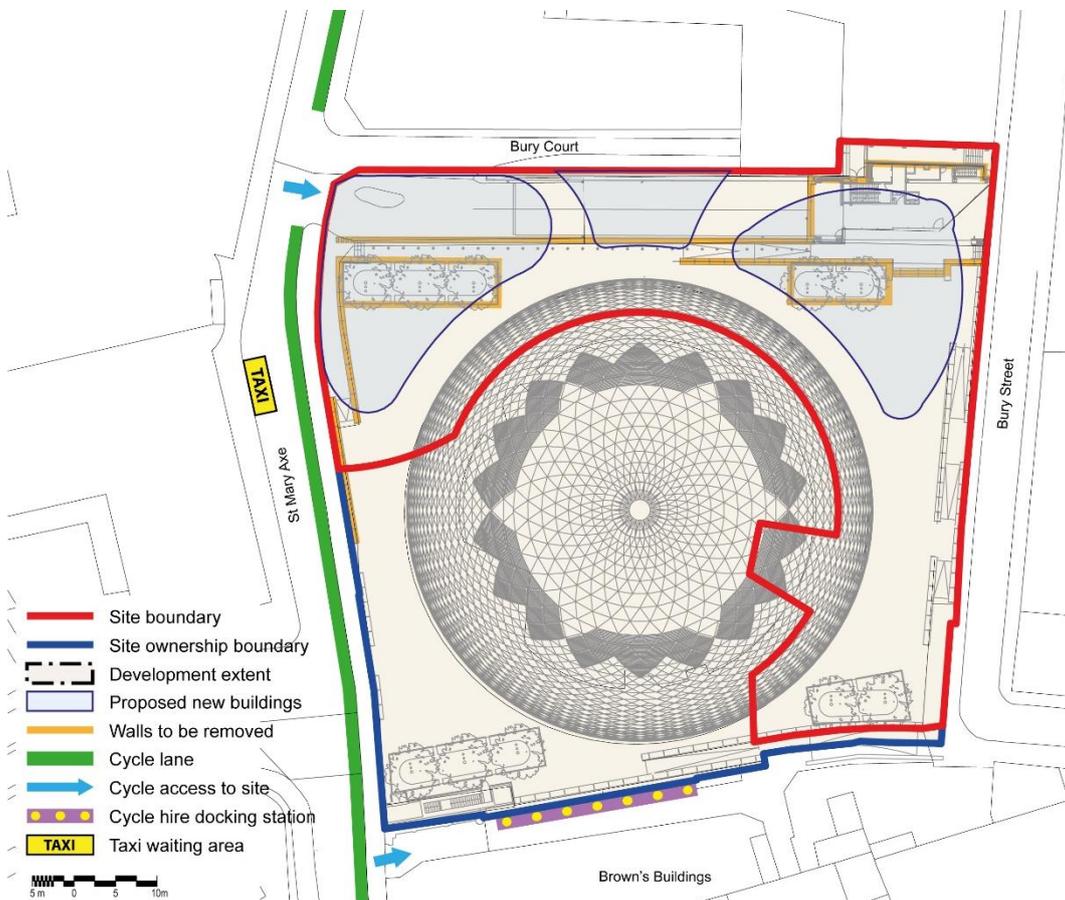
The proposed development will make no change to the existing highway network adjoining the site, or associated pedestrian footpath network. St Mary Axe, the western perimeter of the site, will continue as the primary access for private vehicles, servicing vehicles, taxis, cyclists and pedestrians. Bury Street on the eastern perimeter will continue to operate as the minor access for some users accessing from the east. The development will, therefore, have limited impact on how users will access and move around the site and surrounding area.

However, the Tulip development and its building footprint will significantly change public realm areas and pedestrian routes in the site area.

The removal of servicing ramps (to be replaced with vehicle lift), a small building, and some boundary walls will create a more legible space with more defined pedestrian route between St Mary Axe and Bury Street via Bury Court.

Overall however the new buildings and associated landscaping will reduce space and effective widths for pedestrian movement and occupancy at ground level.

