

Committee:	Date:
Planning and Transportation	5 November 2019
Subject: 1 - 14 Liverpool Street And 11-12 Blomfield Street London EC2M 7AW Demolition of the existing building and over site development to provide a 10 storey building for office use (Class B1) (24,134sq.m GIA) with retail floorspace (Class A1-A4) at ground (615sq.m GIA), roof plant and two levels of partial basement.	Public
Ward: Broad Street	For Decision
Registered No: 19/00466/FULEIA	Registered on: 30 April 2019
Conservation Area: New Broad Street	Listed Building: No

Summary

The site comprises two parts: the land at 11-12 Blomfield Street which was demolished as part of the Crossrail station development at Liverpool Street Station which now provides a five storey Crossrail ventilation shaft towards the east side of the site, with a Crossrail 'box' at ground floor level providing a station escape route and maintenance access onto Blomfield Street, and 1-14 Liverpool Street, a six storey office building, with retail at ground floor level. The site partially falls within New Broad Street Conservation Area and is adjacent to Finsbury Circus Conservation Area to the west, and Bishopsgate Conservation Area to the east.

The proposal, which is accompanied by an Environmental Statement, seeks to demolish the existing building at 1-14 Liverpool Street and create an over site development to provide a 10-storey building for office use (Class B1) (24,134sq.m GIA) with retail floorspace (Class A1-A4) (615sq.m GIA) at ground floor level, roof plant and two levels of partial basement. The highest part of the building would be 69.5m AOD.

Historic England consider that the scale and bulk of the proposals would cause some harm to the significance of Bishopsgate Conservation Area. The City Heritage Society and the City of London Conservation Area Advisory Committee raised some concern around the design of the top three storeys.

The proposed development would result in approximately an additional 13,686sq.m GIA of additional 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 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 retail floorspace in this location is also in accordance with the site's location within the Liverpool Street Principal Shopping Centre.

The height and appearance of the building and its impact on local townscape views proposals are considered to be acceptable, in the context of larger nearby buildings and with the significant constraints of Crossrail infrastructure on the site. Its design is considered suitable.

The proposals do not have a detrimental impact on the setting of listed buildings, do not harm the character or appearance of Conservation Areas and non-designated heritage assets in the vicinity or on the LVMF views.

The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free. 296 long stay cycle parking spaces and associated facilities would be provided in accordance with Development Plan standards.

The scheme would not result in any significant adverse impacts on daylight and sunlight to surrounding residential buildings or open spaces.

Due to the constraints of the site it is proposed to service the development via on street servicing. The use of a physical consolidation centre would be required.

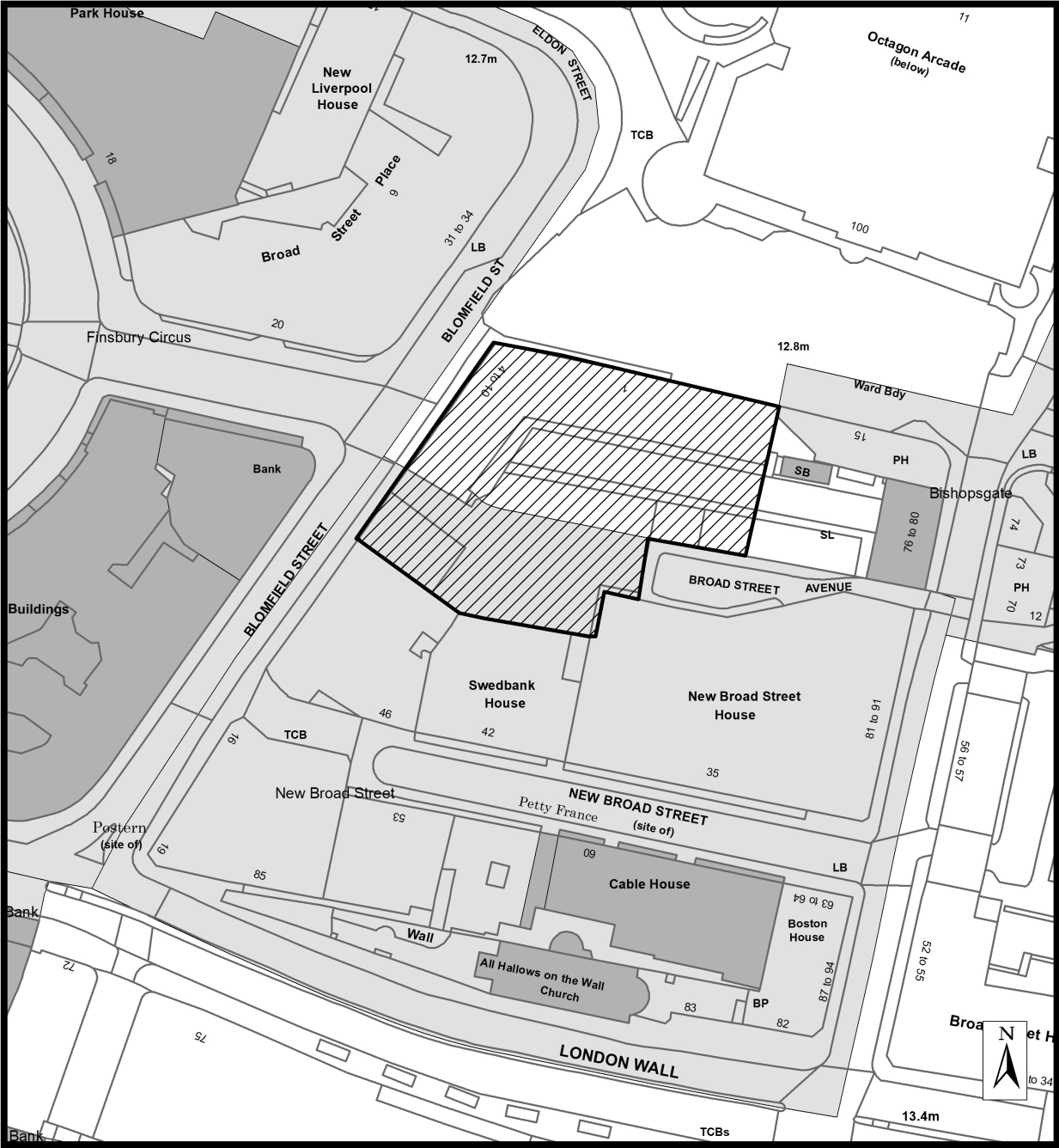
The proposal is in substantial compliance with the development plan policies that relate to it and it is concluded that the scheme should be recommended subject to conditions and to a Section 106 agreement being entered into to cover the matters set out in the report.

Recommendation

(a) Planning permission be GRANTED for the above proposal in accordance with the details set out in the attached schedule subject to 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; and

(b) 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



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ADDRESS:
1-14 Liverpool Street And 11-12 Blomfield Street

CASE No.
19/00466/FULEIA

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



DEPARTMENT OF THE BUILT ENVIRONMENT



View of the site looking south from the entrance to Broadgate



View of the site looking north along Blomfield Street



View of the site looking east from Finsbury Circus

Main Report

Environmental Statement

1. The application is for EIA development and is accompanied by an Environmental Statement (ES). The ES is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This is to ensure that the importance of the predicted effects and the scope for reducing them are properly understood by the public and the competent authority before it makes its decision.
2. The Local Planning Authority must take the Environmental Statement into consideration in reaching its decision as well as comments made by the consultation bodies and any representations from members of the public about environmental issues as required by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
3. The duties imposed by regulation 26 of the EIA Regulations require the local planning authority to undertake the following steps:
 - a. To examine the environmental information;
 - b. To reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to at (a) above, and where appropriate, their own supplementary examination;
 - c. To integrate that conclusion into the decision as to whether planning permission is to be granted; and
 - d. If planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures.
4. The local planning authority must not grant planning permission unless satisfied that the reasoned conclusion referred to at paragraph 3(b) above is up to date.
5. 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.
6. 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.
7. The Environmental Statement is available in the Members' Room, along with the application, drawings, relevant policy documents and the representations received in respect of the application.

