Committee:	Date:
Planning and Transportation	18 December 2018
Subject:	Public
Leadenhall Court 1 Leadenhall Street London EC3V 1PP	
Demolition of the existing building and redevelopment to provide a 36 storey building with 28 floors for office use (Class B1) with retail floorspace (Class A1-A4) at basement, ground and fourth floor, office lobby and loading bay at ground floor, a publicly accessible terrace at fourth floor, 5 floors of plant and ancillary basement cycle parking (63,613sq.m GIA).	
Ward: Lime Street	For Decision
Registered No: 18/00740/FULEIA	Registered on: 16 July 2018
Conservation Area:	Listed Building: No

# **Summary**

Planning permission is sought for the redevelopment of the site for:

Demolition of the existing building and redevelopment to provide a 36 storey building with 28 floors for office use (Class B1) with retail floorspace (Class A1-A4) at basement, ground and fourth floor, office lobby and loading bay at ground floor, a publicly accessible terrace at fourth floor, 5 floors of plant and ancillary basement cycle parking (63,613sg.m GIA).

This follows a previous permission (16/00859/FULEIA), granted by Planning and Transportation Committee on 25th January 2017, which was the subject of an application for a non-material amendment (17/01314/NMA granted on 22nd February 2018.

This application differs from the previous proposal in the following ways:

- Reduction in retail provision and increase in office space;
- Relocation of the servicing bay from Whittington Avenue to Gracechurch Street;
- Widening of the pavements on Gracechurch Street and Leadenhall Street;
- Reduction in the basement depth;
- Reduction in height;

- Façade refinements; and
- Relocation of the public terrace from level 2 to level 4.

The Mayor of London supports the scheme in strategic planning terms. Historic England did not wish to offer any comment on this application.

The extant planning permission is a material consideration.

The proposal accords with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre and with the strategic objective to focus and promote a significant increase in office floorspace in the Eastern Cluster in accordance with policy CS1 of the Local Plan. The scheme would provide 50,368sq.m (GIA) of office floorspace.

The proposed retail floorspace accords with Local Plan Policy DM1.5 which encourages a mix of commercial uses within office developments which contribute to the City's economy and character and provide support services for businesses, workers and residents. The re-provision of enhanced retail floorspace in this location is also in accordance with the site's location within the Leadenhall Market Principal Shopping Centre.

The appearance of the building and its impact on local townscape views proposals are considered to be acceptable and are of an appearance that can be recommended for approval.

The scheme would deliver a public viewing gallery which would be free of charge and an important contribution to the public benefit of the scheme.

The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and, other than one space for disabled car parking, would be car free. 692 long stay cycle parking spaces associated facilities would be in provided in accordance with Development Plan standards, and an additional 44 long stay cycle parking spaces would be provided in long stay cycle parking spaces would be provided in lieu of short stay cycle parking spaces.

The scheme would not result in any significant adverse environmental impacts on daylight and sunlight, overshadowing, light pollution or wind on surrounding areas. Wind speeds on the terraces can be mitigated through a landscaping scheme secured by condition.

The scheme would provide significant benefits through the CIL and S106 where relevant 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.

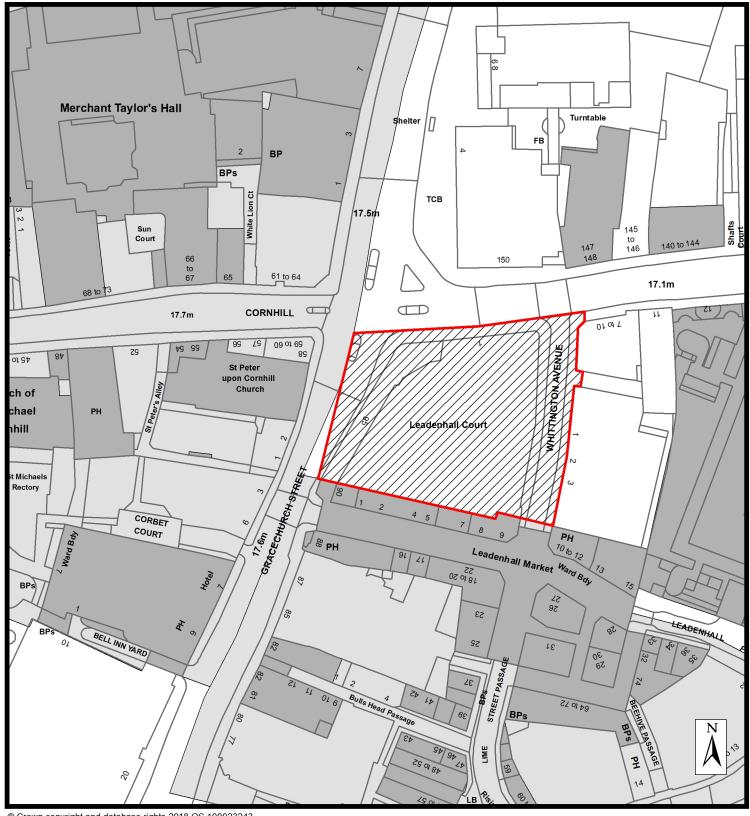
Virtually no major development proposal is in complete compliance with all policies and in arriving at a decision it is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.

In this case I am of the view that the proposal accords with the Development Plan as a whole and that having taken other material considerations and local finance considerations into account, planning permission should be granted as set out in the recommendation and the schedules attached.

#### Recommendation

- (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 subject to the Mayor deciding to allow the Corporation to grant planning permission, 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.

# **Site Location Plan**



© Crown copyright and database rights 2018 OS 100023243

ADDRESS:

1 Leadenhall Street

CITY BOUNDARY

CASE No. 18/00740/FULEIA



SITE LOCATION

LISTED BUILDINGS

**CONSERVATION AREA BOUNDARY** 





## Main Report

# **Environmental Statement**

- 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.

## **Background**

- 7. Planning permission (16/00859/FULEIA) was granted by Planning and Transportation Committee on 25<sup>th</sup> January 2017 for:
  - Demolition of the existing building and redevelopment to provide a 36 storey building with 28 floors for office use (Class B1) with retail floorspace (Class A1-A4), office lobby and loading bay at ground floor, 2 levels of retail floorspace (flexible Class A1-A4) at first and second floors, a publicly accessible terrace and wintergarden (sui generis) at second floor, 5 floors of plant and ancillary basement cycle parking, cycle facilities and plant (63,273sq.m GIA).
- 8. This permission was the subject of an application for a non-material amendment (17/01314/NMA) granted on 22<sup>nd</sup> February 2018 for:
  - The main lobby area has been enlarged and rationalised in shape to increase its capacity.
  - The position and shape of the retail units distributed around the perimeter of the ground floor has been amended and the area that would have been occupied by the winter garden exit lift has been utilised at ground floor level to provide space for an additional 12sqm kiosk. The total ground floor linear retail frontage has increased by 5m to 48m. The total ground floor retail floorspace area has increased by 13sqm.
  - The number of revolving doors fronting onto Leadenhall Street has been increased to four and the doors themselves are no longer wholly recessed back into the building.
  - The terrace area has been amended to allow more simple circulation routes. The exit-only lift on the eastern side of the terrace has been removed and the space at ground and upper level given over to retail use. The configuration of the winter garden area and retail areas have been adjusted to create a larger area of open viewing terrace.
- 9. This application differs from the previous proposal in the following ways:
  - Reduction in retail provision and increase in office space;
  - Relocation of the servicing bay from Whittington Avenue to Gracechurch Street;
  - Widening of the pavements on Gracechurch Street and Leadenhall Street:
  - Reduction in the basement depth;
  - Reduction in height;
  - Façade refinements; and
  - Relocation of the public terrace from level 2 to level 4.
- 10. The extant planning permission is a material consideration in the assessment of the current application.

## **Site Location and Current Buildings**

- 11. The site is approximately 0.3 hectares in size and is located at the junction of Bishopsgate, Leadenhall Street, Gracechurch Street (TfL road) and Cornhill. The site is bound by Leadenhall Street to the north, Whittington Avenue to the east, Gracechurch Street to the west and Leadenhall Market to the south.
- 12. The site comprises a seven-storey office building with retail at ground floor, and two levels of basement. The building was constructed in 1988 and provides approximately 15,277sq.m (GIA) of floorspace, which includes 729sq.m of retail floorspace. At ground floor level the building has a low-level colonnade onto Gracechurch Street. The site is located within the Leadenhall Market Principal Shopping Centre (PSC).
- 13. The existing building is not listed, however the Grade II\* Listed Leadenhall Market adjoins the southern boundary of the site, and the Grade I Listed Lloyds building and Church of St Peter Cornhill are located in close proximity. There are a number of Grade II Listed Buildings on Leadenhall Street, Gracechurch Street, Cornhill and Bishopsgate.
- 14. The site is not in a conservation area, but the Leadenhall Market Conservation Area is located immediately to the south of the site and the Bank Conservation Area is located to the west. Other conservation areas located within 200m of the site include St Helen's Place Conservation Area, located to the north, and the Eastcheap Conservation Area located to the south.
- 15. The site has a Public Transport Accessibility (PTAL) rating of 6b. It is located in close proximity to Liverpool Street Station, Fenchurch Street Station, Aldgate Underground Station and Bank Underground Station. The site is located in close proximity to several cycle routes.
- 16. The site is located within Flood Zone 1 and is in an Air Quality Management Area.

## **Proposal**

17. Planning permission is sought for the redevelopment of the site for:

Demolition of the existing building and redevelopment to provide a 36 storey building with 28 floors for office use (Class B1) with retail floorspace (Class A1-A4) at basement, ground and fourth floor, office lobby and loading bay at ground floor, a publicly accessible terrace at fourth floor, 5 floors of plant and ancillary basement cycle parking (63,613sq.m GIA).

18. A summary of the total proposed floorspace areas are set out in the table below:

Use Class	Existing GIA (sq,m)	Proposed GIA (sq.m)	Proposed GEA (sq.m)
Retail (A1-A4)	729	775	830
Office (B1)	10,924	50,368	50,640
Ancillary (basement and plant)	3624	12,470	12,856
TOTAL	15,277	63,613	64,326

- 19. The proposed building would be 176.6m AOD in height and would have a total of 36 storeys (including ground level, with an additional two levels of basement below ground.
- 20. The accommodation comprises 28 storeys of office, a ground floor office lobby with retail floorspace and servicing bay, mezzanine office lobby level, retail at basement and fourth floor levels with a publicly accessible terrace at fourth floor and five storeys of plant. The accommodation would be arranged around a central core.
- 21. The proposed massing comprises of three vertical elements which step in height and sit on a 'base' forming a new 'street block'.
- 22. The office floorspace would be accessed from a lobby on Leadenhall Street and Whittington Avenue.
- 23. Retail floorspace would be provided at part ground floor level, which would provide an active frontage within the double height colonnade, with additional retail floorspace within the basement. A retail unit is also proposed at fourth floor level, which would benefit from access to the publicly accessible terrace. The fourth floor retail unit would be accessed via the terrace lifts.
- 24. A publicly accessible terrace is proposed at fourth floor level, which would overlook the roof of Leadenhall Market, and would also afford views of the Lloyds Building, St Michael's Cornhill and St Peter upon Cornhill churches. The terrace would be accessed via the dedicated retail entrance at ground floor on Whittington Avenue.
- 25. Cycle parking would be provided at first floor level and cyclist shower facilities would be provided at mezzanine level with access from Whittington Avenue via dedicated cycle lifts.
- 26. Service vehicles and couriers would access the ground floor loading bay from Gracechurch Street.

# **Consultations**

27. The views of other City of London departments have been taken into account in considering the scheme and detailed matters will be covered under 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.

28. The GLA states that "London Plan policies on Central Activities Zone; offices; mix of uses; urban design, strategic views, the historic environment, inclusive access; climate change; and transport are relevant to this application. Whilst the application is broadly supported in strategic planning terms, the application does not fully comply with the London Plan as set out below.

<u>Principle of development</u>: The proposed development would respond to established demand for office space within the CAZ, and would support London's continuing function as a World City in accordance with London Plan Policies 2.10 and 4.2 and draft London Plan policies SD4, SD5 and E1. The proposed mix of on-site uses is appropriate given the characteristics of this scheme in terms of supporting an important cluster of CAZ business activity and the CAZ retail frontage. However, and affordable housing contribution should be made as per the tariff established within the City of London Corporation Planning Obligations SPD to ensure the requirements of the London Plan Policy 4.3 are met.