Figure 1: Site plan with proposed changes



Cyclist access and internal movement

At present, St Mary Axe is the primary access route used by cyclists. In addition to its northbound traffic lane, there is a southbound contra-flow cycle lane running from Bevis Marks to the north to Leadenhall Street to the south of St Mary Axe.

On-site basement cycle parking for the Gherkin is currently accessible from the servicing ramps at the north-west corner of the site via Bury Court. According to the Ground Floor Plan submitted as part of the planning application, the proposed development will provide a new automated cycle storage system with 284 spaces at approximately the same location off Bury Court. There is no information on existing provision, but it is known that the 284 spaces is significantly greater than the existing provision.

Outside the site boundary, adjacent to the Brown's Buildings to the south, there is a Santander Cycles hire station along the pedestrianised area as indicated in Figure 1. The docking station is located behind the low-level boundary wall which forms a partial barrier between Brown's Buildings and the public realm space to south of the Gherkin. Since this area is beyond the site area there will be no changes to this area.

Figure 2: Existing cycling provision



Other activities on-site

In addition to function as a pedestrian circulation route, open space around the Gherkin also serves as public realm space which is frequently occupied by both local workers and visitors, particularly at lunch time. The surrounding low-level walls provide seating in this area.

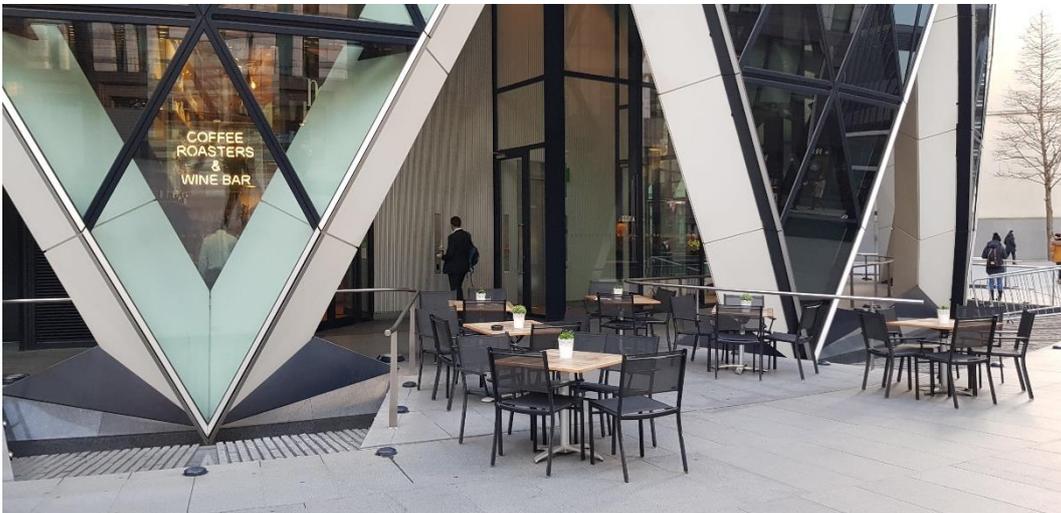
Figure 3: Public realm space between the Gherkin and Bury Court



As a result of high footfall, the area is also popular with street vendors, during the site visit, a street vendor selling flowers from a bicycle was present on the footway of St Mary Axe during lunch time site visit.

Restaurants and cafes located on the ground floor of the Gherkin also have outdoor seating which occupy some of the space as shown in **Figure 4** below. At peak periods, queueing from these units may also extend onto the public realm.

Figure 4: Seating associated with retail units at the base of the Gherkin



2.2 Key points from Assessment Review Meeting (22nd January)

Point 1 – Does the ‘Future Baseline’ scenario fully capture recent growth in pedestrian movement in the local area? Have contemporary empirical surveys been taken in person and on-site to establish an accurate baseline?

Applicant’s response:

- The ‘Future Baseline’ is based on a 2015 Baseline with the assumptions of additional movements being generated by committed developments plus a further 9% background increase to account for further population growth. The committed developments that are currently included in the scenario are 22 Bishopsgate, 1 Undershaft and 100 Leadenhall. 1 Leadenhall Street is excluded as its planning application has only been approved recently.
- Recent surveys completed on a neutral day with fine dry weather in October 2018 showed slightly reduced level of pedestrian movement across the count sites. Hence the worst-case 2015 Baseline counts have been used.