Site

8. The proposal site comprises two parts. The building at 11-12 Blomfield Street was demolished as part of the Crossrail station development at Liverpool Street Station. The previous building on the site was a six

storey office building with a wine bar in the basement. This area now provides a five storey Crossrail ventilation shaft towards the east side of the site, with a Crossrail 'box' at ground floor level providing a station escape route and maintenance access onto Blomfield Street.

9. 1-14 Liverpool Street is a six storey office building, comprising basement, ground and five upper storeys, providing 11,058sq.m (GIA) of floorspace, with retail at ground floor level. It is currently entirely within the Crossrail construction site and is used as site offices.
10. The site is bounded by Blomfield Street to the west and Liverpool Street to the north. Access to the rear of the site is available via Broad Street Avenue. A London Underground (LUL) substation is located to the east of the site along the north side of Broad Street Avenue. The site is located above Crossrail, as well as the London Underground, which runs east - west below the site at basement level.
11. Two residential units are located within the upper floors of the Railway Tavern, 15 Liverpool Street located immediately to the east of the site.
12. The entrance to the new Crossrail Liverpool Street station is located immediately to the north of the site, across a proposed area of pedestrianised public realm. The Liverpool Street entrance to Liverpool Street Station is located to the east. The site is within the Liverpool Street Principal Shopping Centre.
13. The boundary of the New Broad Street Conservation Area runs through the middle of the site, with 11-12 Blomfield Street being within the Conservation Area and 1-14 Liverpool Street being outside. The site is adjacent to Finsbury Circus Conservation Area to the west, and Bishopsgate Conservation Area to the east.
14. The site adjoins the Grade II listed Signal box on Liverpool Street underground station platform. Grade II listed Liverpool Street Station and the Andaz Hotel are located to the north east, with Grade II listed 81-91 Old Broad Street to the east. Located to the west on Finsbury Circus are Grade II listed 25 London Wall Buildings, 22 & 23 Blomfield Street and Park House.

Proposals

15. Planning permission is sought for the demolition of the existing building at 1-14 Liverpool Street and over site development to provide a 10-storey building for office use (Class B1) with retail floorspace (Class A1-A4) at ground floor level, roof plant and two levels of partial basement.
16. It provides 24,749sq.m of floorspace comprising 24,134sq.m of office (Class B1) and 615sq.m of retail (Class A1-A4). The proposed building would be 59.5m AOD.
17. The basement levels are limited to the area beneath the existing 1-14 Liverpool Street due to London Underground lines and Crossrail.
18. The office floorspace would be accessed from Liverpool Street, via an entrance hall containing escalators to the main reception and entrance hall at first floor level.

19. Three retail units are proposed. One would be accessed from Blomfield Street, one from Liverpool Street and the corner unit from both. The units would be used as either shop (Class A1), financial and professional services (Class A2), restaurant or café (Class A3), or drinking establishment (Class A4).
20. A secondary entrance is proposed on Blomfield Street to provide access to the waste store located at ground floor level, and the cycle parking facilities at mezzanine and first floor level. Associated shower and locker facilities are proposed at first floor level. Access to the shower and locker facilities would be available via the first floor main reception.
21. The building is proposed to be serviced from the street, via Broad Street Avenue and proposed loading bays on Blomfield Street.
22. A series of balconies and terraces are proposed at levels 8-10 within large dormer windows, providing external amenity space for the offices. These would incorporate planters and additional green roof planting would be installed around the proposed plant enclosure.
23. A creative 'window space' or vitrine is proposed in the Liverpool Street elevation to provide a curated display, potentially in association with the City's Culture Mile.

Consultations

24. The application was advertised by way of a notice displayed on site and in the press. In addition, notification letters were sent to the residential units above the Railway Tavern.
25. The views of other City of London departments have been taken into account in the preparation of this report and some detailed matters remain to be dealt with under conditions and the Section 106 agreement.
26. No response has been received from the Greater London Authority.
27. Natural England considered that the proposed development would not have significant adverse impacts on statutorily protected nature conservation sites or landscapes and raised no objection.
28. The Environment Agency had no comments to make on the application.
29. Transport for London did not object but raised various issues which are summarised here:
 - Long-stay cycle parking provision to be revised, including provision for adapted cycles
 - Amend and confirm that cycle parking is designed in accordance with the London Cycle Guidance Standards (LCDS)
 - A contribution of £275,000 should be secured for a new Cycle Hire docking station in the vicinity of the site
 - A revised Transport Assessment to include an outline Construction Logistics Plan (CLP)
 - A full Delivery and Servicing Plan (DSP) to be secured by condition
 - Mayoral Community Infrastructure Levy 2 (MCIL2) should be calculated and secured by the City Corporation

Following the submission of this comment, the long-stay cycle parking provision has been revised to increase the number of spaces for adapted cycles, and is compliant with Policy 6.9 of the London Plan. The applicant has confirmed that the cycle parking has been designed in compliance with the LCDS. A CLP is reserved by condition, and a DSP will be required by planning obligation. The request for a contribution towards a new Cycle Hire docking station has been addressed in the report.

30. Historic England consider that the *“scale and bulk of the scheme, which would appear domineering in these views [from Bishopsgate], would cause some harm to the significance of the designated heritage asset of Bishopsgate Conservation Area arising from development proposed in its setting”*. They have described the harm as less than substantial. These comments have been addressed in the relevant part of the report. Although the development will have an imposing scale in these views, it is not considered to be unduly oppressive, especially given the larger scale of 100 Liverpool Street and the consented 1-2 Broadgate to the north of this view. The full representation is attached at the end of the report.
31. Crossrail / London Underground Ltd (LUL) recommend that conditions and Informatives be attached to the planning permission if approved.
32. Network Rail has no comments to make on the application.
33. Thames Water recommend that conditions and Informatives be attached to the planning permission if approved.
34. City of London Conservation Area Advisory Committee raised no objection in principle, but raised concerns regarding the design of the top three 3 floors where the dormers appeared out of place with the remainder of the building.
35. The City Heritage Society commented *“While we have some reservations about the height of the proposed building where it abuts the existing buildings on Liverpool St, which section of the building is in the Conservation Area, we find that the proposed treatment of the three storey mansard exacerbates this problem. The lower 7 storeys respect the scale of the surrounding existing buildings and reflect the hierarchy of their window proportions but the large openings and the curious wavy pattern of the three storey mansard appear out of all proportion to the lower floors and draw attention to the 10 storey height of the building rather than alleviating it.”*
36. The comments from City of London Conservation Area Advisory Committee and the City Heritage Society have been addressed in the relevant part of the report. It is considered that the building height is comparable to a number of consented schemes to the immediate north of the site, and is justified by the constraints of the Crossrail infrastructure and its proximity to major transport nodes. The design of the roof storeys at levels 8 – 10 is considered to be justified and acceptable. The full representations from City of London Conservation

Area Advisory Committee and the City Heritage Society are attached at the end of the report.