<u>Urban Design</u>: This is an appropriate location for a tall building, and the high architectural quality proposed is fitting for a development of this scale and prominence. The development provides for high quality office as well as enhancement to the existing public realm along Whittington Avenue. Accordingly the application accords with the design policies of the London Plan and draft London Plan.

<u>Strategic views</u>: The development would reinforce and enhance the characteristics of strategic views through an improved consolidation of the City's eastern cluster and complies with London Plan Policy 7.12 and HC3 and HC4 of the draft London Plan.

<u>Historic environment</u>: The development would not compromise the ability to appreciate the Outstanding Universal Value of World Heritage Sites. Accordingly the application complies with London Plan Policy 7.10 and draft London Plan Policy HC2. The development would have an adverse impact upon the setting of the Grade I Listed Chapel Royal of St Peter ad Vincula, however the harm is considered to be less than substantial and this harm is considered to be clearly outweighed by the public and townscape benefits of the proposal.

<u>Inclusive access</u>: The approach to access and inclusion is supported in accordance with London Plan Policies 4.12 and 7.2 and Policies D3 and E11 of the draft London Plan.

<u>Climate Change</u>: The proposed energy strategy falls short of the 35% target within London Plan Policy SI2. The applicant should consider scope for additional measures aimed at achieving further carbon reductions. Further details are required to ensure the surface water

drainage strategy complies with the drainage hierarchy of London Plan Policy 5.13 and draft London Plan Policy S113.

<u>Green Infrastructure</u>: The proposal should seek to increase the site's green infrastructure contribution in accordance with London Plan Policies 2.18, 5.10 and 5.11 and Policies G1 and G5 of the draft London Plan. Possible measures include green walls, increasing the number of street trees and planters on the proposed terraces.

<u>Transport</u>: The proposal is broadly acceptable in strategic transport terms; however, the applicant should address the matters discussed in this report and the detailed TfL response to ensure accordance with the transport polices of the London Plan and draft London Plan, particularly the necessary Crossrail contribution.

- 29. Historic England have not submitted any comments on this application.
- 30. The Lead Local Flood Authority and the Department of Markets and Consumer Protection have recommended conditions.
- 31. The Air Quality Officer has made the following comments:

The Energy Strategy proposes installing a 70kw CHP and 4x 1,666kW boilers to heat the building. The New Draft London Plan (Dec 2017) is steering away from developments installing CHP's due to the air quality impacts (policy SI3.D), encouraging zero emissions heating and is looking to large developments (EIA developments), in high pollution areas (such as the City), to be air quality positive, see policy SI1 ("The development of large-scale redevelopment areas and those subject to an Environmental Impact Assessment should propose methods of achieving an Air Quality Positive approach through the new development.")

- 32. Therefore to have an air quality positive impact it is recommended that the energy strategy be reconsidered to include a heat pump solution (or other low/zero emission technology) to reduce both carbon and air pollution emissions together.
- 33. One objection has been received, which raises the following concern:

  I object to A3 or A4 uses being permitted at basement or ground floor levels of this development. If A3 is permitted restrictions should be placed on opening after 11pm and the percentage of any floorspace used for non-seated drinking. We already suffer from a concentration of

A3/A4 uses in this vicinity which results in nuisance from late night

## **Policy Context**

34. The development plan consists of the London Plan and the Local Plan. The draft Local Plan is at consultation stage, and while it is a material consideration it has limited weight.

noise and anti-social activities in the surrounding area.

- 35. The Mayor of London has prepared a draft new London Plan which is a material consideration to be taken into account. The London Plan, draft 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. Relatively little weight should be afforded to the Draft London Plan as it is at an early stage prior to adoption.
- 36. There is relevant supplementary planning guidance in respect of the City of London's "Protected Views" SPD of January 2012, Tower of London World Heritage Site Management Plan (2002), Tower of London Local Settings Study August 2010, Historic England Planning Advice Note 3, the Setting of Heritage Assets and Note 4, Tall Buildings, Fleet Street Conservation Area SPD, Historic England's Guidance 'Protection and Management of World Heritage Sites in England' and the Planning Obligations SPD. There is relevant Mayoral supplementary planning guidance in respect of Sustainable Design and Construction, London View Management Framework, Accessible London, Control of Dust and Emissions during Construction and Demolition, and Use of Planning Obligations in the funding of Crossrail and the Mayoral CIL.
- 37. Government Guidance is contained in the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG). A draft revised NPPF and draft revised PPG were published for consultation in March 2018.

# **Considerations**

- 38. The Corporation, in determining the planning application has the following main statutory duties to perform:-
  - To have regard to the provisions of the development plan, so far as material to the application, any local finance considerations so far as material to the application, and other material considerations. (Section 70(2) Town & Country Planning Act 1990);
  - To determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
  - To pay special attention to the desirability of preserving or enhancing the character or appearance of the Leadenhall Market Conservation Area and the Bank Conservation Area (S 72(1) Planning, Listed Buildings and Conservation Areas Act 1990), which adjoin the site;
- 39. In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990); in this case the duty is to have special regard to the desirability of preserving the settings of listed buildings.
- 40. The effect of the duties imposed by section 66(1) and 72(1) of the Planning (Listed buildings and Conservation Areas) Act 1990 is,

- respectively, to require decision-makers to give considerable weight and importance to the desirability of preserving the setting of listed buildings.
- 41. In respect of sustainable development the NPPF states at paragraph 10 that 'at the heart of the Framework is a presumption in favour of sustainable development.' For decision-making this means 'approving development proposals that accord with an up-to-date development plan without delay...'.
- 42. There are policies in the Development Plan which support the proposal and others which do not. 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.

## **Principal Issues**

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

# **Economic Issues and Need for the Development**

- 44. The City of London, as one of the world's leading international financial and business centres, contributes significantly to the national economy and to London's status as a 'World City'. Rankings such as the Global Financial Centres Index (Z/Yen Group) and the Cities of Opportunities series (PwC) consistently score London as the world's leading financial centre, alongside New York. The City is a leading driver of the London and national economies, generating £45 billion in economic output (as measured by Gross Value Added), equivalent to 13% of London's output and 3% of total UK output. The City is a significant and growing centre of employment, providing employment for over 450,000 people.
- 45. The City is the home of many of the world's leading markets. It has world class banking, insurance and maritime industries supported by world class legal, accountancy and other professional services and a

- growing cluster of technology, media and telecommunications (TMT) businesses. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and in recognition that physical proximity to business customers and rivals can still provide a significant competitive advantage.
- 46. Alongside changes in the mix of businesses operating in the City, the City's workspaces are becoming more flexible and able to respond to changing occupier needs. Offices are increasingly being managed in a way which encourages flexible and collaborative working and provides a greater range of complementary facilities to meet workforce needs. There is increasing demand for smaller floor plates and tenant spaces, reflecting this trend and the fact that a majority of businesses in the City are classed as Small and Medium Sized Enterprises (SMEs).
- 47. The National Planning Policy Framework establishes a presumption in favour of sustainable development and places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.
- 48. The City of London lies within the Central Activities Zone (CAZ), which is London's geographic, economic and administrative core and contains London's largest concentration of financial and business services. The London Plan 2016 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and enhance it as a strategically important, globally-oriented financial and business services centre' (policy 2.10). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity and policies 2.11 and 4.3 provide for exemptions from mixed use development in the City in order to achieve this aim.
- 49. The London Plan projects future employment growth across London, projecting an increase in City employment of 151,000 between 2011 and 2036, a growth of 35.6%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.
- 50. Strategic Objective 1 in the City of London Local Plan 2015 is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. The Local Plan, policy DM1.2 further encourages the provision of large office schemes, while DM1.3 encourages the provision of space suitable for SMEs. The Local Plan recognises the benefits that can accrue from a concentration of economic activity and seeks to strengthen the cluster of office activity, particularly in the Eastern Cluster, identifying this area as the main focus for future office development and new tall buildings. Strategic Objective 2 and Policy CS7 actively promote a significant increase in office floorspace within the Eastern Cluster, providing for

- high quality floorspace to meet the varied needs of office occupiers and attract new inward investment into the City.
- 51. The proposed development would provide 50,368sq.m GIA of B1(a) office floorspace, further consolidating the nationally significant cluster of economic activity in the City and contributing to its attractiveness as a world leading international financial and business centre. This amount of floorspace would contribute towards meeting the aims of the London Plan for the CAZ. The development would accommodate approximately 4,039 office workers.
- 52. The proposed development includes large uniform floor plates, which maximise internal usable areas, which addresses the needs of international business in accordance with Local Plan policy DM1.2. The application is in final discussions with a major financial institution.

## Provision of office accommodation

- 53. The provision of a substantial and tall office building in this location meets the aims of policy CS7 in delivering a significant growth in both office floorspace and employment.
- 54. The proposed development would add a substantial amount of B1 office floorspace to the City's office stock (35,820sq.m net increase in GIA), which is supported in accordance with Local Plan Policy CS1. This additional floorspace will make a significant contribution towards meeting the Local Plan's overall office floorspace targets to 2026 and the draft Local Plan's targets to 2036.

## **Retail Provision**

- 55. The application site is located within the Leadenhall Market Principal Shopping Centre (PSC), as defined in Policy CS20. PSCs are the main areas of the City where new retail is promoted and existing retail is protected.
- 56. Policy DM20.1 seeks to protect street level retail frontage and prevent significant breaks in the frontage of PSCs'. The existing building has a total of 729sq.m of retail floorspace across five ground floor retail units, providing approximately 75m of retail frontage. When the building was occupied 63.3m of the frontage was in A1 use (84%).
- 57. The consented scheme would have increased the total amount of retail on site from 729sq.m GIA to 4,187sq.m GIA, an increase of 3,458sq.m GIA overall. At ground level, the proposed retail space would have comprised three separate ground floor double height units dispersed around the base of the building on the Gracechurch Street and Whittington Avenue frontages and a small kiosk at the southern end of Whittington Avenue. The whole of the usable 1st floor area would have been utilised for retail uses. At second floor level the usable floor area would have been split with the southern half of the floor being occupied by the open terrace and winter garden, with the remainder to the north being used for retail. The large increase in retail floorspace provided by the scheme was considered to be beneficial, even at above ground

- floor level, and Policy DM20.1 supports uses other than A1 at higher levels.
- 58. The proposed development increases the total amount of retail on site from 729sq.m GIA to 775sq.m GIA, an increase of 46sq.m GIA overall. At ground level, the proposed retail space would comprise three separate ground floor units dispersed around the base of the building on the Gracechurch Street and Whittington Avenue frontages and a small kiosk at the junction of the site and Leadenhall Market on Gracechurch Street. At fourth floor level the usable floor area would be split with the southern half of the floor being occupied by the public terrace, with the remainder split between retail on the western side and plant room on the eastern side.
- 59. The proposed scheme would provide approximately 56m of retail frontage in 4 separate units and the application seeks flexible A1 A4 permission, which could potentially lead to a loss of all A1 frontage in an important section of the PSC. As in the consented scheme, the proposed ground floor layout would also result in the loss of a retail unit on the key junction in the PSC between Leadenhall Street and Whittington Avenue, which helps improve the retail character leading up to the entrance to Leadenhall Market.
- 60. Following the original grant of planning permission, Brookfield commissioned an independent review of the consented scheme and proposed scheme by Bruce Gillingham Pollard, who are retail and leisure specialists. The review highlighted a number of issues, including that the office lobby was too small and did not have a sufficiently high profile street presence.
- 61. The table below provides a comparison with other major office schemes in the City and highlights that the proportion of lobby space to total office space is particularly low for the consented 1 Leadenhall scheme. The prospective tenants have requested a separate lobby at first floor level.

Project	Office NIA (m2)	Entrance Lobby NIA (m2)	Lobby area/ office space %
1 Leadenhall	39,855	534	1.34%
110 Bishopsgate	44,958	583	1.40%
6-8 Bishopsgate	52,953	950	1.80%
52 Lime St (Scalpel)	35,889	959	2.70%
122 Leadenhall	53,288	1,809	3.40%
Angel Court	28,948	1,079	3.80%

62. The applicant's subsequent discussions with potential office occupiers have raised the same issue, and by increasing the overall size of the lobby area it has enabled a dedicated area to be provided for a pre-let tenant.