Actions agreed during the review meeting:

- Revision to Future Baseline to include 1 Leadenhall Street.

Arup review comments:

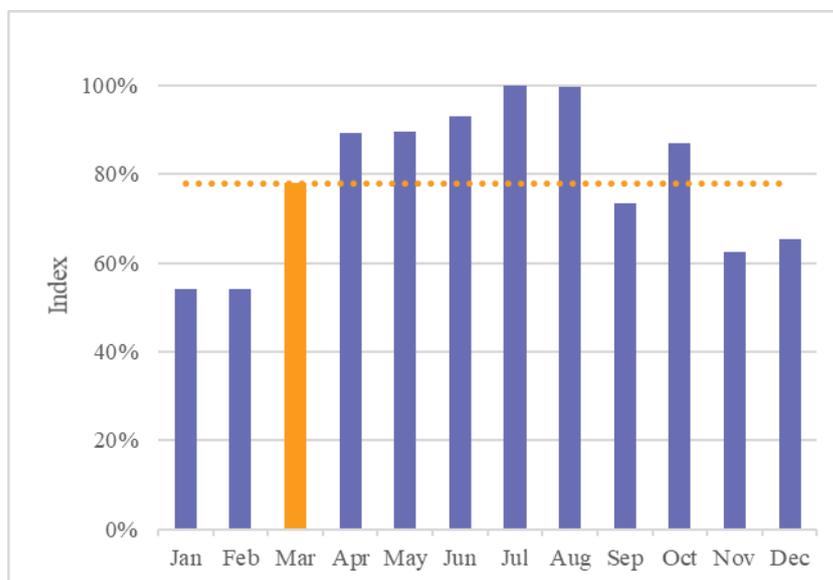
- The lower observed pedestrian numbers in the October 2018 survey compared with counts from March 2015 are surprising. As a result of development completed in the intervening period it would be expected that pedestrian numbers would have increased. The lower counts could be due to transport disruption in October 2018, for instance, the London Underground drivers’ strike actions which led to closure of the Central Line and cancellation of South Western Railway services in to London Waterloo on 4th and 5th October. Confirmation is required that the date of the October 2018 survey did not coincide with any events of industrial action or public transport disruption in the area. If the date did not coincide with disruption but was in the same week it could still be that there were residual impacts on occupancy of local offices.
- Space Syntax’s PoC note confirms that the 2018 surveys were undertaken on Thursday 18th and Saturday 20th October 2018. Both dates are in a ‘neutral’ month outside school holidays but close to the Autumn half-term week which began on Monday 22nd October. There was also a consecutive five-day strike action from Tuesday 23rd October leading to disruption to South Western Railway services to London Waterloo¹.
- The lower counts could also be due to current occupancy levels of the new developments. It is generally recognised that new developments do not reach full occupancy immediately after opening but gradually build up over time. With the new development in the area, occupancy is likely to increase after key infrastructures like the Elizabeth Line opens at Liverpool Street. For this assessment to be future proved, we would recommend a sensitivity test with a

¹ <https://www.itv.com/news/meridian/2018-10-22/south-western-railway-to-stage-five-day-strike/>

further uplift of around 10% (on top of the new development generation and the 9% background increase).

- Having the Future Baseline set in March instead of a summer month would also mean that the assessment could be underestimate background visitors and tourist footfall to the area. Tourism statistics published by the City of London indicate that July and August are the busiest months for City of London attractions. The number of visitors to the area over this period can be 10-20% higher than that in March with typically more visitors during the weekdays. These high numbers would however be offset by lower office occupancy as workers take summer holidays however visitor numbers in April/May/June and October are all markedly higher than in March.

Figure 5: Seasonal profile of visitor to CoL’s attractions



Point 2 – Are Pedestrian Comfort Levels (PCLs) and Fruin’s Level of Service (LoS) calculated for the narrowest point on all footways at all ‘Focus locations’? Does the ‘narrowest point’ account for obstructions from site activities, such as outdoor café seating, entrances to buildings?