Policy Context

37. The development plan consists of the London Plan and the City of London Local Plan. The London Plan sets out the Mayor's vision for London up to 2036, and includes policies aimed at delivering employment growth of 57,000 or 13.5% in the City of London in this period. The London Plan identifies the City as being within London's Central Activities Zone (CAZ) and requires that planning policy should sustain and enhance the City as a "strategically important, globally-orientated financial and business centre" ensuring that development of office provision is not strategically constrained and that provision is made for a range of occupiers, especially financial and business services. To deliver office growth, the Plan encourages the renewal, modernisation and increase in the office stock, where there is strategic and local evidence of sustained demand for office-based activities.
38. The City of London Local Plan provides detailed, City specific, guidance on development. A key objective is to ensure that the City remains the world's leading international, financial and business services centre, planning for 1,150,000 square metres of additional office floorspace between 2011 and 2026.
39. The Mayor of London has prepared a draft London Plan and the City of London has prepared a draft Local Plan. These are material considerations to be taken into account. The London Plan and Local Plan policies most relevant to the consideration of this case are set out in Appendix B to this report. Less weight should be afforded to the draft London Plan and the draft Local Plan.
40. There is relevant City of London supplementary planning guidance in respect of Planning Obligations, New Broad Street, Finsbury Circus and Bishopsgate Conservation Areas and City of London Community Infrastructure Levy Charging Schedule. There is relevant GLA supplementary planning guidance in respect of Sustainable Design and Construction, 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.
41. Government Guidance is contained in the National Planning Policy Framework (NPPF) (2019). The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are: building a strong, competitive economy, placing significant weight on supporting economic growth, job creation and prosperity; promoting sustainable transport and requiring transport assessments where significant transport movements are envisaged; requiring good design, ensuring buildings function well and add to the overall quality of an area; conserving and enhancing the natural environment; conserving and enhancing the historic environment,

attaching great weight to the conservation of heritage assets of the highest significance.

Considerations

42. In considering the planning application account has to be taken of the environmental information including the Environmental Statement, the statutory and policy framework, the documentation accompanying the application, and the views of both statutory and non-statutory consultees.
43. 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.
44. The Corporation, in determining the planning application has the following main statutory duties to perform:-
 - to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
 - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
 - to pay special attention to the desirability of preserving or enhancing the character or appearance of New Broad Street Conservation Area, Finsbury Circus Conservation area and Bishopsgate Conservation Area (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990);
 - in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990). In this case the duty is to the desirability of preserving the setting of listed buildings.
45. 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.
46. The principal issues in considering this application are:
 - The extent to which the proposals comply with Government policy advice (NPPF);
 - The extent to which the proposals comply with the relevant policies of the Development Plan;
 - The economic benefits of the scheme;
 - The appropriateness of the bulk, massing and design of the proposals;

- The impact of the proposal on designated and non-designated heritage assets;
- Servicing, Transport and impact on public highways;
- The impact on the nearby buildings and spaces, including daylight/sunlight and amenity.

Economic Development Issues

47. 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 14% of London's output and 3% of total UK output. The City is a significant and growing centre of employment, providing employment for over 510,000 people.
48. 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 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.
49. 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).
50. 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.
51. The City of London lies within the Central Activities Zone (CAZ), which 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.

52. The London Plan projects future employment growth across London, projecting an increase in City employment of 57,000 between 2011 and 2036, a growth of 13.5%. Further office floorspace is required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.
53. 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. 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.
54. The proposed development would result in approximately an additional 13,686sq.m GIA of additional 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.
55. The proposed combination of two existing sites into a single building enables large uniform floor plates (typically approx.1750sq.m NIA) which maximise internal usable areas, which addresses the needs of international business in accordance with Local Plan policy DM1.2.

Use

56. The proposed development would result in an increase of approximately 13,686sq.m (GIA) of Class B1 floorspace and the provision of three ground floor retail units (615sq.m GIA) to be used as either shop (Class A1), financial and professional services (Class A2), restaurant or café (Class A3), or drinking establishment (Class A4).
57. The increase in office floorspace will contribute to meeting the Local Plan's overall office floorspace targets to 2026, and is welcomed in accordance with Core Strategic Policy CS1 and Policy DM1.1 which encourages the assembly and development of large sites of high-quality accommodation.
58. The application site lies within the Liverpool Street Principal Shopping Centre as defined within the Local Plan. Core Strategic Policy CS20 seeks to improve the quantity and quality of retailing by focusing new retail development within the PSC's so that they become attractive shopping destinations, and Policy DM1.5 seeks to encourage a mix of commercial uses within office developments which contribute to the City's economy and provide support services in this highly accessible area well served by public transport.
59. Policy DM20.1 seeks to maintain a clear predominance of A1 shopping frontage within PSC's, refusing changes that would result in more than 2 in 5 consecutive premises not in A1 or A2 use. There is a break in the retail frontage along Bloomfield Street where the nearest retail units comprise three Class A1 uses and therefore use of the proposed retail units would be acceptable as Class A1-A4 use. Frontage along Liverpool

concourse comprises the Railway Tavern (Class A4 use) and the proposed entrance lobby for the offices. In order to comply with Policy DM 20, a condition is recommended to ensure that at least one of the proposed units fronting Liverpool Street is used for Class A1 purposes.

60. Prior to the Crossrail works, the ground floor of 1-14 Liverpool Street contained two retail units comprising approximately 610sq.m of retail floorspace. The site is within the Crossrail Liverpool Street building site and the retail units have been inaccessible to the public and empty for at least four years. The proposed 615sq.m of retail space would provide a small uplift in retail space, and would encourage active frontage, vibrancy and diversity of use within the street-scene and provide a supporting service to the surrounding offices.

Bulk and Massing

61. The scheme rises to a height of 59.5 m AOD which is of comparable height to a number of permitted schemes to the immediate north. 100 Liverpool Street immediately to the north rises up to 64m AOD whilst the consented 1-2 Broadgate rises to 74m high. In this respect the height is generally appropriate to its environs and in key London wide views such as from Gabriel's Wharf on the Southbank and King Henry's VIII's Mound in Richmond.
62. Although, the height of the building will have an assertive impact on the setting of the listed building to the east, the height is considered acceptable not only in terms of its relationship to other new developments to the north (of a similar height) as well as being viewed against a backdrop of tall buildings in views to the south east. Whilst the building is taller than the buildings to the west, it responds to their architectural expression. In addition, the scale of the development is justified by the significant constraints of Crossrail infrastructure on the site and the appropriateness of this height, bulk and density, located as it is on major transport nodes given its immediate proximity to the Crossrail station and Liverpool Street Station and underground station.

Design Approach

63. The design approach responds to a strong bookend corner in the townscape by introducing a robust building which will visually support this prominent corner and appropriately enclose and (alongside the developments to the north) frame the new public realm around the Crossrail entrance.
64. The elevations express a strong vertical hierarchy with a grounded base supporting the middle body of the building which is itself crowned by a single storey attic before culminating with a three-storey pitched roof storey reflecting the key characteristics of nearby buildings to the west.
65. The double height base gives a robust visual support to the building with channelled double height pilasters in cast metal framing the shopfronts and first floor office reception. The middle body of the facade is characterized by a repeating grid of channelled mullions with spandrel panels incorporating a modelled cast pattern. The attic storey at 7th floor level has a tighter grid of cast metal piers with recessed glazing which

has a depth and shadowing differentiating it from the middle section of the facade. The east facade will be highly prominent as a backdrop to the listed Railway Tavern to the east and is appropriately designed with the facade wrapping around seamlessly.