- 63. Approximately 90% of the retail floorspace in the consented scheme is located at 1st and 2nd floor level. Advice the applicant has received from retail specialists has confirmed the following:
  - Leasing retail at first and second floors is typically incredibly challenging, even within prime pitches in London with both demand and values significantly reduced.
  - UK consumers' culture and habits discourage retailers from taking space on upper floors.
  - Travel distances between floors mean at the very least vertical circulation would require both up and down escalators linking the ground floor to first floor and first floor to second floor space, further cutting into the useable retail floor space.
  - There is merit in providing an element of retail at 4<sup>th</sup> floor level where it can have a direct relationship with the proposed public terrace.
- 64. The reduction in the size of the servicing area (three bays to two bays) has enabled the amount of ground floor retail floorspace to increase when compared to the consented scheme by approximately 45sq.m. Furthermore it is considered that the provision of a larger retail along the eastern site boundary would enhance the status of Whittington Avenue as a pedestrian route.
- 65. The proposed retail floorspace accords with Local Plan Policy DM1.5 which encourages a mix of commercial uses within office developments which contribute to the City's economy and character and provide support services for businesses, workers and residents. The reprovision of enhanced retail floorspace in this location is also in accordance with the site's location within the Leadenhall Market Principal Shopping Centre.

# **Design Changes**

66. A number of changes have been made to the proposed external appearance of the building compared to the consented scheme, which largely reflect the more detailed development of the proposals and can be summarised as follows:

## Street Block

67. The external appearance of the Street Block has been refined in the following ways: The height of the colonnade has been slightly raised as a consequence of incorporating a new mezzanine level within the office lobby; the number of columns on the north and west facades has been reduced from eighteen to fourteen and the vertical metal ribs removed from the outside faces of the columns; the number of apparent stories above the colonnade has been reduced from four to three – (the actual number of floors has changed from two stories of retail space expressed as four stories to three stories of office floors externally expressed as such); and the relocation of the public terrace to the roof level of the street block has removed the necessity of the unglazed loggia arrangement at the southern end of the Gracechurch Street

- frontage. These changes have resulted in a significantly cleaner appearance to the street block that better compliments the appearance of the tower whilst maintaining its ability to blend into the succession of buildings when seen from distance in oblique views and the building has an improved relationship with Leadenhall Market.
- 68. The loading bay has been relocated from Whittington Avenue to the southern end of the Gracechurch Street frontage. The entrance would be set back at the rear of the colonnade, the doors and surrounding portal have been sensitively designed, and the location of the doors would not directly abut the Market buildings as the kiosk retail unit would be located in between.
- 69. The public terrace area has been reconfigured and relocated from the second floor to the fourth floor, improving views outwards. The base of the southern side of the tower element has accordingly been cut back two stories to create an appropriate volume, height and visual breathing space for the public terrace. The layout of the terrace has been altered with the retail unit occupying the space previously occupied by the lifts and stairs layout at terrace level. Access to the terrace would be provided from a new ground level lift lobby located in the area occupied by the loading bay entrance in the consented scheme. The lobby entrance would be highlighted by a stone portal with a glazed screen incorporating entrance doors to appropriately mark the presence of the terrace to passing members of the public.

# Tower Element

70. The height of the tower has been reduced by 6.1 meters in accordance with the reduction of storeys within the tower from twenty-eight down to twenty-four. The massing treatment of the tower has been subtly revised from a form where the central block pushes forward of the two flanking elements, to a central block with two flanking masses wrapping around the central element. This revised arrangement results in a visually more defined form that does not require the "score lines" that previous schemes employed to emphasise the tower's overall form. The arrangement of metal ribs and slot air intakes at the base of the tower at the crown have been made less overt to give the tower a sleeker appearance.

## **Bulk, Massing, and Architectural Expression**

71. The overall form of the revised scheme has not been significantly altered from the permitted scheme. The two key factors informing the bulk and massing are the base element – the street block - that effectively fills the block bounded by Gracechurch Street, Leadenhall Street, Whittington Avenue and Leadenhall Market; and the tower element that rises thirty floors above.

## Street Block

72. The height and massing of the "street block" has been carefully profiled. It would respect the general height of development within the street frontages to the east south and west and would adhere to the

- established building line along these streets. The purpose of this lower element of the building is to create an impression in views from the east, west and south of a low-rise building addressing the street with a tower element rising behind. This block is also seen as an appropriately robust base from which the tower rises in views from the north when the full height of the building from ground to top can be seen.
- 73. The facades of the street block would be strongly articulated with deeply recessed glazing set within a framework of light coloured precast concrete panels. The double height ground floor would be set back behind an arcade on its north and western sides and vertical metal fins at the upper levels would endow the building's base element with a clear vertical emphasis and enliven the roofline. The principal office entrance would be located on Leadenhall Street and the lobby with secondary entrance to Whittington Avenue to allow the lobby to be physically split between two occupiers if required. A total of four retail units would be incorporated within the Street Block providing retail frontages on Gracechurch Street and Whittington Avenue. A publicly accessible terrace would occupy the whole of the southern section of the roof of the Street Block. The terrace would be accessed from a dedicated lobby and two lifts accessed from Whittington Avenue. The entrance to the service bay would be located towards the southern end of the Gracechurch Street façade. The entrance doors would be framed within a portal, with both doors and portal being given a surface finish of dark metal fins.

## **Tower Element**

74. The tower element would relate satisfactorily to the heights and profiles of neighbouring tall buildings and would reinforce the character of the Eastern Cluster. The springing point of the tower element has been set back from the frontage of the street block to reduce its presence in ground level views from the east and west. The mass of the tower itself is sub-divided into three vertical elements with the centre element rising highest and the two flanking vertical masses terminating lower. The height of these three masses has been determined following consideration of the appearance of the building within the context of the other buildings within the City cluster. At the transition from the street block building to the tower, metal fins frame air intake slots that extend upwards across the two plant levels up to the office floors. The main facades of the tower above would be formed of unitised cladding that would give a clean appearance to the three individually massed elements making up the body of the tower. The metal fin and slot treatment would be repeated as an embellishment at the top of the building over the plant floors

# <u>London Views Management Framework and Tower of London Local Setting Study</u>

75. The Mayor of London's View Management Framework (LVMF) is Supplementary Planning Guidance to the London Plan and sets out the strategic context for the protection of identified landmarks. The site falls

- outside of the Protected Vistas of the London Views Management Framework. However, the scheme's tower element would feature within and constitute a significant new element in a number of Assessment points in the LVMF.
- 76. The tower would be clearly visible on the City skyline from all three assessment points at Waterloo Bridge (15B) and from Gabriel's Wharf (16B). From these vantage points the tower would be seen adjacent to 122 Leadenhall Street ("the Cheese grater"). The building would relate well to the profile of the cluster and would not harm the setting or appreciation of St. Paul's Cathedral or other important landmarks.
- 77. From the three assessment points at City Hall (25A) and the north bastion of Tower Bridge, the tower would relate satisfactorily to the compact profile of the City cluster of towers located to the west of 122 Leadenhall Street. From these vantage points the tower would not harm the setting or views of the Tower of London or other important landmarks.
- 78. The tower would be concealed in both summer and winter by the trees on the Duck Island in the view from St James's Park and would, therefore, not affect this view.
- 79. In terms of wider views (e.g. Alexandra Palace, Parliament Hill, Kenwood and Primrose Hill) the tower would be fully integrated within the City's cluster of tall buildings and would not compromise the setting of St. Paul's Cathedral.

# Setting of the Tower of London World Heritage Site

80. The Tower of London World Heritage Site is located a significant distance to the east of the site. The proposed tower, which would be located to the west of the City cluster of towers, has been assessed from all the key views of the World Heritage Site identified in the adopted Local Setting Study. The proposed tower would appear as a peripheral feature on the skyline, a considerable distance from the World Heritage Site, and would not harm the setting or the outstanding universal value of the World Heritage site in any of these views

## Other Key Views

- 81. A key constraint of the site is the need to safeguard the "breathing space" to the north of St. Paul's Cathedral in the view eastwards from Ludgate Hill. The proposed tower is scaled to be entirely concealed behind the dome and drum of the Cathedral and therefore would not harm the setting of St. Paul's Cathedral.
- 82. From the Monument viewing gallery and the viewing gallery of St. Paul's Cathedral, the tower would appear as an integral part of the City cluster of towers and would not harm the appreciation of recognized important landmarks in these views.
- 83. Similarly, in views from Bank junction and the upper level viewing galleries and terraces of 1 New Change and 20 Fenchurch Street the proposed tower would appear as an integral part of the City cluster of

towers and would not harm these views or the setting of the Mansion House, the Bank of England or the Royal Exchange.

# **Setting of Conservation Areas**

- 84. While the site does not fall within a conservation area, the site borders the Bank and the Leadenhall Market conservation areas.
- 85. To the west of the site, the eastern boundary of the Bank Conservation Area includes all of the west side of Bishopsgate from Gibson Hall to 8 Gracechurch Street. Views of and from this Conservation Area are already characterised by the backdrop of towers, within the City's cluster of tall buildings on the north and east. The proposed tower would appear as a prominent landmark in views along Bishopsgate, Cornhill and further afield, such as, Bank junction but would be seen against the backdrop of existing tall buildings and therefore would not harm the setting of the Bank Conservation Area. The height and architectural treatment of the street block building has been carefully modelled to ensure that the tower element is not seen to rise from street level other than in views seen from a short length of Bishopsgate looking southwards. The design of the street block is sufficiently robust to appear as a suitable base element to the tower in these views where the full height of the building is seen from base to top.
- 86. To the south of the site is the Leadenhall Market Conservation Area. The proposed tower would form the immediate foreground to the Gracechurch Street and Whittington Avenue entrances to the market, and would be prominent in views from outside the conservation area and within the non-enclosed areas of the market itself. However, the setting of the market is already characterised by the close proximity of large modern buildings including the existing Leadenhall Court, the Lloyds Building and the visual presence of other office towers to the north, east and south. A clear architectural contrast between the Victorian market buildings and the surrounding modern development is already established and the new building would reinforce rather than establish this condition. The setting of the Leadenhall Market Conservation Area would not therefore be harmed.

# **Setting of Listed Buildings**

- 87. The site is located adjoining, adjacent to and near a number of listed buildings.
- 88. To the north of the site is the grade II listed 147-148 Leadenhall Street and further to the east is the grade II listed 140-144 Leadenhall Street. These buildings form part of a short terrace of masonry buildings to which the street block of the proposed development has been designed to relate to in a positive manner in terms of materials, cornice height, maintaining a consistent street frontage etc.

- 89. The setting of 140-144 and 147-148 Leadenhall Street is already defined by a backdrop of neighbouring tall buildings and the proposed tower would not additionally harm their setting. Similarly, the setting of the grade I listed St. Peter upon Cornhill, the grade II\* listed Leadenhall Market and other buildings along Gracechurch Street, such as, the grade II listed 7-9 Gracechurch Street and 81-82 Gracechurch Street would not be harmed by the proposal. All of these buildings are appreciated in views northwards along Gracechurch Street with the backdrop of existing towers to the north east.
- 90. The proposed building would create a new relationship to the Grade II\* Leadenhall Market buildings. The lower height of the street block building would mitigate some of the visual impact regarding the change in scale between the market buildings and the tower. The alignments and proportions of the façade elements have been carefully developed to create a considered relationship between the Market entrances and the proposed building. The façade of the Street Block on Gracechurch Street would align with the face of the Market building. The colonnade is set out to allow for a small recess between the two buildings on the Gracechurch Street frontage and a similar recess would form the iunction between the Market buildings and the Street Block on Whittington Avenue. Additionally the double height recess that accommodates the viewing gallery on the southern façade provides a breathing space for the Market buildings in views looking towards the north from Gracechurch Street.
- 91. The setting of listed buildings along Cornhill to the west that include; The Royal Exchange, and numbers 33-35, 39, 42, 48, 54-55, 65, 66-67 have been given very careful consideration in terms of the parapet height, its facing materials and the vertical emphasis given to the street block, and the degree to which the tower element has been set back from the Cornhill/Leadenhall Street building line, to ensure that the setting of these buildings is not unduly harmed.