Applicant’s response:

- The PCL calculations have been assessed for the narrowest point on all footways.
- Some cafes at the base of the Gherkin will no longer be permitted to have outdoor tables and seating.

Actions agreed during the review meeting:

- Revise assessment report to show the exact location of the narrowest points.

Arup review comments:

- A site audit is recommended to review the use and occupancy of public space at these focus locations and how they affect the effective width that is available for pedestrian movement. The assessment report should include cross-section drawings to clarify how the effective widths quoted have sufficiently accounted for stationary obstructions and any uses that may reduce the effective widths.

Page 18 of the Space Syntax’s PoC note shows cross sections and photographs of the narrowest points on the pavements around the Site. The measurements and calculations of effective widths comply with TfL’s Pedestrian Comfort Guidance for London².

Point 3 – Why has visitor behaviour for the Gherkin been used to predict expected visitor routes around the Tulip when the former is an office building and the latter would be a tourist attraction?

Applicant’s response:

- No clear response given by Space Syntax, but consensus from the discussion was that there is no suitable data available to represent visitor behaviours.

Actions agreed during the review meeting:

- Visitor behaviours, such as arrival and depart profiles, should be based on similar attractions locally in London, for instance, visitors to The View at the Shard and the Sky Garden at 20 Fenchurch Street.

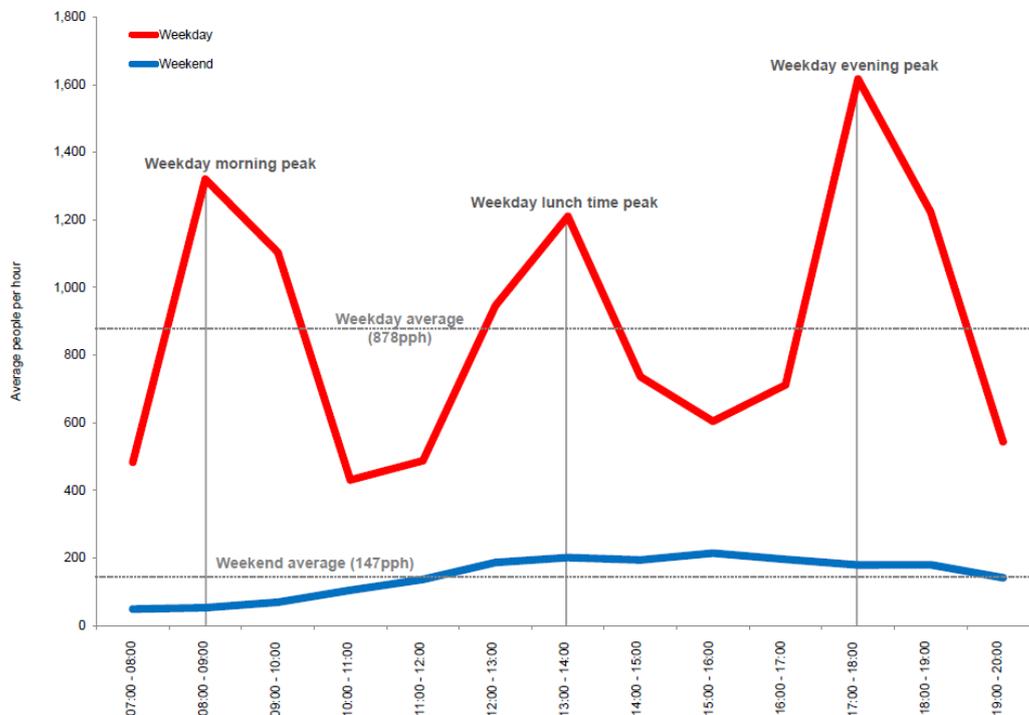
² Pg9, <http://content.tfl.gov.uk/pedestrian-comfort-guidance-technical-guide.pdf>

Point 4 – Should Design Day include an assessment of lunch time peak?