66. The triple height roof is a contemporary interpretation of a mansard roof with a 70 degree pitch reducing its visual impact. Exuberant Parisian style mansards are distinctive elements of the listed buildings on Finsbury Circus to the west of the site and the re-interpretation of this architectural precedent is considered appropriate on this prominent corner location. The relationship of a three-storey angled roof crowning a nine-storey façade is considered architecturally proportional. The roof curves around the corner resulting in an appropriate transition and expression of the corner. Although the dormers are wide, they reflect the primary structure of the cast metal grid of the lower elevations which is an honest contemporary architectural approach. The roof will include serrated angled fins which from street level will appear visually subtle yet still introduce a level of close-grained detailing as well as minimizing light spillage. In addition, greening is provided by planters underneath the dormers.
67. The roof of the proposal is clad in dark painted fabricated metal and wholly encloses the plant so it is concealed from view. The roof includes photovoltaic panels concealed from street level views.
68. The facing material is cast metal sections with integral cast modelling and patterning. The cast metal reflects the robust engineering of Liverpool Street station and the adjoining new Crossrail infrastructure and responds to the surrounding late C19th Century architecture. The use of this material in this location is considered appropriate. The base of the building has a granite plinth to lift the cast metal above the ground to protect it from water.
69. The depth of modelling of the cast detailing and patterning in the channelled pilasters and spandrels and the angled profile of the fins on the roof courses is convincing. The cast metal will be a combination of aluminium and iron which will be painted in a grey colour. Painting cast metal facades has in international precedent, for example the restored Judd Foundation in Spring Street, New York and has a unique quality which will enhance the architectural richness and diversity of the City.
70. The street facades are enlivened by retail frontages with 6m wide, double height shopfronts on both Liverpool Street and Blomfield Street and a vitrine on Liverpool Street which will include a curated display focussing on the “Culture Mile” or the rich archaeological finds in the vicinity. The displays will be conditioned to ensure this aspect of the proposal will culturally enrich the area. Details of how the display will be curated and maintained will be secured by S106 agreement.

London Views Management Framework

71. The London View Management Framework (LVMF) is a key part of the Mayor’s strategy to preserve London’s character and built heritage. It explains the policy framework for managing the impact of development

on key panoramas, river prospects and townscape views. The LVMF provides Mayoral Supplementary Planning Guidance (SPG) on the management of 27 strategically important views designated in the London Plan. It elaborates on the policy approach set out in London Plan policies 7.10, 7.11 and 7.12 and came into effect on 16 March 2012. London Plan policy requires that development should not cause adverse impacts on World Heritage Sites or their settings and that new development should not harm and where possible should make a positive contribution to the characteristics and composition of strategic views and their landmark elements.

72. The site falls immediately adjacent to the King Henry VIII's Mound Richmond Protected Vista of the LVMF and the impact requires assessment.

King Henry VIII's Mound, Richmond Park (9A)

73. This view focusses on St Paul's Cathedral and though it is located some ten miles away is considered to be a unique view of the Cathedral.
74. From this viewpoint the scheme will not impact on views of the Cathedral and would therefore preserve or enhance the viewer's ability to recognise and appreciate the Cathedral.

Other LVMF views

75. By virtue of its relatively modest height the proposed development will be entirely concealed in views from the key views from Waterloo Bridge (15B); Hungerford footbridge (17B) and Gabriel's Wharf (16B.1) and other relevant LVMF assessment points.

Local Views

76. There are a number of other local views which have been assessed, most of which are discussed in the paragraphs relating to the impact on nearby Conservation Areas.
77. The scheme will result in a strong visual backdrop to both Broadgate Circle and Finsbury Avenue Square as well as a backdrop framing the Fulcrum sculpture. In all of these views, the development will appropriately frame these spaces and features and will not harm their settings or the character of the Broadgate Estate which has been identified as an undesignated heritage asset due to the quality of its plan form.
78. The scheme will be concealed from view in key views from the Honourable Artillery Company grounds or from Bunhill Fields.

St. Paul's Cathedral and the Tower of London World Heritage Site

79. The proposal would not harm views of or the setting or significance of St. Paul's Cathedral. The proposal does not fall within the St. Paul's Heights policy area and will not adversely affect key views of the Cathedral or harm the setting or significance of the St. Paul's Conservation Area.
80. The proposal will be concealed in key identified views of the Tower of London World Heritage Site by virtue of the cluster of tall towers to the

south. In this respect the Outstanding Universal Value of the World Heritage Site will not be harmed.

Impact on significance and setting of listed buildings

81. The impact of the proposal on surrounding listed buildings have been assessed and no harm to their setting was found. A number of listed buildings are located in close proximity of the site. These will be discussed in turn:
82. The site adjoins the listed Signal box on Liverpool Street underground station platform. The Signal box is appreciated primarily from views along the platform. Currently, the backdrop of the Signal box is unexceptional with the restrained and unremarkable rear elevations of the 1970's Liverpool Street building dominating its backdrop. In this context, the development will appear as an appropriate new backdrop to the Signal box and would not harm its setting.
83. Liverpool Street Station and the Andaz Hotel are located to the north east of the site and are prominent in views from the west of the site. In these views, the development appears as an assertive bookend on Blomfield Street at a comparable height to 100 Liverpool Street (and the consented 1-2 Broadgate) on the north side of Liverpool Street and Eldon Street and will not harm the setting of either listed buildings.
84. The scheme will appear as a prominent backdrop in views of a number of Grade 2 listed buildings including 81-91 Old Broad Street to the east as well as London Wall Buildings, 22 & 23 Blomfield Street, and Park House (the latter three on Finsbury Circus). The proposal is not considered to harm the setting of these buildings given the presence of buildings of a similar height in their backdrop.

Impact on the significance of Conservation Areas

85. The site is adjacent to or in proximity to a number of conservation areas both within the City and in the London Borough of Islington and Hackney. The impact of the proposal on nearby conservation areas within the City is set out below:

Finsbury Circus Conservation Area

86. This Conservation Area is located directly to the west of the site. Finsbury Circus is listed as a Registered Historic Park and Garden. The upper storeys of the proposal would be visible above the skyline of the buildings framing the east side of the Circus. In this view the scheme will be seen against a backdrop of taller developments at 150 Bishopsgate and 110 Bishopsgate and from the north west corner, 100 Bishopsgate. In addition, the mature plane trees framing the Circus will screen the building in street level views especially in summer. In this respect, the impact of the proposal is not considered to harm the character and appearance of the Finsbury Circus Conservation Area.

New Broad Street Conservation Area

87. The Conservation area is to the south of the site adjoining its southern boundary. The proposal will appear as a prominent backdrop in views

northwards along Blomfield Street but will be viewed against the backdrop of 5 Broadgate, 100 Liverpool Street and Broadgate Tower and in this context its scale is not considered to harm this view. In addition, the proposal will appear as backdrop in views along Broad Street Avenue but not in a manner that compromises the fine Edwardian facades framing this view. The proposal is not considered to harm the character and appearance of the Conservation Area.

Bishopsgate Conservation Area

88. The Conservation Area lies to the south east of the site and adjoins its eastern boundary. The proposal will have a major visual impact in views westwards along Liverpool Street. In particular, it will appear as an assertive backdrop to the Railway Tavern and Liverpool Street Arcade, which contribute positively to the character and appearance of the Conservation Area. Although the development will have an imposing scale in these views, it is not considered to be unduly oppressive, especially given the scale of 100 Liverpool and the consented 1-2 Broadgate to the north of this view. The proposal is not considered to harm the character and appearance of the Conservation Area.

Other Conservation Areas

89. The impact of the scheme on other Conservation Areas is considered minimal. By reason of its distance and height it will be wholly or largely concealed in views from Bank Conservation Area in the City, Sun Street Conservation Area in L.B of Hackney or from the Bunhill and Finsbury Square Conservation Area in the L.B of Islington.

Non-designated Heritage Assets

90. The building lies to the south of the Broadgate Estate which was built pursuant to a Masterplan of the 1980's and combined extensive public spaces framed by large office buildings. The City of London in its determination of the 5 Broadgate development (10/00904/FULEIA) in 2010 identified the Broadgate Estate as an undesignated heritage asset by reason of its plan form. The enduring legacy of the original Masterplan lies in the inter-relationship of public spaces between the buildings and the considered location of public art and sculpture. The proposed scheme will not harm the setting or significance of the Broadgate Estate as an undesignated heritage asset.