# **Design Conclusion**

92. The changes made to the design of the proposed building has been the subject of much discussion. The changes made are considered to result in a more refined appearance to the street block and a sleeker appearance to the tower element. Overall, the changes to the appearance of the building are considered to be beneficial and result in an enhancement to the scheme.

## Transport, Servicing, Parking and Impact on Public Highways

# **Highways Alterations**

93. The development would involve the stopping up of the footprint of the proposed structural columns which are considered to be existing areas of public highway on the Gracechurch Street and Leadenhall Street frontages of the building, of approximately 9.05sq.m in total. It would also involve the dedication of replacement areas of public highway on both of these frontages, up to the facades of the new building and

including the areas within the new arcades, which will total approximately 275sq.m of adopted public highway. Although Gracechurch Street is a Transport for London road, the City, as the local planning authority, would be responsible for effecting all of the stoppings up and accompanying dedications through a stopping up order. The new areas of public highway that would form part of Gracechurch Street would vest in Transport for London and those that would form part of Leadenhall Street would vest in the City. All areas dedicated would be adopted by the relevant local highway authorities once they are formed to the relevant authority's standards. In the City's case, and in Transport for London's case, this would involve the use of York stone footway paving to ensure a high quality and robust finish. This was also a requirement of the consented scheme.

94. Improvements are proposed to the junction of Cornhill and Bishopsgate, immediately to the north of the site, which would remove the existing taper in the carriageway and remove a pinch point for cyclists travelling southbound. The proposed changes are supported in principle by TfL and would need to be finalised and funded through a S278 agreement, which would be secured through the S106 agreement.

## Delivery and Servicing

- 95. The servicing bay would be accessed from Gracechurch Street. Vehicular tracking and visibility splay details have been provided, which indicate that this arrangement is likely to be suitable and safe for pedestrians using Gracechurch Street and vehicles entering and exiting the servicing bay. The detailed design would be secured through a S278 agreement with TfL, which would be secured through the S106 agreement.
- 96. Trees are proposed on either side of the loading bay as part of the wind mitigation strategy. TfL have no objection to the planting of these trees. A Road Safety Audit has been commissioned by the City to assess the impact of the trees on visibility. The Road Safety Audit suggests that Banksmen should monitor and assist every turn in out of the loading bay. To minimise the safety risk associated with such movements deliveries will be restricted through the S106 agreement so that they take place outside pedestrian peaks. In between these peak times (10:00 to 12:00 and 14:00 to 16:00) deliveries will be capped to a maximum of four per hour.
- 97. The proposed development provides one 8m servicing bay and one 7m servicing bay, which is a substantial reduction from the two 8m servicing bays and one 7m servicing bays to be provided under the consented scheme. To ensure that the development can function satisfactorily it is essential that a consolidation centre is used. This would be secured through the S106 agreement. The maximum number deliveries each day will be 50 and this will be secured through the S106 agreement.

98. If planning permission is granted City Transportation intend to consult on restricting hours of servicing on Whittington Avenue to allow for improvements for walking and cycling.

# Framework Travel Plan

99. The proposed Draft Framework Travel Plan is largely satisfactory to the City Transportation Section but the modal share for cyclists should be in the order of 20% from first occupation and the other modal shares should be adjusted accordingly. Travel surveys should be undertaken upon 75% occupation and subsequently at years 1, 3 and 5 with targets adjusted at each review.

# Waste Management

- 100. The commercial waste in the operational phase would be collected from the offices and retail units and transferred to a skip compactor located in the ground floor servicing area of the building. When the compactor is full any residual waste would be transferred to the bins located in the basement waste store. All recyclable waste would be transferred from the offices and retail units to the bins located in the ground floor servicing area.
- 101. This differs from the consented scheme as in that scheme the waste store was located in the basement. The proposed Waste Management Strategy meets the City's requirements and is acceptable.

# **Parking**

- 102. The development would be car free except for one car bay for people with disabilities located in the proposed servicing area, accessed from Gracechurch Street. Access to this parking space would be managed by the building's facility team. This meets the requirements of the London Plan and the Local Plan and is considered acceptable.
- 103. This low level of provision is considered appropriate by TfL given the site's location and access to public transport. It is welcomed that vehicles, including private hire and taxis, would be able to pre-book pick up and drop off within the service yard to cater for employees and visitors with mobility issues who may not choose to travel using their own vehicle.

## Cycle parking and facilities

- 104. To comply with the London Plan standards the development would need to provide 710 long stay cycle parking spaces and 48 short stay cycle parking spaces. Short stay cycle parking spaces are not proposed due to the constraints of the site. Provision of cycle parking on Gracechurch Street or Leadenhall Street would impede pedestrian flow and safety, as they are busy thoroughfares. Leadenhall Market is serviced from Whittington Avenue, as the proposed building would be, which means that it would not be appropriate to provide cycle parking here.
- 105. All of the proposed cycle parking spaces would be long stay cycle parking spaces located at level one of the building, accessed via

- dedicated lifts from Whittington Avenue. Short stay cycle parking spaces are not proposed due to the constraints of the site. Provision of cycle parking on Gracechurch Street, Leadenhall Street or Whittington Avenue would impede pedestrian flow and safety, as they are busy thoroughfares. As mitigation, it is proposed that seven additional long stay cycle spaces are provided, increasing the provision to 717 spaces. This arrangement was accepted in the consented scheme.
- 106. A total of 72 showers would be provided at mezzanine level, including two accessible showers. This equates to one shower per 10 cycle parking spaces, which is considered acceptable. 717 lockers would be provided.
- 107. It is considered that the proposal achieves a significant provision of cycle spaces together with associated facilities which is acceptable for the development. The details of the provision, range, type and location of the cycle spaces, showers and lockers would be secured under planning conditions to ensure general compliance with policy.

## Public Transport and Pedestrian Movements

- 108. The site is highly accessible by public transport, with services on the Jubilee, Northern, Central, District, Circle, Metropolitan and Hammersmith and City lines and the Docklands Light Railway and from 2018 the Elizabeth Line available at Bank, Monument, Liverpool Street and London Bridge stations, all within walking distance of the site. National rail services are also available at Liverpool Street and London Bridge, as well as Fenchurch Street and Cannon Street stations within a 12 minute walk from the site. Within 640m of the site (an eight minute walk), 26 bus services are also available. As such, the site records the highest possible Public Transport Accessibility Level (PTAL) of 6b. There are no cycle hire docking stations immediately adjacent to the site, the nearest being available approximately 400m away on St Mary Axe and Great Tower Street.
- 109. It is proposed that the kerb line is built out to provide a wider footway. A review of pedestrian movements and pedestrian comfort levels (PCL) has been undertaken. The usable footway width is reduced by five proposed street trees installed as wind mitigation. At the southernmost colonnade the forecast PCL with the development and the proposed trees is C-, which is no worse than the forecast PCL without the development. Transport for London's Pedestrian Comfort Guidance for London describes a PCL of C- as increasingly uncomfortable with a high level of restricted movement. Transport for London are the highway authority for Gracechurch Street and have confirmed their acceptance of the street trees and their impact on pedestrian comfort.
- 110. This assessment demonstrates that a Pedestrian Comfort Level (PCL) of B is maintained on Leadenhall Street and Whittington Avenue, which is the acceptable level for an office and retail area, in line with TfL's Pedestrian Comfort Guidance, and in accordance with Local Plan policy DM16.2.

111. With regard to trip generation, it is anticipated that the majority of users would arrive by public transport or cycle.

# **Environmental impact of proposal on surrounding area**

## Wind Microclimate

- 112. A full assessment of the proposed development's effects on wind conditions at the site and in the surrounding area has been undertaken by the applicant. Computational Fluid Dynamics (CFD) studies and extensive wind tunnel tests have been undertaken to assess the effect of the proposal on the wind microclimate, which looks at average and gust wind conditions around the existing building and the proposed development and also assesses the cumulative impact with other proposed developments.
- 113. Based on the Lawson Comfort Criteria, the target conditions are strolling during the windiest season on pedestrian thoroughfares; standing conditions at main entrances; and sitting conditions at amenity areas. Strong winds in excess of 15 miles per second for more than 2.2 hours per year are considered a safety issue and require mitigation.
- 114. The wind microclimate within and around the site has been assessed and classified using the Lawson Comfort Criteria. The following scenarios have been assessed:
  - Configuration 1: Existing site with existing surrounding buildings;
  - Configuration 2: Proposed development with existing surrounding buildings;
  - Configuration 3: Proposed development with existing surrounding buildings and mitigation measures;
  - Configuration 4: Existing site with cumulative surrounding buildings;
  - Configuration 5: Proposed development with cumulative surrounding buildings; and
  - Configuration 6: Proposed development with cumulative surrounding buildings and mitigation measure.
- 115. In the existing situation, the wind conditions within and around the Site range from acceptable for sitting to strolling use. The surrounding building entrances and the thoroughfares around the Site all have acceptable conditions for their current use and there were no occurrences of strong winds.
- 116. With the proposed development in situ, all thoroughfare areas around the proposed development are acceptable for their intended use. All of the entrances to the proposed development and the majority of the surrounding building entrances experienced acceptable standing conditions or calmer.
- 117. The publicly accessible terrace at level 4 and the northern office terrace have a mix of sitting and standing conditions and mitigation measures

- are required for seating provisions at areas suitable for standing. The southern office terrace would have strolling conditions requiring mitigation measures for any amenity purposes.
- 118. The study identified seven occurrences of strong winds at ground and terrace levels exceeding the strong wind threshold and, therefore, mitigation measures are required as this would be a safety risk.
- 119. The following mitigation measures are proposed:
  - Five 7.5m high trees planted on the edge of the footway on Gracechurch Street;
  - Installation of a solid canopy, projecting 2.7m from the colonnade above the loading bay on Gracechurch Street;
  - Three 2m high by 1m wide solid screens on either side of the entrance doors on Leadenhall Street;
  - 1m tall hedges and five 3m tall trees on the level 4 publicly accessible terrace;
  - 1m tall hedges and 16 3m tall trees on the southern office terrace; and
  - 1m tall hedges and 9 3m tall trees on the northern office terrace.
- 120. With these mitigation measures implemented, wind conditions on the terraces would be acceptable for their intended use. Strong winds would only occur for 1.8 hours per year, which is below the threshold and is acceptable.

## Daylight and Sunlight

- 121. The BRE guidelines consider a number of factors in measuring the impact of development on the daylight and sunlight to 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.
- An assessment of the impact of the development on daylight and sunlight to surrounding buildings has been undertaken in accordance with the Building Research Establishment (BRE) Guidelines and considered having regard to Policies 7.6 and 7.7 of the London Plan and DM 10.7 of the Local Plan. While the assessment has been carried out for all the surrounding buildings including commercial offices, only those considered as sensitive in terms of daylight and sunlight are evaluated in this report. These include residential properties at 2-4 Bull's Head Passage, 88 Gracechurch Street, 3 Castle Court, Jamaica Buildings, 74 Cornhill, Merchant Taylor Hall, 14 Lime Street and 33 Great St Helen; and other sensitive sites including St Helen's Church (front and rear courtyards), 30 St Mary's Axe (concourse), St Andrew's Undershaft (entrance courtyard), St Katherine's Church (rear courtyard), 25-30 Fenchurch Street (concourse), St Peter's Church (courtyard), Church of St Peters (courtyard), Merchant Taylor Hall (central courtyard), 1 Threadneedle Street (roof terrace), Royal Exchange (thoroughfare), Bank of England (central courtyard) and 25 Old Broad Street/15 Bishopsgate (existing courtyard).
- 123. In order to provide a robust assessment of the proposed development, a direct comparison of the consented scheme and the proposed scheme has been carried out. Following the submission of the consented scheme, several neighbouring buildings have been internally surveyed. This has resulted in a change to the number of windows and rooms assessed. It has been established that the site facing windows in 14 Lime Street do not serve habitable accommodation and these windows have not been assessed. In addition, some of the surrounding buildings have been remodelled as more detailed information is now available, which has resulted in a minor update to elements of the baseline date and results when compared to the consented scheme.