Applicant's response:

- As can be seen from the daily movement profile in **Figure 6**, the weekday morning, lunch time and evening peaks has a 'W' shaped profile, with the lunch time peak being the lowest of the three. The current assessment has used the evening peak as the busiest point of the day.
- The lunchtime issue is more related to occupancy than movement. Level of Service does not account for occupancy and currently, there is no guideline on assessing occupancy and movement in combination.

Figure 6: Existing baseline: Daily movement patterns (extract from Pedestrian Movement Assessment by Space Syntax)



Actions agreed during the review meeting:

- Suggestion made to compare with other public realms in the local area such as Festival Gardens to see how occupancy affect movements and vice versa.

Arup review comments:

- The development will change public realm quality, creating a more welcoming environment for social mixing, and hence attracting further movement and occupancy. Recent Gehl Institute research shows that places with better urban quality can significantly increase the amount of staying activities in public space³. It is unclear whether the current Pedestrian Movement Assessment has sufficiently accounted for the impact of these occupancy activities, and how

³ The Public Life Diversity Toolkit, Version 2.0 March, 2016, Gehl Institute, <https://issuu.com/gehlarchitects/docs/public-life-diversity-toolkit-v2-fo>

movement would impact on the quality of the public realm. Therefore, the suggestion to look at Festival Gardens is recommended.

On occupancy activities, Page 24 of Space Syntax's PoC note shows snapshots from CCTV footage around the site comparing lunchtime occupancy with peak hours across the day. It concludes that while there is a clear lunchtime peak for occupation, the levels are low (90 activities in an hour). We would reiterate our previous comments made in Point 1 that October 2018 may not provide a strong evidence of recent pedestrian movements. The snapshots also show how restaurant signs, outdoor seating, food trucks and waste collection bins occupy footways during the lunchtime peak. As the new development will significantly reduce usable area and width between Bury Court and the Gherkin, it is important to ensure that the site manager has measures in place to avoid impact to adjacent highway network, particularly St Mary Axe North where existing footpath are already narrow.

On 'peak occupancy demand' shown in Page 26 of Space Syntax's PoC note, the total number of people in the plaza listed in the table do not add up to 388. Also, the number of additional non-paying visitors should be 80 instead of 20 (as suggested in the fifth bullet point in the text). As a result it is considered that the calculation of peak occupation should therefore indicate a maximum of 434 people.

Space Syntax PoC note provides a set of case studies of public open space precedents with calculation of space per person. These precedents are useful in drawing comparison with the future situation at the base of the Gherkin where it is anticipated peak occupancy will result in 5.9 sqm per person which lies within the range of case studies presented. The case studies illustrate that even in public open spaces with significantly dense occupation people still choose to use these places to congregate, relax and eat lunch. A precedent raised by the CoL is Festival Gardens, which has a comparable density of 6.6 sqm per person only slightly lower than the future situation at the base of the Gherkin.

- It would also be useful to look at how movement patterns vary between seasons as it is likely that the March 2015 survey would have less lunchtime activity than other times of the year with warmer weather, and hence underestimate lunchtime movement levels. If available, it would be instructive to review occupancy at warmer times of the year.

Point 5 – Does the assessment incorporate architectural tourists? Is Flickr data truly representative of tourist distribution?

Applicant's response:

- Current assessment assumes that 20 architectural tourists will be present visiting the public space on site at any one time, but these numbers have not been included in the pedestrian model.
- The Flickr data does not provide demographic insight of the users but is considered representative of the expected architectural tourists.

Actions agreed during the review meeting:

- None.

Arup review comments:

- Architectural tourists are considered unlikely to result in significant impact, as most would visit the site during 'off-peak' times and weekends. The number of architectural tourists visiting the site during the three typical peak periods – morning, lunch time and evening peak, is likely to be negligible in the context of overall numbers.
- Use of the Flickr database is innovative and judged to be a good approach however it is noted that the considered period extends back to 2013 when many of the current landmark buildings were still under construction. As such it is considered likely that routes may have changed. This is not considered a significant issue.

Point 6 – What is the person capacity of the visitor reception area and the Restaurant and Bar Welcome Lounge? Will there be adequate space to accommodate arriving visitors and restaurant patrons?