Transport, Servicing & Parking

Trip Generation

91. The Proposed Development is well served by public transport, with a wide range of bus, rail and underground services available in close proximity to the Proposed Development. The Site has an overall public transport accessibility level (PTAL) of 6b (very high).
92. The submitted transport assessment predicts that the proposed development would generate a total of 547 two-way person trips during the AM peak hours and 530 trips during the PM peak hours, with approximately 4491 two-way person trips over the course of the day. This represents an increase of 328 trips during the AM and 317 trips for

the PM when compared with the previously existing buildings on the site. The majority of trips are expected to be made by public transport (89%), walking (5%) and cycling (4%).

93. A Travel Plan is required in the Section 106 Agreement.

Parking

94. The development is proposed to be car free. While no disabled persons parking is proposed, four disabled parking spaces available for use within 50-80m of the site, on Finsbury Circus and Eldon Street.
95. Considering the constraints of the site and that there are existing disabled parking bays in the vicinity, the non-provision of disabled persons' parking is considered acceptable.

Cycle Parking

96. The proposal provides 4 long-stay cycle parking spaces for the retail units and 292 long-stay cycle parking spaces for the office use. Of the 292 spaces, 28 are proposed to be folding cycle lockers and 12 are proposed to be non-standard / adaptable cycle spaces. Access to the office long stay parking would be through a dedicated entrance on Blomfield Street. 33 showers would be provided equating to one shower per 9 cycle parking spaces which is acceptable. 292 Lockers would be provided.
97. For a development of this scale table 6.3 of the London Plan requires a minimum of 33 short-stay cycle parking spaces for visitors to the office and retail facilities. No short-stay cycle parking is proposed within the site as the development covers 100 percent of the site, with a significant amount of the ground floor area given over to Crossrail. There is no street level curtilage available on which short-term cycle parking spaces could be located.
98. The proposed long-stay cycle parking provision accords with policies DM16.3 of the Local Plan and 6.9B(a) of the London Plan. The lack of short-stay provision would be contrary 6.9B(a) of the London Plan. However, given the limitations of the site, it is considered that the proposed cycle parking provision is acceptable in this particular case.

Servicing and Deliveries

99. Due to the constraints of the site, in particular the limited ground floor and basement space due to the underground lines and Crossrail, it is proposed to service the development via on street servicing.
100. The office would be serviced where possible from Broad Street Avenue. This would accommodate couriers and small vans. Larger deliveries will need to be via the Blomfield Street entrance which has two lifts serving the first floor, from there deliveries would be taken up the main or secondary (serving the rear entrance on to Broad Street Avenue) lift cores. It is proposed to use an area on the east side of Blomfield Street for servicing which could accommodate six delivery vehicles per hour (assuming 30m of kerbline accommodating three vehicles at a time and

a 30-minute duration of stay). The creation of the servicing area would be secured under a S278 agreement.

101. The area on Blomfield Street identified for servicing was previously earmarked as two bus stands. Transport for London have agreed to the relocation of the bus stands. The new location is still to be agreed between City of London and Transport for London officers.
102. Excluding deliveries assumed to be made via Broad Street Avenue, the forecast office and retail servicing demand for the proposed servicing location on Blomfield Street, amounts to a total of 31 transit vans and eight rigid / large vans, which would total 47 loading slots per day. 38 slots would be required for the office use and nine for retail activity. With six slots available per hour this demand is equivalent to a little under 8 hours of activity per day.
103. The figures above are without consolidation. As the proposed servicing bay would be on street and not limited to this development, it is likely to be utilised at times by surrounding businesses. Given the pressure on the area, the City would require the use of a physical consolidation centre which will be secured through the S106, as well as a cap on the number of deliveries secured through the DSP.
104. Given the constraints of the site, it is considered that the proposed servicing approach would be acceptable subject to the use of consolidation to reduce the number of deliveries. A detailed Delivery and Servicing Plan would be required through the S106 agreement, with updated numbers of servicing vehicles to reflect the use of a consolidation centre.

Waste Management

105. A bin store and waste compactor is proposed at ground floor level. A recycled waste store is proposed at mezzanine level. These would be accessed via the Blomfield Street service entrance. The internal management team would present all bins requiring collection within the bin store. All tenants would have access to the waste store.
106. Refuse from the retail stores would either be collected by the internal management team and removed to the bin store or be put outside the retail frontages in line with the City's waste Time Banding Scheme.

Underground Railway and Crossrail

107. The site is located above Crossrail, as well as the Metropolitan Railway, which runs east - west below the site. The site incorporates the Crossrail ventilation shaft rising to seventh floor level within the proposed building, with the ground floor of the south side of the site to be used a station escape route and maintenance access onto Blomfield Street.
108. The proposal would not affect the construction or operation of Crossrail or the other Underground railways on or near the site.

Environmental impact of proposal on surrounding area

Daylight and Sunlight

109. An assessment of the impact of the development on daylight and sunlight has been undertaken in accordance with the Building Research Establishment (BRE) Guidelines and with regard to Policies 7.6 and 7.7 of the London Plan and DM10.7 and DM21.3 of the Local Plan.
110. Where the results fully meet the BRE guidelines, the effect is considered to be negligible. Where the loss of daylight or sunlight does not meet the guidelines, the significance of the effect should be assessed as minor, moderate or major adverse.
111. The assessment has been carried out for the two residential units in the Railway Tavern, two residential units within the Red Lion, 1 Eldon Street, as well as the nearby open spaces of Finsbury Circus, Liverpool Street amenity area, and Broadgate amenity area off Eldon Street. The assessment includes the cumulative impact of the proposals with adjacent and nearby developments which are currently under construction or have been consented.

Daylight

112. 23 residential windows have been assessed in terms of the VSC (Vertical Sky Component). The results indicate a negligible or no negative impact for all but one of the windows assessed. As such, it is expected that the third floor residential unit in the Railway Tavern, and both residential units within the Red Lion are not likely to notice any loss of light as a result of the proposed development in accordance with the BRE assessment guidelines.
113. The VSC results indicate that the window on the second floor of the south facing façade of The Railway Tavern building is affected. However, based on plans submitted under a previous planning application for 15 Liverpool Street (The Railway Tavern) the affected room has other sources of skylight, and the average reduction for the two windows in the room is 0.79, which is only marginally below the 0.8 threshold set by the BRE guidance for a noticeable adverse impact and as such a minor adverse impact is experienced.

Sunlight

114. An assessment of the Annual Probable Sunlight Hours (APSH) has been made for the same 23 windows in the four residential units. The results indicate a negligible or no negative impact for all but one of the windows assessed. As such, the third floor residential unit in the Railway Tavern, and both residential units within the Red Lion accord with the BRE assessment guidelines.
115. Based on the aforementioned plans, the room in question is identified as a guest room, which is similar in function as a bedroom, for which sunlight availability is considered by the BRE guidance as less important. The affected room has other sources of sunlight. The BRE guidance states that "if a room has two windows on opposite walls, the APSH due to each can be added together". In line with the above, APSH

values for the affected guest room indicate that the numerical results fall marginally outside the guidelines, with a reduction factor for APSH of 0.76 against a BRE target of 0.8. Based on the above it is considered that the impact is minor adverse.