## Daylight

124. There are 117 windows serving 49 residential rooms surrounding the site. These have all been assessed in terms of both VSC (Vertical Sky Component) and NSL (No Sky Line). Whilst not residential in nature, consideration has also been given to the potential effect the proposed

- development may have on the closest church, St Peter-upon-Cornhill. The church windows facing the site, however, are predominantly blocked so it is unlikely that the proposed development would have any material effect on this building.
- 125. Compared to the VSC impact of the consented scheme, one additional window in 88 Gracechurch Street and one additional window in Merchant Taylor Hall are affected beyond BRE guidance resulting in a total of 15 windows. Compared to the NSL impact of the consented scheme, one additional window in 88 Gracechurch Street is affected beyond BRE guidance resulting in a total of two windows.
- 126. There are no properties which would experience a moderate or major adverse effect on their levels of *daylight*.

# Merchant Taylor Hall

127. Within the Merchant Taylor Hall there is one bedroom served by three windows, of which one of the three windows will experience a minor adverse (22.89%) alteration in VSC. This room will experience a NSL reduction of 3.5% against a BRE recommended maximum of 20%. Occupants of this room are therefore unlikely to notice any alteration to the level of daylight amenity within that room as a consequence of the proposed development. The effect on Merchant Taylor Hall is considered to be negligible to minor-adverse.

# Jamaica Buildings

128. There is a *study* in the Jamaica Buildings whose sole window would experience a minor adverse (21.3%) breach in VSC but a BRE compliant (0.7%) change in NSL. The effect on Jamaica Buildings is considered to be of minor adverse significance.

#### 88 Gracechurch Street

129. Due to their low level and enclosed locations, the site facing residential windows in 88 Gracechurch Street have low baseline levels of sky visibility (VSC). The small actual VSC alterations, which these windows experience as a consequence of the construction of the proposed development, therefore present themselves as disproportionate large percentage reductions, which would technically fall within the moderate and major adverse categories. The actual level of VSC alteration to all except two rooms does not, however, cause any alteration in the level of daylight distribution within the rooms (NSL) served by these windows, which breaches BRE guidance. The change in NSL to the two remaining rooms are of minor adverse significance.

## Sunlight

130. There are 58 windows serving 22 residential rooms surrounding the site that are relevant to the sunlight amenity assessment. These windows have all been assessed in terms of APSH (Annual Probable Sunlight Hours). In situations where the construction of the proposed development will result in APSH alterations to the rooms assessed, which are within the BRE guidelines the effect of the proposed development on the sunlight levels to that room is considered to be of

negligible significance. The following properties would experience APSH alterations that are beyond BRE guidance and so require more detailed consideration:

#### 74 Cornhill

131. There are 23 windows serving nine rooms within 74 Cornhill, which are relevant for sunlight assessment. Eight of the nine rooms are fully BRE compliant in terms of any alteration in the sunlight amenity. The remaining room would experience an alteration in sunlight amenity, which is 0.7% above BRE guidance. The effect upon this room is considered to be negligible to minor adverse significance.

# Sun on the Ground

- 132. Like the consented scheme, the construction of the proposed development would cause no additional shadowing to the surrounding churchyards.
- 133. The existing courtyard of 25 Old Broad Street/15 Bishopsgate would breach the BRE 21st March sun on ground assessment recommendations, but this area already has a low baseline level of sunlight on this date. The small (2.9%) actual alteration (which is less than the consented scheme loss of 3.6%) caused by the proposed development, therefore presents itself as a disproportionate percentage alteration, which in reality is unlikely to be perceived by users, and as such is of no greater than minor adverse significance.

# Transient Overshadowing

- 134. Transient overshadowing plots show a comparison of the path of the shadows cast by the existing buildings on the site and the proposed building. These plots show the shadows cast at hourly intervals from the sun's highest, lowest and mid height altitudes, namely 21st June, 21st December and 21st March.
- 135. The analysis results show that the proposed development will cause no additional overshadowing during the winter months.
- 136. In the spring and autumn months (shown in the 21st March drawings) the roof terrace of 1 Threadneedle would experience some additional shadow between the hours of 8am and 9am. The existing courtyard of 25 Old Broad Street/15 Bishopsgate would experience some additional shadow as a consequence of the construction of the proposed development between the hours of 11am and 12pm.
- 137. During the summer months, the central courtyard of Merchant Taylor Hall would experience some additional shadow between the hours of 9:45am and 11:45am.
- 138. Overall, the additional shadow cast by the proposed development are considered to be of minor adverse significance, and no worse than the shadow resulting from the consented scheme.

## Solar Glare

139. The proposed façade treatment is the same as the consented scheme. The assessment results show that any instances of solar glare, which are visible at street level occur either for only a short period of time or over a small area of the proposed facade. The instances of solar glare identified are considered to be of minor adverse significance. This will be ensured through a condition.

## **Light Pollution**

- 140. The closest building to the proposed development that contains residential accommodation and has the potential to be affected by light pollution is 88 Gracechurch Street.
- 141. The light pollution assessment presented with the consented scheme considered the potential for light pollution from the public terrace, which was to be on the second floor. As a result of relocating the public terrace to the fourth floor, the amount of light spill on 88 Gracechurch Street would reduce, when compared with the consented scheme.
- 142. It is considered that the impact of the proposed scheme would be no greater than the consented scheme. No detailed internal lighting design was available when the consented scheme was submitted, and is not available now, and the assessment has therefore been based on the worst case scenario. Using the level of light spillage from a typical office; with light internal finishes and 0.68 transmittance glazing, with the working plane illuminated to 400 lux with no blinds or curtains. A light level of 100 lux has been applied to the retail at the lowest level and the public terrace has been lit to 200 lux as it is understood that this would be lit for events.
- 143. The analysis results show that, in this worst case scenario, when the terrace is unlit there is approximately 10 lux at the upper floor windows of 88 Gracechurch Street, and when the terrace is lit this increases to 20 lux.
- 144. It should be noted, that in the unlit terrace scenario, the light spillage extent is only marginally above guidance and it does not take into consideration any existing upward light spillage from Leadenhall Market. It is likely that light spill from the roof of Leadenhall Market already has an effect on the facade of 88 Gracechurch Street. Therefore, the level of light spillage from the proposed development when the terrace is unlit is unlikely to be noticeable.
- 145. When the terrace is lit there would be a higher level of light spillage, but taking account of the light spill from the roof of Leadenhall Market, the level of the light spillage from the proposed development when the terrace is lit has the potential to be only marginally noticeable and not expected to give rise to an effect above minor adverse significance.

## **Energy consumption**

146. The Energy Strategy prepared by Hurley Palmer Flatt demonstrates that the proposed development has been designed to achieve a 21.3% improvement in carbon emissions compared with the 2013 Building

- Regulations requirements. This will be achieved thought energy efficiency measures, gas fired on-site CHP and photovoltaic panels. This is below the London Plan Policy 5.2 target for a 35% improvement over the 2013 Building Regulations therefore a carbon offsetting contribution is required, secured through the S106 agreement.
- 147. The energy strategy proposed is similar to that submitted with the previous application for the consented scheme, however, additional guidance and draft policy have been issued since then and should be taken into account.
- 148. The recently adopted City of London Air Quality SPD (adopted July 2017) promotes non-combustion based heating and cooling systems and the Mayor's draft revised London Plan (December 2017) is steering away from combustion based CHP in central London locations. In addition to this carbon factors for grid electricity are falling due to decarbonisation of the national electrical network. The developer should reconsider a heat pump based energy strategy for this site, which could have benefits for air quality and carbon emissions, and this can be secured by condition.

## **BREEAM**

- 149. The revised sustainability statement prepared by Hurley Palmer Flatt includes a BREEAM pre-assessment against the BREEAM 2014 New Construction criteria. This is now out of date since the BREEAM 2018 criteria has been published.
- 150. The applicant has explained that multiple credits within BREEAM 2018 are required to be completed in RIBA Stages 1 and 2. BRE recommends that project teams engage with a BREEAM assessor no later than the Preparation and Brief Stage (RIBA Stage 1). In this case, the RIBA Stage 1 process was undertaken in Autumn 2015 based on the requirements of BREEAM 2014. Following the grant of planning permission and subsequent non-material amendment the project is now moving into RIBA Stage 4 with the fundamental principles of BREEAM 2014 criteria fully embedded in the scheme design. Reverting to BREEAM 2018 at this stage would require the sustainability team to return to RIBA Stage 1 in the design development process, which would significantly delay the project.
- 151. The BRE have confirmed that it is not possible to carry credits forward from 2014 to 2018. The developer has provided details of credits, amounting to 23.56%, that are not achievable due to the current stage of development of this scheme. They conclude that "Taking into account all reasonable endeavours, the proposed development may not be able to achieve an Excellent rating or potentially even a Very Good rating without additional RIBA stage allowances from the BRE. Notwithstanding the above, moving forward we will however seek to use all reasonable endeavours to achieve an Excellent rating under BREEAM 2018."
- 152. A condition is recommended requiring a BREEAM (2018) assessment.

#### Drainage

153. The existing drainage assets within the area are Thames Water combined sewers. The proposed conceptual drainage includes a separate foul and surface water drainage system up to the outfalls of the combined sewer. The surface water drainage from the roof and terraces would be discharged via attenuation tanks, situated in the basement. The discharge rate would be 50% of the existing 1:20 year rate to comply with the Mayor of London's requirements. The proposed rates have been agreed with Thames Water. SuDS have been incorporated into the scheme where possible. The Lead Local Flood Authority is satisfied with the proposals and has recommended conditions.

# **Air Quality**

- 154. 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 7.14 of the London Plan and CS15 of the Local Plan.
- 155. During construction dust emissions would increase and would require control through the implementation of good practice mitigation measures in the Construction Method Statements to be approved under conditions attached to the planning permission.
- 156. An Air Quality Neutral Assessment has been undertaken in accordance with the GLA's Sustainable Design and Construction SPG.
- 157. The development does not include the provision of any car parking spaces. The traffic generation associated with the operation of the proposed development is expected to mainly relate to movement of taxis and vehicles servicing the building.
- 158. The submitted Energy Strategy proposes installing a 70kw CHP and four boilers to heat the building. The new draft London Plan is steering away from developments installing CHPs due to the air quality impacts, encouraging zero emissions heating, and is looking to large developments, in high pollution areas, to be air quality positive. To achieve this it is recommended that the energy strategy is reconsidered to include low/zero emission technology to reduce both carbon and air pollution emissions.

# Noise and Vibration

- 159. The EIA assesses the impact from noise and vibration on the surrounding area, including noise and vibration from the enabling works, demolition and construction; noise from the proposed development during operation; and noise associated with increases in road traffic, which could be attributed to the development.
- 160. Generally, in City redevelopment schemes most noise and vibration issues occur during demolition and early construction phases. Noise and vibration mitigation, including control over working hours and types of equipment to be used, would be included in a Construction Management Plan to be approved by condition.

- 161. Worst case daily construction movements of approximately 54 vehicles per day (108 movements) during the demolition phase have been used to assess potential construction traffic noise. It has been calculated that worst case construction traffic activity would result in an increase in road traffic noise of minor adverse significance for a medium term duration on Lombard Street and Cornhill. However, it is not anticipated that haul routes would use these road links but would access the site using Gracechurch Street, Bishopsgate and Leadenhall Street as these roads have higher traffic densities. If construction traffic avoids Lombard Street and Cornhill the change in road traffic noise due to construction traffic would be of negligible significance.
- 162. Noise and vibration during demolition and construction would be controlled through conditions as outlined above. These would require the submission of a Construction Logistics Plan (CLP) to manage all freight vehicle movements to and from the site and, a Construction Management Plan (CMP) that includes a scheme for protecting nearby residents, churches and commercial occupiers from noise, dust and other environmental effects attributable to the development.
- 163. During the operational phase of the development it is predicted that the increased cumulative traffic flow would result in a negligible change in road traffic noise.
- 164. 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.
- 165. The impacts on noise and vibration would be managed through conditions and provisions in the S106 agreement to control any adverse effects.
- 166. The objection received raises concern about noise, disturbance and anti-social behaviour from ground floor A3 or A4 uses, Environmental Health have not recommended that the opening hours of these units are restricted, and it is considered that, due to their size, the impact of these units would not be significantly detrimental to nearby residential properties as long as their operation was controlled. Conditions are recommended to prevent music from escaping the building and restrict events.