Applicant's response:

- Visitor numbers to the Tulip will be constrained by fire regulation, and all visitors will require prior booking for specific time slots. Therefore, the number of visitors arriving and leaving at any one time will be controlled to avoid congestion of the reception area in the pavilion building.
- Restaurant patrons will use dedicated entry and exit located at the ground floor of the Tulip. A dedicated security area is included in the design to accommodate this.

Actions agreed during the review meeting:

- None.

Arup review comments:

- In order to ensure the mode of operation it is recommended that the approach to visitor booking is secured by planning condition to ensure that demand and congregation at the pavilion building are representative.

Point 7 – Does the worst-case scenario pass CoL’s Draft Transport Strategy and TfL’s Guidance which recommend the minimum comfort level of B+?

Applicant’s response:

- The PCL for the worst performing section i.e. St Mary Axe N, in the ‘Future Baseline’ scenario is subsidy C- which is two levels below the required Level B+. With the Tulip development in place, the comfort condition for St Mary Axe N is expected to deteriorate but would remain at C- which is not considered a material change to comfort level.

Figure 7: Comparison of Level of Service

Location	Future baseline							
	Movement demand		PCL			Fruin LoS		
	Average	PM Peak*	Average	PM Peak	C+ peak % capacity	Average	PM Peak	LoS C peak % capacity
St Mary Axe N	2,984	5,990	B	C-	116%	A	B	65%
St Mary Axe S	3,453	6,682	A-	B	57%	A	A	27%
Undershaft	2,143	4,429	A	A-	28%	A	A	13%
Bury St N	665	1,546	A	B+	48%	A	A	34%
Bury St E	449	713	A	A-	36%	A	A	41%
100 LS	629	1,588	A+	A	20%	A	A	9%

Future baseline – PM peak

Location	Future + Tulip (Design day)							
	Movement demand		PCL			Fruin LoS		
	Average	PM Peak*	Average	PM Peak	C+ peak % capacity	Average	PM Peak	LoS C peak % capacity
St Mary Axe N	3,487	6,599	B	C-	128%	A	C	72%
St Mary Axe S	3,984	7,326	A-	B	63%	A	A	30%
Undershaft	2,303	4,620	A	A-	30%	A	A	14%
Bury St N	709	1,598	A	B+	50%	A	A	35%
Bury St E	507	782	A	A-	40%	A	A	45%
100 LS	774	1,762	A+	A	22%	A	A	10%

Future baseline + the Tulip (Design day) – PM peak

Actions agreed during the review meeting:

- None.

Arup review comments:

- Review results when the revised assessment become available.

3 Additional Identified Issues

Point 8 – Has the pedestrian movement assessment or other assessments looked at cyclists’ arrival and departure profiles and how they relate to the operational capacity of the automated cycle store system?

- It is expected that the cycle store system can only receive or return a limited number of bicycles at any one time. However, the majority of cyclists are likely to arrive/depart at around the same time which may lead to waiting/queuing at the facility. There should be a capacity assessment for the cycle store system and its implication on queues in public space, and the subsequent impact on effective width.

The ‘Internal layout assessment’ shows the required external queuing space on ground level and mezzanine levels. The assessment has however missed queuing for the new cycle store system, which could have significant impact to public space along Bury Court and St Mary Axe North.

- The ‘Internal layout assessment’ is currently carried out in isolation from other assessments. The resulting external queuing space in front of the Pavilion identified, for instance, has not been considered in the public realm and level of service assessments.

4 Summary and Recommendations

4.1 Summary

The Tulip will be a prominent landmark in the City of London. Its visitor attractions, educational facilities, restaurants and cafes will attract patrons from within beyond the City of London. At full capacity, the development will generate over 17,000 journeys a day.