Open Spaces

116. BRE guidance recommends that for a garden, terrace or open space to appear adequately sunlit throughout the year, BRE recommends that at least half of the garden or amenity area should receive a minimum two hours of sunlight on the 21st of March. If, as a result of a new development, an existing garden or amenity area does not meet the above and the area which can receive two hours of sun on 21st March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable.
117. The assessment shows that over 70% Finsbury Circus receives the recommended minimum of two hours of sunlight on 21st March, both existing and with the proposed development. The proposals do not have a negative impact on the sunlight in Finsbury Circus.
118. Whilst the Liverpool Street area is not yet an amenity space, it is intended that it will become pedestrianised following the completion of the Crossrail works. An assessment was completed to ensure that the amount of sunlight availability was not reduced by the Proposed Development. The area is already largely under shadow. The assessment indicates a very limited difference in the sunlight availability between the existing and proposed scenarios on the 21st of March. The impact of the Proposed Development is considered to be negligible.
119. The assessment indicates that the impact of the proposed development on the Broadgate public amenity area is negligible. For both the existing and proposed scenarios just below 50% of the area receives two hours of sunlight on the 21st of March. As existing this is below the BRE guidance but there is only a very small difference as a result of the proposed development, and the overall impact is deemed to be negligible.
120. As such, the proposed development is deemed to have no or a negligible impact on the sunlight available in the assessed open spaces in accordance with the BRE guidelines.

Wind Microclimate

121. An assessment of the proposed development's effects on wind conditions at the site and in the surrounding area were prepared prior to the publication of the City's Wind Guidelines. Computational Fluid Dynamics (CFD) studies have been undertaken to assess the effect of the proposal on the wind microclimate, looking at average wind conditions around the existing building and the proposed development. The cumulative impact with other proposed developments have been incorporated into the studies.
122. The proposed development would largely result in wind comfort levels in its vicinity which are similar or better than wind comfort levels

experienced by pedestrians in the surrounding area, notably at the corner of Liverpool Street and Old Broad Street where the modelling showed the proposed development would reduce the wind speeds.

123. This is with the exception of the corner of Liverpool Street and Blomfield Street where the modelling demonstrated that the development would result in an increase in wind speeds at this location, from levels suitable for 'sitting/standing' to levels suitable for business walking according to the 'Lawson Criteria' subject to the density of the Finsbury Circus trees.
124. At this busy junction close to a new Crossrail interchange this impact requires mitigation to be agreed prior to works commencing on site.
125. CFD modelling results show that Liverpool Street underground platform, which is exposed to the external environment, is expected to be comfortable for sitting for at least short durations.
126. Wind conditions are expected to be comfortable most of the time for pedestrians sitting for at least short durations on the south balconies. However, on windy days, particularly for south-west and eastern wind, these areas are expected to be frequently uncomfortable for long wind exposure. The dormer terraces at levels 8, 9 and 10 are sheltered from most winds and show comfortable wind speeds. Mitigation in the form of appropriate evergreen vegetation is proposed to be planted on the roof terrace and south balconies to improve the wind comfort. Details of the planting will be secured by condition.

Air Quality

127. 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 the relevant national, regional and local guidance including the NPPF, policy 7.14 of the London Plan and policy CS15 of the Local Plan.
128. During construction dust emissions would increase and would require to be controlled through the implementation of good practice mitigation measures in the Construction Method Statements under conditions attached to this planning permission.
129. The air quality assessment states that the estimated construction traffic would be an average of 13 two-way vehicle movements per day, with a peak of 48 two-way movements per day during the excavation stage of construction. The calculated pollutant concentrations for these movements represent at most a 0.1 increase in concentration and are not considered to be sufficient to cause a significant adverse effect at any of the nearby local air quality receptors.
130. An Air Quality Neutral Assessment has been undertaken in accordance with the GLA's Sustainable Design and Construction SPG. The Total Benchmarked Building Emissions are higher than the Total Building Emissions during operation giving a negative score. The Total Benchmarked Transport Emissions are higher than the Total Transport Emissions during operation also giving a negative score.

131. The proposed development is air quality neutral for operational building and transport emissions.

Noise and Vibration

132. 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.
133. In most 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 under condition.
134. Vehicle movements associated with the demolition and construction phase of the proposed development are expected to be up to an average of 25-30 per day and up to a peak of 48 two-way movements per day during excavation, with an overall average of 13 two-way movements during construction. Construction traffic movements shall be predominantly limited to the daytime period.
135. It has been calculated that the change in the daytime road traffic noise index as a result of the construction traffic at peak level would be no greater than 0.2dB. This is considered negligible and the change due to average flows would be lower.
136. 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, and commercial occupiers from noise, dust and other environmental effects attributable to the development.
137. Noise levels from mechanical plant in the completed development would need to comply with the City of London's standard requirement that any new plant would be at least 10db below the background noise levels and would be approved under planning conditions to ensure there would not be an adverse effect on the surrounding area.

Sustainability

138. The NPPF, London Plan and the Local Plan seek to ensure that sustainability is integrated into designs for all development.
139. The Sustainability Statement prepared by AECOM demonstrates that the office elements of this development have been designed to achieve a BREEAM rating of "Excellent" against the 2014 New Construction criteria. The retail floorspace is below 1000sq.m and has therefore been excluded from the assessment.
140. BRE published the BREEAM New Construction 2018 criteria in March 2018 which should be used for all Major planning applications submitted

after that date. Although this building has been registered with BREEAM 2014 the applicants have undertaken a BREEAM pre-assessment detailing the proposed target of 'Excellent' on the BREEAM 2018 criteria.

141. A post construction assessment is required by condition to ensure that this rating is achieved.

Energy

142. The Energy Strategy prepared by AECOM shows that this development has been designed to achieve a 19.8% improvement in carbon emissions compared with the building regulations requirements, through energy efficiency and photovoltaic panels. The development has been designed to enable connection to any future district heating and cooling network. The London Plan target is for a 35% improvement over building regulations. The use of existing Crossrail Ground Source Heat Pump (GSHP) infrastructure could achieve a further 7.4% carbon saving but has been rejected due to cost and available plant space in the building.
143. Local Plan Policy CS15 requires that redevelopment proposals demonstrate the highest feasible and viable sustainability standards. The applicants have confirmed that once detailed and construction level design progresses post planning permission, energy reduction measures will be further reviewed and assessed with the aim of improving upon current figures, including a commitment to investigating the connection to GSHP. A condition is proposed to be included to provided details of measures to improve carbon emissions. Any remaining shortfall must be offset through a carbon offsetting contribution secured through the S106 agreement.

Greening

144. Policy DM10.3 encourages opportunities for rooftop gardens and policy DM10.4 seeks the inclusion of soft landscaping. Proposed floors 7-10 comprise small terraces and recessed balconies enabling a degree of amenity space for office workers, incorporating planters into the design. At roof level a small amount of planting is proposed as an environmental enhancement which meets current policy requirements.

Archaeology

145. The site is in an area of archaeological potential situated in the Upper Walbrook valley to the north of the Roman and medieval City wall. There is potential for remains from all periods to survive here, with high potential for remains associated with the now buried Walbrook river, Roman burials as it is within the Northern Roman Cemetery area and medieval marsh deposits. The New Churchyard, in use between 1569 and 1720, extended into the northern part of the site. An archaeological assessment has been submitted with the application.
146. The Metropolitan Railway runs east - west below the site at basement level and there is a link tunnel to Liverpool Street Station. The existing building has a single basement.
147. The construction of the Metropolitan Railway lines and the existing building would have removed or disturbed archaeological remains. The

archaeological potential is considered moderate to high due to the depth of potential archaeological remains in this area. There is a potential build-up of remains, burials and remains associated with the New Churchyard, medieval marsh deposits, Roman deposits and burials and environmental remains associated with the Walbrook valley. Based on archaeological results from the immediate vicinity of the site, there is potential for approximately 4m of remains to survive in areas below and between the modern disturbance caused by the basement, foundations and underground lines.

148. The proposed development would have a double height basement and would be supported by new piled foundations which would have an impact on surviving archaeological remains.
149. Archaeological evaluation is needed to provide more information on archaeological survival and to design an appropriate mitigation strategy. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation design.