## **Urban greening**

167. The proposed trees on Gracechurch Street would make a positive contribution towards greening within the site boundary. Planting would be provided on the public terrace and office terraces for wind mitigation purposes, and discussions have taken place regarding the installation of a green wall on a significant length of the eastern wall to the terrace area. Discussions are to be had with the applicants regarding the inclusion of further greenery, the details of which will be secured by condition.

## **Archaeology**

- 168. The site is at the centre of the Roman city on the site of the Roman Basilica Forum and medieval buildings including the 15th century Garner. The site is located immediately adjacent to the remains of the Roman basilica and forum which is a Scheduled Ancient Monument. An archaeological desk-based assessment has been submitted with the application. The site was archaeologically excavated prior to the construction of the existing building and there is no potential for archaeological remains to survive within the building footprint. Any remains, currently undesignated and related to the Roman basilica and forum, will be considered to be nationally important and would be subject to the same policies as those applied to designated archaeological remains.
- 169. Any works outside the basement footprint are likely to have an archaeological impact where this area is un-basemented and therefore has a higher archaeological potential. It is proposed to plant five trees on the western part of the site, outside the existing basement area and within the proposed extended pavement. An Archaeology DBA Verification Statement in consideration of this proposal has been submitted with the application. It concludes that the depth of the tree pits would be above the known levels of the Roman basilica within the site and it is unlikely that there will be an impact on the basilica, however there may be an impact on remains of later medieval, post medieval of early modern date. The area of the proposed tree pits is considered to be disturbed by installation of services below the highway, however there is potential for archaeological survival below shallower services.
- 170. Conditions are recommended to cover opening up of trenches to further assess archaeological survival in the tree pit areas, record ground conditions, agree locations that would have a minimal impact on archaeological remains and archaeological recording of groundworks in areas of archaeological potential.

# **Security**

- 171. A number of internal and external security measures are to be employed to address security issues which arise with a development of this size, location and nature.
- 172. Externally, perimeter protection would be provided by the facade construction and other measures to be agreed.
- 173. The final details of the security measures would be sought by condition and any alterations on the highway would be secured through a Section 278 agreement.

# Planning Obligations and Community Infrastructure Levy

# **CIL and Planning Obligations**

- 174. The development would require measures 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.
- 175. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
- 176. The planning obligations and CIL contributions 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	£1,793,300	£1,721,568	£71,732
Mayoral planning obligation net liability*	£3,225,640	£3,225,640	£3,500
Cycle Hire Contribution	£98,443	£98,443	0
Total liability in accordance with the Mayor of London's policies	£5,120,883	£5,045,651	£75,232

<sup>\*</sup>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	£2,689,950	£2,555,453	£134,498
City Planning Obligation Affordable Housing	£966,720	£957,053	£9,667
City Planning Obligation Local, Training, Skills	£145,008	£143,558	£1,450
and Job Brokerage			

Carbon Reduction Shortfall (as designed) Estimate*	£385,740	£385,740	0
Security S106 Design and Evaluation	£50,000	£50,000	0
City Planning Obligation Non-Financial Monitoring Charge	£3,250	0	£3,250
Total liability in accordance with the City of London's policies	£4,240,668	£4,091,804	£148,865

<sup>\*</sup>carbon shortfall to be confirmed on completion subject to carbon reduction of the as built development.

# City's Planning Obligations

- 177. 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 S278 Highways obligations
  - Delivery and Servicing Management Plan
  - Travel Plan
  - Local Training, Skills and Job Brokerage Strategy
  - Local Procurement Strategy
  - Carbon Offsetting (14.35% estimated shortfall)
  - Utility Connections
  - Public Terrace Access and Management
  - Cycle Hire Contribution
  - TfL Section 278
  - Consolidation Centre
  - Security S106 Design and Evaluation
  - Incubator Space
- 178. I request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

# Monitoring and Administrative Costs

179. A 10 year repayment period would be required whereby any unallocated sums, with the exception of carbon offsetting and

- monitoring contributions, would be returned to the developer 10 years after practical completion of the development. Some funds may be set aside for future maintenance purposes.
- 180. 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 administration of the legal agreement and strategies.

# Site Specific Mitigation

181. 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**

- 182. The proposal accords with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre and with the strategic objective to focus and promote a significant increase in office floorspace in the Eastern Cluster in accordance with policy CS1 of the Local Plan. The scheme would provide 50,368sq.m (GIA) of office floorspace.
- 183. The proposed retail floorspace accords with Local Plan Policy DM1.5 which encourages a mix of commercial uses within office developments which contribute to the City's economy and character and provide support services for businesses, workers and residents. The reprovision of enhanced retail floorspace in this location is also in accordance with the site's location within the Leadenhall Market Principal Shopping Centre.
- 184. The appearance of the building and its impact on local townscape views proposals are considered to be acceptable and are of an appearance that can be recommended for approval.
- 185. The scheme would deliver a public viewing gallery which would be free of charge and an important contribution to the public benefit of the scheme.
- 186. The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and, other than one space for disabled car parking, would be car free. 692 long stay cycle parking spaces associated facilities would be in provided in accordance with Development Plan standards, and an additional 44 long stay cycle parking spaces would be provided in long stay cycle parking spaces would be provided in lieu of short stay cycle parking spaces.
- 187. The scheme would not result in any significant adverse environmental impacts on daylight and sunlight, overshadowing, light pollution or wind on surrounding areas. Wind speeds on the terraces can be mitigated through a landscaping scheme secured by condition.

- 188. The scheme would provide significant benefits through the CIL and S106 where relevant for improvements to the public realm, housing and other local facilities and measures. The payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general payment there would be site specific measures sought in the S106 Agreement. Together these would go some way to mitigate the impact of the proposal.
- 189. 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.
- 190. In this case I am of the view that the proposal accords with the Development Plan as a whole and that having taken other material considerations and local finance considerations into account, planning permission should be granted as set out in the recommendation and the schedules attached.

# **Background papers:**

### Internal

Email, Lead Local Flood Authority, 25th July 2018

Memo, Air Quality Officer, 15th August 2018

Memo, Department of Markets and Consumer Protection, 30th August 2018

Memo, Lead Local Flood Authority, 17th September 2018

# External

Email, Crossrail, 23rd July 2018

Letter, Environment Agency, 24th July 2018

Letter, London Borough of Hackney, 26th July 2018

Email, London City Airport, 26th July 2018

Letter, Royal Borough of Greenwich, 30th July 2018

Letter, Heathrow, 30<sup>th</sup> July 2018

Email, NATS Safeguarding, 31st July 2018

Letter, City of Westminster, 31st July 2018

Letter, London Borough of Tower Hamlets, 3<sup>rd</sup> August 2018

Letter, Natural England, 3<sup>rd</sup> August 2018

Email, Transport for London, 3rd August 2018

Email, Peter Rose, 5<sup>th</sup> August 2018

Letter, Greater London Authority, 17th September 2018

Letter, London Borough of Camden, 26<sup>th</sup> October 2018

Email, Transport for London, 29th November 2018

# **Documents**

Archaeology Desk Based Assessment, AECOM, 11th June 2018

Design and Access Statement, Make Architects, July 2018

Energy Statement, Hurley Palmer Flatt, July 2018

Sustainability Statement, Hurley Palmer Flatt, July 2018

Environmental Statement Volume I: Main Assessment, Aecom, July 2018

Environmental Statement Volume II: Townscape, Visual and Heritage Impact Assessment, Richard Coleman, City Designer, July 2018

Environmental Statement Volume III: Technical Appendices, Aecom, July 2018

Planning Statement, DP9, July 2018

Wind Mitigation and Landscape Enhancements, Make Architects, 16<sup>th</sup> November 2018

Technical Note: 1 Leadenhall Mitigation, RWDI, 20<sup>th</sup> November 2018

Archaeology DBA Verification Statement, AECOM, 28th November 2018

# **Drawings**

Location plan

P1998 Rev 02

P1999 Rev 02

P2000 Rev 05

P2000M Rev 03

P2001 Rev 02

P2002 Rev 02

P2003 Rev 02

P2004 Rev 03

P2004M Rev 00

P2005 Rev 02

P2006 Rev 02

P2018, Rev 02

P2019 Rev 02

P2020 Rev 02

P2021 Rev 02

P2022 Rev 02

P2028 Rev 02

P2029 Rev 03

P2030 Rev 02

P2031 Rev 02

P2032 Rev 02

P2033 Rev 02

P2036 Rev 02

P2200 Rev 02

P2201 Rev 02

P2202 Rev 02

P2203 Rev 03

ILS-MAKE-P2210 Rev 02

ILS-MAKE-P2211 Rev 03

ILS-MAKE-P2212 Rev 02

P2213 Rev 03

P2250 Rev 02

ILS-MAKE-P2251 Rev 02

ILS-MAKE-2260 Rev 02

ILS-MAKE-XX-XX-PL-A-P4000 Rev 02

ILS-MAKE-XX-32-PL-A-P4003 Rev 02

ILS-MAKE-P4010 Rev 02

ILS-MAKE-P4011 Rev 02

ILS-MAKE-P4012 Rev 02

ILS-MAKE-XX-XX-PL-A-P4013 Rev 00

ILS-MAKE-XX-XX-PL-A-P4014 Rev 00.

# Appendix A

### 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 as well as other measures to ensure the scheme is acceptable, which will be monitored by the S106 and recommended conditions.

# Appendix B

### **London Plan Policies**

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

- Policy 2.10 Enhance and promote the unique international, national and London wide roles of the Central Activities Zone (CAZ) and as a strategically important, globally-oriented financial and business services centre.
- Policy 2.11 Ensure that developments proposals to increase office floorspace within CAZ include a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in the plan.
- Policy 2.18 Protect, promote, expand and manage the extent and quality of and access to London's network of green infrastructure.
- Policy 3.1 Protect and enhance facilities and services that meet the needs of particular groups and communities.
- Policy 3.2 New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles to help to reduce health inequalities.
- Policy 3.3 Ensure the housing need identified in the London Plan is met, particularly through provision consistent with at least an annual average of 32,210 net additional homes across London which would enhance the environment, improve housing choice and affordability and provide better quality accommodation for Londoners.
- Policy 3.11 Maximise affordable housing provision and seek an average of at least 13,200 more affordable homes per year in London over the term of the London Plan.
- Policy 3.16 Protection and enhancement of social infrastructure additional and enhanced social infrastructure provision to meet the needs of a growing and diverse population.
- Policy 4.1 Promote and enable the continued development of a strong, sustainable and increasingly diverse economy;

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

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

- Policy 4.2 Support the management and mixed use development and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of this Plan, including enhancing its varied attractions for businesses of different types and sizes.
- Policy 4.3 Within the Central Activities Zone increases in office floorspace should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.

- Policy 4.5 Support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision.
- Policy 4.8 Support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need and the broader objectives of the spatial structure of this Plan, especially town centres.
- Policy 5.2 Development proposals should make the fullest contribution to minimising carbon dioxide emissions.
- Policy 5.3 Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. Major development proposals should meet the minimum standards outlined in supplementary planning guidance.
- Policy 5.6 Development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems, and where a new CHP system is appropriate also examine opportunities to extend the system beyond the site boundary to adjacent sites.
- Policy 5.7 Major development proposals should provide a reduction in carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.
- Policy 5.9 Reduce the impact of the urban heat island effect in London and encourage the design of places and spaces to avoid overheating and excessive heat generation, and to reduce overheating due to the impacts of climate change and the urban heat island effect on an area wide basis.
- Policy 5.10 Promote and support urban greening, such as new planting in the public realm (including streets, squares and plazas) and multifunctional green infrastructure, to contribute to the adaptation to, and reduction of, the effects of climate change.
- Policy 5.11 Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.
- Policy 5.12 Development proposals must comply with the flood risk assessment and management requirements set out in PPS25 and address flood resilient design and emergency planning; development adjacent to flood defences would be required to protect the integrity of existing flood defences and wherever possible be set back from those defences to allow their management, maintenance and upgrading to be undertaken in a sustainable and cost effective way.
- Policy 5.13 Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so.
- Policy 5.18 Encourage development waste management facilities and removal by water or rail transport.
- Policy 6.1 The Mayor would work with all relevant partners to encourage the closer integration of transport and development.