The public realm will also continue to be an important part of the pedestrian route network as well as an area for relaxation used by local workers. For these functions to work in harmony, and to give the City of London confidence, it is recommended that the applicant undertake additional tasks to give improved confidence to the resulting pedestrian conditions:

- Revision to Future Baseline to include 1 Leadenhall Street;
- New scenario with an additional 10% uplift as a future proofing sensitivity test;
- Comparative review of behaviours and profile of visitors to The View from the Shard and Sky Garden at 20 Fenchurch Street;
- An audit of the use and occupancy of public space at different parts of the site;
- A capacity assessment for the cycle store system and its implication on waiting and queuing in public space; and
- In addition, the City of London may wish to secure conditions on any planning consent requiring submission and approval of a Queue Management Strategy, incorporating security measures, prior to opening of the development and limiting access to pre-booked ticket holders only.

Subject to the above points being addressed, Arup is content that the proposed development will not result in an unacceptable impact on the wider pedestrian network. However, the City of London should confirm that they are happy with the public realm impacts of the development, given that it reduces the extent of the current open space around the Gherkin.

FAO Ms Bhakti Depala
City of London Corporation
Department of the Built Environment
PO Box 270
Guildhall
London EC2P 2EJ

Date:

RE: Land Adjacent To 20 Bury Street London EC3A 5AX Planning Application No 18/01213/FULEIA

Dear Ms Bhakti Depala,

I am writing to register my support for the proposals for The Tulip at the land Adjacent To 20 Bury Street London EC3A 5AX which will include the following benefits:

- A world-class visitor attraction for London bringing 1.2 million visitors per year, consistent with the City of London’s Culture Mile initiative and the desire to build public engagement within the City.
- An elegant design that complements the iconic Gherkin and makes a positive architectural contribution to the London skyline.
- The Tulip and The Gherkin will bring life to the City at all times of the day and evening, seven days a week. This creates opportunities for a diverse range of businesses to operate out-of-office hours, bringing real economic and social benefits for the local community and for London.
- Delivery of high quality public realm, including a new rooftop terrace and street level ‘pocket park’ providing new landscaped amenity space for local workers, visitors and residents.
- Creation of new and substantially improved pedestrian routes adding to permeability in the immediate area.
- Generation of 460 full time jobs per year during construction and 600 additional permanent full time jobs during 20 years of operations.
- Provision of an education facility within the top of The Tulip, offering 360⁰ views and three classrooms. It will enable every inner London state school child between the age of 5-16 years of age to visit the facility free of charge during their school career.

I think the proposals will further enrich the City and Greater London. I hope that councillors will consider these points when making their decision.

Kind regards

Name:.....

Signature:.....

Address:.....

.....
.....

Postcode.....

Date:

Dear Sir / Madam,

RE: Land Adjacent To 20 Bury Street London EC3A 5AX Planning Application No 18/01213/FULEIA

Thank you for signing a letter of support for the above planning application. The letter will be forwarded to the relevant local authority so that they can take the letter into account when deciding upon this planning application. A copy of this letter will be held by Cicero and the applicant in accordance with GDPR and the Data Protection Act.

Cicero is a community consultation company which carries out consultation throughout the UK. If you would like to discuss any aspects of this application further, please contact us on 0800 433 2622.

Alternatively you can contact us by email at [REDACTED]

[REDACTED]

Raj Mandair
Cicero

Date:

Dear Sir / Madam,

RE: Land Adjacent To 20 Bury Street London EC3A 5AX Planning Application No 18/01213/FULEIA

Thank you for signing a letter of support for the above planning application. The letter will be forwarded to the relevant local authority so that they can take the letter into account when deciding upon this planning application. A copy of this letter will be held by Cicero and the applicant in accordance with GDPR and the Data Protection Act.

Cicero is a community consultation company which carries out consultation throughout the UK. If you would like to discuss any aspects of this application further, please contact us on 0800 433 2622.

Alternatively you can contact us by email at [REDACTED]

[REDACTED]

Raj Mandair
Cicero

From: [Depala, Bhakti](#)
To: [REDACTED]
Cc: [PLN - Comments](#)
Subject: FW: GLA/4868: 20 Bury Street
Date: 21 March 2019 12:20:57

From: Simon Westmorland [REDACTED]
Sent: 21 March 2019 10:08
To: Depala, Bhakti [REDACTED]
Cc: Horkan, David [REDACTED]; Katherine Wood
[REDACTED]
Subject: GLA/4868: 20 Bury Street

Dear Bhakti

Please see below an updated GLA officer comment in relation to amendments/further information received for the application at Land adjacent to 20 Bury Street (GLA/4868). Please could these comments be reported to committee.