Planning Obligations and Community Infrastructure Levy

150. The proposed development would require planning obligations to be secured in a Section 106 agreement to mitigate the impact of the development to make it acceptable in planning terms. Contributions would be used to improve the City's environment and facilities. The proposal would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.
151. From 1st April 2019 Mayoral CIL 2 (MCIL2) supersedes the Mayor of London's CIL and associated section 106 planning obligations charging schedule. This change removes the Mayors planning obligations for Crossrail contributions. Therefore, the Mayor will be collecting funding for Crossrail 1 and Crossrail 2 under the provisions of the Community Infrastructure Levy regulations 2010 (as amended).
152. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
153. CIL contributions and City of London Planning obligations are set out below.

MCIL2

Liability in accordance with the Mayor of London's policies	Contribution	Forwarded to the Mayor	City's charge for administration and monitoring
MCIL2 payable	£2,520,535	£2,419,713	£100,821

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	£1,026,825	£975,484	£51,341
City Planning Obligation Affordable Housing	£273,820	£271,82	£2,738
City Planning Obligation Local, Training, Skills and Job Brokerage	£41,073	£40,662	£411
Carbon Reduction Shortfall (as designed)	£141,642	£141,642	£0
Section 278 Design and Evaluation	£100,000	£100,000	£0
City Planning Obligation Monitoring Charge	£1,500	£0	£1,500
Total liability in accordance with the City of London's policies	£1,484,460	£1,287,228	£55,990

City's Planning Obligations

154. 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 Repairs
- Delivery and Servicing Management Plan
- Consolidation centre
- Travel Plan
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Local Procurement
- Carbon Offsetting
- Utility Connections
- Provision and access to the display vitrine
- Section 278 Agreement necessary highway works
- Legible London

- Protection of public art in the vicinity of the site
 - Necessary wind mitigation measures
155. Transport for London requested that the applicant be required to pay £275,000 for a new Cycle Hire docking station in the vicinity of the site, on the basis that the existing nearby docking stations are currently running beyond their capacity and the proposed development is expected to increase Cycle Hire demand further. The applicant has refused, stating that other recent developments in the vicinity were not required to pay a contribution towards a cycle hire docking station. The City would not support the installation of a cycle hire docking station on the new area of public realm surrounding the Crossrail entrance on Liverpool Street West due to space constraints. The City's Transport Strategy supports the improvement of cycle hire in the city so we would be supportive of a contribution, provided it was reasonable and agreed between the developer and TfL.
156. The scope of the s278 agreement will include but is not limited to: the creation of areas to allow deliveries to the site from the public highway at Bloomfield Street; relocation of the bus stands on Bloomfield Street; works to the eastern arm of Finsbury Circus and works to the south of the site on Bloomfield Street to the junction of New Broad Street.
157. It is requested that delegated authority be given to continue to negotiate and agree the terms of the proposed obligations and enter into the S278 agreement.

Monitoring and Administrative Costs

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

Conclusions

160. 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 24,134sq.m (GIA) of office floorspace, and 615sq.m (GIA) of retail floorspace within a Principal Shopping Centre.
161. The building's height is considered to be acceptable, in the context of larger nearby buildings and with the significant constraints of Crossrail infrastructure on the site. Its design is considered suitable.
162. The proposals do not have a detrimental impact on the setting of listed buildings, do not harm the character or appearance of Conservation

Areas and non-designated heritage assets in the vicinity or on the LVMF views.

163. The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free. 296 long stay cycle parking spaces and associated facilities would be provided in accordance with Development Plan standards.
164. The scheme would not result in any significant adverse impacts on daylight and sunlight to surrounding residential buildings or open spaces.
165. The proposal is in substantial compliance with the development plan policies that relate to it and it is concluded that the scheme should be recommended subject to conditions and to a Section 106 agreement being entered into to cover the matters set out in the report.

Background Papers

Internal

Memo Contract and Drainage Services 12/06/2019
Memo Air Quality Officer 13/06/2019
Memo Lead Local Flood Authority 14/06/2019
Memo Department of Markets and Consumer Protection 18/06/2019
Memo Access Team 21/06/2019
Email Lead Local Flood Authority 28/06/2019
Letter City of London Conservation Area Advisory Committee 16/07/2019
Email Access Team 06/09/2019
Memo Lead Local Flood Authority 18/09/2019
Memo Community Facilities Manager 22/10/2019

External

Environmental Statement - Non-Technical Summary dated November 2018
Environmental Statement - Volume I dated November 2018
Environmental Statement - Volume IIa - Technical Appendices dated 12 April 2018
Environmental Statement - Volume IIb – Townscape, Built Heritage and Visual Impact Assessment dated March 2018
Additional LVMF Views Assessment received 10/10/2019
Design and Access Statement dated April 2018
Transport Assessment dated November 2018
Energy Statement dated November 2018
Sustainability Statement dated November 2018
Sustainable Drainage Statement dated November 2018
Flood Risk Assessment dated 28 March 2018
Operational Waste and Recycling Management Strategy dated November 2018
External Noise Level Survey dated November 2018
Existing Drawings: 00 300 Rev P00; 00 301 Rev P00; 00 302 Rev P00; 00 400 Rev P00; 00 401 Rev P00.
Drawings: 60297409-X-P-RWP-SCH-XX-001; 60297409-X-P-DRN-SCH-XX-001. Refuse Routes sketch plan received 24/10/2019.
Response to Col Cycle Parking Comments by Aecom dated 16/08/2019
Response to Access Officer's Comments by EPA dated 23/08/2019
Response to CoL comments on BREEAM; energy and carbon emissions by

Aecom dated 09/10/2019

Draft Delivery and Servicing Strategy Position Update by Aecom dated
October 2019

Email Network Rail 04/06/2019

Email Natural England 10/06/2019

Email Environment Agency 12/06/2019

Email Crossrail 12/06/2019

Email Thames Water 18/06/2019

Email Transport for London 18/06/2019

Email Historic England 19/06/2019

Email DP9 26/06/2019 (x2)

Email Thames Water 16/07/2019

Email DP9 08/10/2019

Email DP9 24/10/2019



City Heritage Society

Please reply to:-

35 Eagle Court,
Hermon Hill,
London E11 1PD

Tel. [REDACTED]

E-mail [REDACTED]

01 07 2019

City of London, Department of Planning & Transportation
The Guildhall,
London EC2 P2EJ

Dear Sirs,

1-14 LIVERPOOL STREET AND 11-12 BLOOMFIELD STREET, EC2M7 AW

Planning Application Number 19/00466/FULLEIA

While we have some reservations about the height of the proposed building where it abuts the existing buildings on Liverpool St., which section of the building is in the Conservation Area, we find that the proposed treatment of the three storey mansard exacerbates this problem. The lower 7 storeys respect the scale of the surrounding existing buildings and reflect the hierarchy of their window proportions but the large openings and the curious wavy pattern of the three storey mansard appear out of all proportion to the lower floors and draw attention to the 10 storey height of the building rather than alleviating it.

[REDACTED]

Peter Luscombe. [City Heritage Society Chairman]

City of London Conservation Area Advisory Committee

Mr. Ted Rayment,
Department of the Built Environment,
Corporation of London,
P.O. Box 270,
Guildhall,
London EC2P 2EJ

16th July 2019

Dear Sir,

At its meeting on 27th June 2019 the City of London Conservation Area Advisory Committee considered the following planning application and reached the decision given below:

C.70 19/00466/FULLEIA - 1 - 14 Liverpool Street And 11-12 Bloomfield Street, London EC2M 7AW

New Broad Street Conservation Area/Broad Street Ward. No Ward Club rep.

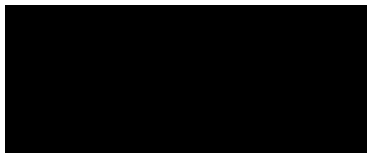
Demolition of the existing building and over site development to provide a 10 storey building for office use (Class B1) (24,749sq.m GIA) with retail floorspace (Class A1-A3) at ground (641sq.m GIA), roof plant and two levels of partial basement.