- Policy 6.3 Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed.
- Policy 6.5 Contributions would be sought from developments likely to add to, or create, congestion on London's rail network that Crossrail is intended to mitigate.
- Policy 6.9 Developments should provide secure, integrated and accessible cycle parking facilities and provide on-site changing facilities and showers for cyclists, facilitate the Cycle Super Highways and facilitate the central London cycle hire scheme.
- Policy 6.13 The maximum standards set out in Table 6.2 should be applied to planning applications. Developments must:

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

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

- Policy 7.2 All new development in London to achieve the highest standards of accessible and inclusive design.
- Policy 7.3 Creation of safe, secure and appropriately accessible environments.
- Policy 7.4 Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.
- Policy 7.5 London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.
- Policy 7.6 Buildings and structures should:
- a be of the highest architectural quality
- b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
- c comprise details and materials that complement, not necessarily replicate, the local architectural character
- d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings
- e incorporate best practice in resource management and climate change mitigation and adaptation

- f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g be adaptable to different activities and land uses, particularly at ground level
- h meet the principles of inclusive design
- i optimise the potential of sites.
- Policy 7.7 Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings. Applications for tall or large buildings should include an urban design analysis that demonstrates the proposal is part of a strategy that would meet the criteria set out in this policy and, incorporate publicly accessible areas on the upper floors, where appropriate.
- Policy 7.8 Development should identify, value, conserve, restore, re-use and incorporate heritage assets, conserve the significance of heritage assets and their settings and make provision for the protection of archaeological resources, landscapes and significant memorials.
- Policy 7.10 Development in World Heritage Sites and their settings, including any buffer zones, should conserve, promote, make sustainable use of and enhance their authenticity, integrity and significance and Outstanding Universal Value.
- Policy 7.12 New development should not harm and where possible should make a positive contribution to the characteristics and composition of the strategic views and their landmark elements identified in the London View Management Framework. It should also, where possible, preserve viewers' ability to recognise and to appreciate Strategically Important Landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated Viewing Places.
- Policy 7.13 Development proposals should contribute to the minimisation of potential physical risks, including those arising as a result of fire, flood and related hazards.
- Policy 7.14 Implement Air Quality and Transport strategies to achieve reductions in pollutant emissions and minimise public exposure to pollution.
- Policy 7.15 Minimise existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals and separate new noise sensitive development from major noise sources.
- Policy 7.18 Resist the loss of local protected open spaces unless equivalent or better quality provision is made within the local catchment area.
- Policy 7.19 Development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

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

### Relevant Local Plan Policies

#### 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.

# DM2.1 Infrastructure provision

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

communal entry chambers and flexibility to address future technological improvements;

- e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.
- 3) In planning for utility infrastructure developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe subway routes wherever feasible. Sharing of routes with other nearby developments and the provision of new pipe subway facilities adjacent to buildings will be encouraged.
- 4) Infrastructure provision must be completed prior to occupation of the development. Where potential capacity problems are identified and no improvements are programmed by the utility company, the City Corporation will require the developer to facilitate appropriate improvements, which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

#### DM3.1 Self-containment in mixed uses

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

# DM3.2 Security measures

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

- a) building-related security measures, including those related to the servicing of the building, to be located within the development's boundaries;
- b) measures to be integrated with those of adjacent buildings and the public realm;
- c) that security is considered at the concept design or early developed design phases of all development proposals to avoid the need to retro-fit measures that impact on the public realm;
- d) developers to seek recommendations from the City of London Police Architectural Liaison Officer at the design stage. New development should meet Secured by Design principles;
- e) the provision of service management plans for all large development, demonstrating that vehicles seeking access to the building can do so without waiting on the public highway;
- f)an assessment of the environmental impact of security measures, particularly addressing visual impact and impact on pedestrian flows.

# DM3.3 Crowded places

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

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

# DM3.4 Traffic management

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

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

### DM10.1 New development

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;

- f)the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted:
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i)there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j)the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- I) 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.

# DM10.7 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.

#### DM11.2 Public Art

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

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

# DM12.1 Change affecting heritage assets

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

# DM12.4 Archaeology

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

### DM15.1 Sustainability requirements

- 1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.
- 2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:
- a) BREEAM or Code for Sustainable Homes pre-assessment;
- b) an energy statement in line with London Plan requirements;
- c) demonstration of climate change resilience measures.

- 3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.
- 4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.
- 5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

# DM15.2 Energy and CO2 emissions

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

# DM15.3 Low and zero carbon technologies

- 1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.
- 2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered

- 3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
- 4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

# DM15.4 Offsetting carbon emissions

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

### DM15.5 Climate change resilience

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

### DM15.6 Air quality

- 1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.
- 2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
- 3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).

- 4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.
- 5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
- 6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

# DM15.7 Noise and light pollution

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

# DM16.1 Transport impacts of development

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

- a) road dangers;
- b) pedestrian environment and movement;
- c) cycling infrastructure provision;
- d) public transport;
- e) the street network.
- 2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

#### DM16.2 Pedestrian movement

- 1. Pedestrian movement must be facilitated by provision of suitable pedestrian routes through and around new developments, by maintaining pedestrian routes at ground level, and the upper level walkway network around the Barbican and London Wall.
- 2. The loss of a pedestrian route will normally only be permitted where an alternative public pedestrian route of at least an equivalent standard is provided having regard to:
- a) the extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods; b) the shortest practicable routes between relevant points.
- 3. Routes of historic importance should be safeguarded as part of the City's characteristic pattern of lanes, alleys and courts, including the route's historic alignment and width.
- 4. The replacement of a route over which pedestrians have rights, with one to which the public have access only with permission will not normally be acceptable.
- 5. Public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street network. Spaces should be designed so that signage is not necessary and it is clear to the public that access is allowed.
- 6. The creation of new pedestrian rights of way will be encouraged where this would improve movement and contribute to the character of an area, taking into consideration pedestrian routes and movement in neighbouring areas and boroughs, where relevant.

# DM16.3 Cycle parking

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

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

# DM16.4 Encouraging active travel

- 1. Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. All commercial development should make sufficient provision for showers, changing areas and lockers/storage to cater for employees wishing to engage in active travel.
- 2. Where facilities are to be shared with a number of activities they should be conveniently located to serve all proposed activities.

# DM16.5 Parking and servicing standards

- 1. Developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards.
- 2. Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use. Disabled parking spaces must be at least 2.4m wide and at least 4.8m long and with reserved areas at least 1.2m wide, marked out between the parking spaces and at the rear of the parking spaces.
- 3. Except for dwelling houses (use class C3), whenever any car parking spaces (other than designated Blue Badge parking) are provided, motor cycle parking must be provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3m long and at least 0.9m wide and all motor cycle parking spaces must be at least 2.0m long and at least 0.8m wide.
- 4. On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Such servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Headroom of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas should be provided.
- 5. Coach parking facilities for hotels (use class C1) will not be permitted.
- 6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.

7. Taxi ranks are encouraged at key locations, such as stations, hotels and shopping centres. The provision of taxi ranks should be designed to occupy the minimum practicable space, using a combined entry and exit point to avoid obstruction to other transport modes.

### DM17.1 Provision for waste

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

# DM17.2 Designing out construction waste

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

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

# DM18.2 Sustainable drainage systems

- 1. The design of the surface water drainage system should be integrated into the design of proposed buildings or landscaping, where feasible and practical, and should follow the SuDS management train (Fig T) and London Plan drainage hierarchy.
- 2. SuDS designs must take account of the City's archaeological heritage, complex underground utilities, transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.
- 3. SuDS should be designed, where possible, to maximise contributions to water resource efficiency, biodiversity enhancement and the provision of multifunctional open spaces.

### DM19.1 Additional open space

1. Major commercial and residential developments should provide new and enhanced open space where possible. Where on-site provision is not feasible, new or enhanced open space should be provided near the site, or elsewhere in the City.

- 2. New open space should:
- a) be publicly accessible where feasible; this may be achieved through a legal agreement;
- b) provide a high quality environment;
- c) incorporate soft landscaping and Sustainable Drainage Systems, where practicable;
- d) have regard to biodiversity and the creation of green corridors;
- e) have regard to acoustic design to minimise noise and create tranquil spaces.
- 3. The use of vacant development sites to provide open space for a temporary period will be encouraged where feasible and appropriate.

#### DM20.4 Retail unit sizes

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

#### CS1 Provide additional offices

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

#### CS2 Facilitate utilities infrastructure

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

### CS3 Ensure security from crime/terrorism

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

# CS4 Seek planning contributions

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

# CS7 Meet challenges of Eastern Cluster

To ensure that the Eastern Cluster can accommodate a significant growth in office floorspace and employment, while balancing the accommodation of tall buildings, transport, public realm and security and spread the benefits to the surrounding areas of the City.

# CS10 Promote high quality environment

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

# CS11 Encourage art, heritage and culture

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.

### CS12 Conserve or enhance heritage assets

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

### CS13 Protect/enhance significant views

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

### CS14 Tall buildings in suitable places

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

# CS15 Creation of sustainable development

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

# CS16 Improving transport and travel

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

# CS17 Minimising and managing waste

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

#### CS18 Minimise flood risk

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

# CS19 Improve open space and biodiversity

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

# CS20 Improve retail facilities

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

### 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.

#### **SCHEDULE**

APPLICATION: 18/00740/FULEIA

### Leadenhall Court 1 Leadenhall Street London

Demolition of the existing building and redevelopment to provide a 36 storey building with 28 floors for office use (Class B1) with retail floorspace (Class A1-A4) at basement, ground and fourth floor, office lobby and loading bay at ground floor, a publicly accessible terrace at fourth floor, 5 floors of plant and ancillary basement cycle parking (63,613sq.m GIA).

#### CONDITIONS

- The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

  REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 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:

Details of cranes and other tall construction equipment (including crane locations, operating heights and details of obstacle lighting). Such schemes shall comply with Advice Note 4 'Cranes and Other Construction issues' (available at www.aoa.org.uk/operations&safety/safeguarding.asp).

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 the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport or London City Airport through penetration of the regulated airspace.

The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works hereby permitted are begun. REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Local Plan: DM3.2. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 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) Details of the measures proposed to mitigate the impacts of solar glare.
  - 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.
- 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.
- 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 additional demand. Policy DM2.1 of the Local Plan.
- No piling shall take place until a piling method statement (detailing the depth and type and piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage and water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: The proposed works will be in close proximity to underground sewerage and water utility infrastructure, which piling has the potential to impact on. Policy DM2.1 of the Local Plan.

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.

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

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

10 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.

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

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

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.

- 13 A. No work except demolition to basement slab level shall take place until an investigation and risk assessment has been undertaken to establish if the site is contaminated and to determine the potential for pollution in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. The risk assessment must be submitted to and approved in writing by the Local Planning Authority. B. Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the local planning authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. C. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority. 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 following policy the Core Strategy: CS15
- 14 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.

  REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4.
- Before any construction works hereby permitted are begun details of rainwater harvesting and grey water recycling systems shall be submitted to and approved in writing by the local planning authority. The approved measures shall be incorporated into the development prior to first occupation and maintained thereafter for the life of the development.

REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policy of the Local Plan: CS18. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- Before any construction works hereby permitted are begun a detailed assessment of further measures to improve carbon dioxide emissions savings and the BREEAM rating shall be submitted to and approved in writing by the local planning authority.
  REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policy of the Local Plan: DM15.1, DM15.3. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- Archaeological evaluation shall be carried out in the areas of the proposed tree pits in order to compile archaeological records, assess the impact of tree pits and to agree tree pit locations in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.

  REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4.
- Before any works hereby affected are begun, and following archaeological evaluation of the locations, details of the tree pit locations including dimensions, depth, method statement and means of protection of archaeological remains shall be 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.
- Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
  - (a) Particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
  - (b) Large scale (1:10) details of the proposed new facade(s) including typical details of the fenestration, retail frontages and entrances;
  - (c) Large scale (1:10) details of ground floor elevations;
  - (d) Large scale (1:5) details of soffits, hand rails and balustrades;

- (e) Details of junctions with adjoining premises;
- (f) Details of the integration of cleaning equipment, cradles and the garaging thereof;
- (g) Details of all ground level surfaces including materials to be used;
- (h) Details of external surfaces within the site boundary including hard and soft landscaping;
- (i) Details of all external lighting;
- (j) Details of the pedestrian colonnade/arcade including lighting, soffit details, ground level surfaces, and column finishes;
- (k) Details of the loading bay doors and cycle entrance doors;
- (I) Details of the glazed lifts to the terrace;
- (m) Details of the wind canopy above the loading bay.