Many thanks

Simon

GLA officer update

On 8 February 2019, the applicant provided an updated floor plan to the City of London for Level 3 of the of the bulb element of the proposals (Dwg. No. A-PT-031-03-01 rev 02). As per the initial application drawings, level 3 was to provide an 88 sq.m. classroom plus associated ancillary space along with back of house/plant space. The alterations to level 3 would now see approximately 168 sq.m. provided for classrooms along with associated ancillary space. It is understood that it is now possible to accommodate the plant/back of house space at Levels 1 and 2.

The Stage 1 report (GLA/4868/01) discussed the heritage impacts of the proposals and noted the high degree of harm to the setting of the Tower of London World Heritage Site, a heritage asset of the highest significance, and the Grade I listed St Botolph's Church. Paragraph 67 of the above mentioned report noted that, in accordance with the provisions of the NPPF, this harm should be weighed against the public benefits of the proposals and that, *"Given that the harm relates to a [World Heritage Site], a heritage asset of the highest significance, the weight applied to its conservation, and any harm to its significance, should be very high."* Furthermore, paragraph 68 of the report noted that, *"the negligible level of public benefit [arising from the proposals] falls substantially short of anything appropriate and the proposals would therefore fail to accord with the provisions of the NPPF."*

Having regard to the above, while it is noted that the amendments to Level 3 would result in an increase in educational floorspace, this increase would be small in absolute terms and the conclusions of the Stage 1 report with respect to the assessment of harm to heritage assets remain unchanged. Specifically, it is restated by GLA officers that the public benefits of the proposals would fall substantially short of anything appropriate and the proposals would fail to

accord with the provisions of the NPPF.

Further to the above, it is noted that the covering letter submitted with the amended drawing (dated 8 February 2019), along with the original application documentation, refers to the percentage of overall floorspace within the proposals that would be dedicated to this educational space (noted as 8.34% within the covering letter). The letter specifically notes that percentage of floorspace afforded to the educational space is greater than the percentage afforded to free to enter publicly accessible spaces within other tall buildings in the eastern cluster of the City of London. It is noted by GLA officers that when attaching weight to the public benefit associated with this educational floorspace, any weight should be based on the absolute level of floorspace provided and not on any relative/percentage figure. It is therefore considered inappropriate to express the education space in percentage terms of the overall building and, given its minimal amount in absolute terms, any weight afforded to this space should be minimal and would not constitute sufficient public benefit to outweigh the identified harm to heritage assets.

In response to transport comments made at Stage 1, TfL was sent a 'Response to GLA Stage 1 Report' on 19 February 2019 by the applicant's transport consultants Steer. It notes that the amount of public space left over at ground level if the proposed development is constructed would decrease by at least 4%. Furthermore, even if The Tulip is not constructed, pedestrian flows at 6 key locations for pedestrian movement in the surrounding streets will increase by on average 42% due to population growth, other developments already consented nearby, and the future opening of the Elizabeth Line (Crossrail).

Due to the growth in pedestrian crowding already expected around the site at St Mary Axe, Undershaft, Bury Street and Cunard Place, reducing the amount of public space around the existing Gherkin building is totally unacceptable and would be contrary to both the London Plan and draft London Plan. It is not accepted that the development would improve or support active travel or public transport in the vicinity. Nor is it considered that the proposals would reflect or deliver any benefits against the TfL 'Healthy Streets' indicators and approach, or the Mayor's 'Vision Zero' objective for there to be no deaths or serious injuries on London's streets and roads by 2041.

Simon Westmorland

Senior Strategic Planner
GREATERLONDONAUTHORITY
City Hall, The Queen's Walk, London SE1 2AA
020 7084 2741

london.gov.uk


#LondonIsOpen

GREATER LONDON AUTHORITY NOTICE:

The information in this email may contain confidential or privileged materials. For more information see <https://www.london.gov.uk/about-us/email-notice/>