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, DM10.5, DM10.8, DM12.1, DM12.2, DM15.7.

- Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
  - (a) Details of the access and egress arrangements relating to the upper level public viewing platform including details of staircases, lifts and other circulation space.
  - (b) Particulars and samples of the surfacing, planting, lighting, column finishes, seating, balustrades and soffit of the public viewing terrace, and associated areas.
  - (c) Large scale (1:10) details of the proposed elevations including retail frontages around all sides of the public viewing terrace and associated areas.

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, DM10.5, DM10.8, DM12.1, DM12.2, DM15.7.

Unless otherwise approved in writing by the Local Planning Authority, before any works thereby affected are begun, details of the provision to be made in the building's design to enable the discreet installation of street lighting on the development, including details of the location of light fittings, cable runs and other necessary apparatus, shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.

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

- Before any works thereby affected are begun full details of the Sustainable Drainage Systems shall:
  - (a) be submitted to and approved in writing by the Local Planning Authority. The details submitted must demonstrate compliance with the NPPF polices and practice guidance on flood risk and the Non-Statutory Technical Standards for sustainable drainage systems (DEFRA March 2015); and
  - (b) thereafter be maintained as approved throughout the lifetime of the building.

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

- Details of the position and size of the green roof(s), walls and other landscaping features, 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.
- The proposed office development sharing a party element with nonoffice premises shall be designed and constructed to provide
  resistance to the transmission of sound. The sound insulation shall be
  sufficient to ensure that NR40 is not exceeded in the proposed office
  premises due to noise from the neighbouring non-office premises and
  shall be permanently maintained thereafter.
  A test shall be carried out after completion but prior to occupation to
  show the criterion above have been met and the results shall submitted
  to and approved in writing by the Local Planning Authority.
  REASON: To protect the amenities of occupiers of the building in
  accordance with the following policy of the Local Plan: DM15.7.
- 25 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the Class 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.

No later than one year from commencement, a Wind Assessment (including a wind tunnel test and Computational Fluid Dynamics) shall be carried out to reassess the microclimate modelling undertaken in light of the wind mitigation measures adopted by 6-8 Bishopsgate and other future consented schemes in the immediate vicinity. The wind assessment shall incorporate phasing scenarios as agreed by the Local Planning Authority and revised mitigation measures. The assessment shall be submitted to and approved in writing 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.

Subject to the details submitted and approved pursuant to condition 26 the detailed design of all wind mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the size and appearance of any features, the size and appearance of any planting containers, trees species, planting medium and irrigation systems. No part of the building shall be occupied until the approved wind mitigation measures have been implemented unless the Local Planning Authority agrees otherwise in writing. The said wind mitigation measures shall be retained in place for the life of the building unless otherwise agreed by the Local Planning Authority.

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

- (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
  - (b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.
  - (c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority. REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

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

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

- 30 Before any retail units are occupied the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
  - (a) A signage strategy for the retail units within the development shall be submitted.
  - (b) The signage relating to the public viewing terrace and any retail units accessed from this level shall also be included within the overall strategy.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, DM10.5, DM10.8, DM12.1, DM12.2, DM15.7.

- Unless otherwise agreed in writing by the Local Planning Authority, no less than 70% of the retail floorspace on the ground floor hereby approved shall be occupied as Use Class A1 for the life of the development.
  - REASON: To ensure a predominance of A1 retail within the Principal Shopping Centre, in accordance with policies CS20 and DM20.1.
- 32 The retail unit on the corner of Gracechurch Street and Leadenhall Street shall be occupied as Use Class A1 or Use Class A4 for the life of the development, with a public entrance maintained on Gracechurch Street.
  - REASON: To ensure a predominance of A1 retail within the Principal Shopping Centre, in accordance with policies CS20 and DM20.1.
- Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed. REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.1, DM10.8, DM16.2.
- Any generator on the site shall be used solely on intermittent and exceptional occasions when required in response to a life threatening emergency or an exceptional event requiring business continuity and for the testing necessary to meet that purpose and shall not be used at

any other time. At all times the generator shall be operated to minimise noise impacts and emissions of air pollutants and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.

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

- Unless otherwise agreed in writing by the local planning authority all combustion flues must terminate at least 1m above the highest roof in the development in order to ensure maximum dispersion of pollutants. REASON: In order to ensure that the proposed development does not have a detrimental impact on occupiers of residential premises in the area and in accordance with the following policy of the Local Plan: DM15.6 and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10, in accordance with the City of London Air Quality Strategy 2015 and the Local Plan DM15.6.
- No amplified or other music shall be played on the roof terraces. REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- The terraces hereby permitted shall not be used or accessed between the hours of 23:00 on one day and 07:00 on the following day on Mondays Fridays, and between the hours of 22:00 on one day and 08:00 on the following day on Saturdays, Sundays and Bank Holidays. 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.
- There shall be no promoted events on the premises. A promoted event for this purpose, is an event involving music and dancing where the musical entertainment is provided at any time between 23:00 and 07:00 by a disc jockey or disc jockeys one or some of whom are not employees of the premises licence holder and the event is promoted to the general public.
  - REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- No live or recorded music that can be heard outside the premises shall be played.
  - 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.

- 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.
- A post construction BREEAM (2018) assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.

  REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2.
- No doors, gates or windows at ground floor level shall open over the public highway.
   REASON: In the interests of public safety
- The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.

  REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.
- 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.
- A clear unobstructed headroom of 5m must be maintained for the life of the buildings in the refuse skip collection area and a clear unobstructed headroom of 4.5m must be provided and maintained in all other areas (including access ways) to be used for loading and unloading.

  REASON: To ensure satisfactory servicing facilities in accordance with the following policy of the Local Plan: DM16.5
- 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.
- 47 No building, roof structures or plant above the top storey, including any building, structures or plant permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or

without modification shall be installed unless otherwise approved by the Local Planning Authority in writting.

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

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

  REASON: To ensure a satisfactory external appearance in accordance
  - REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 49 Except as may be approved in writing by the Local Planning Authority the loading and unloading areas must remain ancillary to the use of the building and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.

  REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Local Plan: DM16.5.
- 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.
- An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building hereby permitted. Within 6 months of first occupation a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The offices in the building shall thereafter be operated in accordance with the approved Travel Plan (or any amended Travel Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.
  - REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Local Plan: DM16.1.
- The vehicular parking provided on the site must remain ancillary to the use of the building and shall be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors.

REASON: To ensure that the parking spaces provided remain ancillary to the use of the building in accordance with the following policy of the Local Plan: DM16.5.

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 736 pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.

REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist

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.

The pass doors shown adjacent to or near to the main entrances to the building 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.

- The loading bay doors shall be kept shut when not in use.

  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 policy of the Local Plan: DM10.1.
- 56 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: Site location plan and drawing nos. P1998 Rev 02, P1999 Rev 02, P2000 Rev 05, P2000M Rev 03, P2001 Rev 02, P2002 Rev 02, P20003 Rev 02, P2004 Rev 03, P2004M Rev 00, P2005 Rev 02, P2006 Rev 02, P2018, Rev 02, P2019 Rev 02, P2020 Rev 02, P2021 Rev 02, P2022 Rev 02, P2028 Rev 02, P2029 Rev 03, P2030 Rev 02, P2031 Rev 02, P2032 Rev 02, P2033 Rev 02, P2036 Rev 02, P2200 Rev 02, P2201 Rev 02, P2202 Rev 02, P2203 Rev 03, ILS-MAKE-P2210 Rev 02, ILS-MAKE-P2211 Rev 03, ILS-MAKE-P2212 Rev 02, P2213 Rev 03, P2250 Rev 02, ILS-MAKE-P2251 Rev 02, ILS-MAKE-2260 Rev 02, ILS-MAKE-XX-XX-PL-A-P4000 Rev 02, ILS-MAKE-XX-32-PL-A-P4003 Rev 02, ILS-MAKE-P4010 Rev 02, ILS-MAKE-P4011 Rev 02, ILS-MAKE-P4012 Rev 02, ILS-MAKE-XX-XX-PL-A-P4013 Rev 00 and ILS-MAKE-XX-XX-PL-A-P4014 Rev 00.

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**

- You are advised that the integrity of the design shown on the approved drawings is integral to the acceptability of this scheme on this sensitive site. Any proposals to alter the design or the materials which reduced the quality of the scheme would require approval and would be unlikely to be acceptable to the Local Planning Authority.
- 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.

The Mayoral Community Infrastructure Levy is set at a rate of £50 per sq.m on "chargeable development" and applies to all development over 100sq.m (GIA) or which creates a new dwelling.

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

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

Relevant persons, persons liable to pay and owners of the land will be sent a "Liability Notice" that will provide full details of the charges and to whom they have been charged or apportioned. Please submit to the City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: www.planningportal.gov.uk/cil).

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Section106 Planning Obligations Officer. This Notice is available on the

Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.

- 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 the Department of Markets and Consumer Protection 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 in particular:
  - the identification, encapsulation and removal of asbestos in accordance with a planned programme;
  - 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) The detailed layout of public conveniences.
  - (j) Limitations which may be imposed on hours of work, noise and other environmental disturbance.
  - (k) The control of noise from plant and equipment;
  - (I) Methods of odour control.
- 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.

Air Quality

(e) Compliance with the Clean Air Act 1993

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

# Boilers and CHP plant

- (f)
  The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NOx emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2015.
- (g)
  All gas Combined Heat and Power plant should be low NOX
  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.
- (h) 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.
- (i)
  Developers are encouraged to install non-combustion renewable technology to work towards energy security and carbon reduction targets in preference to combustion based technology.

# Standby Generators

- (j)
  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.
- (k)
  There is a potential for standby generators to give out dark smoke on start up and to cause noise nuisance. Guidance is available from the Department of Markets and Consumer Protection on measures to avoid this.

# **Cooling Towers**

**(I)** 

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

### Noise Affecting Residential Properties

(m)

The proposed residential flats are close to busy roads and are in an existing commercial area which operates 24 hours a day. The scheme should include effective sound proofing of the windows and the provision of air conditioning or silent ventilation units to enable the occupants to keep their windows closed to benefit from the sound insulation provided. This may need additional planning permission.

(n)

The proposed residential units are located in a busy City area that operates 24 hours a day and there are existing road sweeping, deliveries, ventilation plant and refuse collection activities that go on through the night. The units need to be designed and constructed to minimize noise disturbance to the residents. This should include acoustic treatment to prevent noise and vibration transmission from all sources. Sound insulation treatment needs to be provided to the windows and either air conditioning provided or silent ventilation provided to enable the windows to be kept closed yet maintain comfortable conditions within the rooms of the flat. This may need additional planning permission.

### Ventilation of Sewer Gases

(O)

The sewers in the City historically vent at low level in the road. The area containing the site of the development has suffered smell problems from sewer smells entering buildings. A number of these ventilation grills have been blocked up by Thames Water Utilities. These have now reached a point where no further blocking up can be carried out. It is therefore paramount that no low level ventilation intakes or entrances are adjacent to these vents. The Director of Markets and Consumer Protection strongly recommends that a sewer vent pipe be installed in the building terminating at a safe outlet at roof level atmosphere. This would benefit the development and the surrounding areas by providing any venting of the sewers at high level away from air intakes and building entrances, thus allowing possible closing off of low level ventilation grills in any problem areas.

Food Hygiene and Safety

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

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

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

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

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

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

- (r)
  From the 1 July 2007, the Health Act 2006 and associated Regulations prohibited the smoking of tobacco products in all enclosed or partially enclosed premises used as workplaces or to which the public have access. All such premises are required to provide signs prescribed by Regulations. Internal rooms provided for smoking in such premises are no longer permitted. More detailed guidance is available from the Markets and Consumer Protection Department (020 7332 3630) and from the Smoke Free England website: www.smokefreeengland.co.uk.
- A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
- Where groundworks not shown on the approved drawings are to take place below the level of the existing structure (including works for

underpinning, new lift pits, foundations, lowering of floor levels, new or replacement drainage, provision of services or similar) prior notification should be given in writing to the Department of the Built Environment in order to determine whether further consents are required and if the proposed works have archaeological implications.