This application is accompanied by an Environmental Statement. Electronic copies of the Environmental Statement may also be obtained from DP9 Limited, 100 Pall Mall, London SW1Y 5NQ free of charge.

There was no objection in principle, but there was serious concern regarding the design of the top three 3 floors where the dormers appeared out of place with the remainder of the building and given the prominence, particularly from Finsbury Circus, it was felt this design should be revisited.

I should be glad if you would bring the views of the Committee to the attention of the Planning and Transportation Committee.

Yours faithfully,



Mrs. Julie Fox
Secretary



Historic England

Mr Gideon Stothard
CORPORATION OF LONDON
LONDON
EC2P 2EJ

Direct Dial: 020 7973 3765

Our ref: P01078886
19 June 2019

Dear Mr Stothard

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**1 - 14 LIVERPOOL STREET AND 11-12 BLOMFIELD STREET. LONDON EC2M
7AW**

Application No. 19/00466/FULEIA

Thank you for your letter of 28 May 2019 regarding the above application for planning permission. On the basis of the information available to date, we offer the following advice to assist your authority in determining the application.

Historic England Advice

The application site stands in close proximity to three conservations areas, namely Finsbury Circus, New Broad Street and Bishopsgate, but is not located within one. Each of the conservation areas are distinct in character and appearance, exhibiting different height, scale and architectural styles.

The west of the Bishopsgate Conservation Area is particularly recognisable for its Victorian rail terminus and buildings constructed in direct association with it. Some of these buildings, such as the station itself and the Great Eastern Hotel are listed grade II. The contrast in scale between the grand station and the more domestic scale of the buildings of Old Broad Street and Liverpool Street is significant and contributes to the understanding of development of this part of the City. New Broad Street Conservation Area is characterised by buildings of a generally uniform height and massing from the turn of the C20. Finsbury Circus Conservation Area is distinctive for its planned form around the formal garden space at its centre and is dominated by decorative stone buildings of the early C20.

The proposed site is an amalgamated through a partnership between Aviva (1-14 Liverpool Street) and Crossrail (11-12 Blomfield Street). The Blomfield Street site provides a vent shaft for the Crossrail Line which was agreed through the Crossrail Act (2008) and under the original provisions, was to be developed, albeit with limited scope, with a facade to respond to its immediate townscape.

Whilst I have no objection in principle to the proposed redevelopment or the



4TH FLOOR, CANNON BRIDGE HOUSE, 25 DOWGATE HILL, LONDON EC4R 2YA

Telephone 020 7973 3700
HistoricEngland.org.uk



Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.



amalgamation development, the new building is much greater in height, scale and bulk than that currently on the site or in the immediate area. The new building would appear in a number of views from within the conservation areas identified above and particularly prominent in the views from Bishopsgate, through the Liverpool Street Conservation Area (views 8, 9 and 10). The scale and bulk of the scheme, which would appear domineering in these views, would cause some harm to the significance of the designated heritage asset of Bishopsgate Conservation Area arising from development proposed in its setting.

Whilst this impact is less than substantial, it nonetheless requires consideration against national and local planning policies, particularly those within the NPPF. Paragraph 196 requires that harm should be weighed against the public benefits of the proposal. In considering these benefits, the City of London must be convinced that these benefits are genuine and not deliverable by other means. Very careful consideration must be given to whether any public benefits associated with the delivery of Crossrail are relevant in this consideration as under the Crossrail Act 2008, these benefits have already been secured.

This response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.

The full GLAAS consultation criteria are on our webpage at the following link:

<https://www.historicengland.org.uk/services-skills/our-planning-services/greater-london-archaeology-advisory-service/our-advice/>

Yours sincerely

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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

Appendix B

London Plan Policies

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

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

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

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

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

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

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

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

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

Policy 4.6 Support the continued success of London's diverse range of arts, cultural, professional sporting and entertainment enterprises and the cultural, social and economic benefits that they offer to its residents, workers and visitors.

Policy 4.7 Support a strong, partnership approach to assessing need and bringing forward capacity for retail, commercial, culture and leisure development in town centres.

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 will be required to protect the integrity of existing flood defences and wherever possible be set back from those defences to allow their management, maintenance and upgrading to be undertaken in a sustainable and cost effective way.

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

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

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

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

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

Policy 6.9 Developments should provide secure, integrated and accessible

cycle parking facilities and provide on-site changing facilities and showers for cyclists, facilitate the Cycle Super Highways and facilitate the central London cycle hire scheme.

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

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

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

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

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

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

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

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

Policy 7.6 Buildings and structures should:

- a be of the highest architectural quality
- b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
- c comprise details and materials that complement, not necessarily replicate, the local architectural character
- d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings
- e incorporate best practice in resource management and climate change mitigation and adaptation
- f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces

- g be adaptable to different activities and land uses, particularly at ground level
- h meet the principles of inclusive design
- i optimise the potential of sites.

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

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

Policy 7.12 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

DM15.1 Sustainability requirements

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

DM15.2 Energy and CO2 emissions

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

DM15.3 Low and zero carbon technologies

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.
2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered
3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

DM15.4 Offsetting carbon emissions

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

DM15.5 Climate change resilience

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

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

DM15.6 Air quality

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

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.
2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.

3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

DM16.1 Transport impacts of development

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:
 - a) road dangers;
 - b) pedestrian environment and movement;
 - c) cycling infrastructure provision;
 - d) public transport;
 - e) the street network.
2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

DM16.3 Cycle parking

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

DM16.4 Encouraging active travel

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

DM16.5 Parking and servicing standards

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

DM17.1 Provision for waste

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

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.

DM19.2 Biodiversity and urban greening

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

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

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.

DM20.1 Principal shopping centres

1. Within Principal Shopping Centres (PSCs) the loss of retail frontage and floorspace will be resisted and additional retail provision will be encouraged. Proposals for changes between retail uses within the PSC will be assessed against the following considerations:
 - a) maintaining a clear predominance of A1 shopping frontage within PSCs, refusing changes of use where it would result in more than 2 in 5 consecutive premises not in A1 or A2 deposit taker use;
 - b) the contribution the unit makes to the function and character of the PSC;
 - c) the effect of the proposal on the area involved in terms of the size of the unit, the length of its frontage, the composition and

distribution of retail uses within the frontage and the location of the unit within the frontage.

2. Proposals for the change of use from shop (A1) to financial and professional service (A2) restaurant and cafes (A3) drinking establishments (A4) or hot food takeaways (A5), use at upper floor and basement levels will normally be permitted, where they do not detract from the functioning of the centre.

DM21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:

a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;

b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.

2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.

3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.

4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.

5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

DM1.2 Protection of large office sites

To promote the assembly and development of sites for large office schemes in appropriate locations. The City Corporation will:

a) assist developers in identifying large sites where large floorplate buildings may be appropriate;

b) invoke compulsory purchase powers, where appropriate and necessary, to assemble large sites;

c) ensure that where large sites are developed with smaller buildings, the design and mix of uses provides flexibility for potential future site re-amalgamation;

- d) resist development and land uses in and around potential large sites that would jeopardise their future assembly, development and operation, unless there is no realistic prospect of the site coming forward for redevelopment during the Plan period.

CS5 Meet challenges facing North of City

To ensure that the City benefits from the substantial public transport improvements planned in the north of the City, realising the potential for rejuvenation and "eco design" to complement the sustainable transport infrastructure.

CS1 Provide additional offices

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

DM1.1 Protection of office accommodation

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

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

DM1.5 Mixed uses in commercial areas

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

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.

CS4 Seek planning contributions

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

CS10 Promote high quality environment

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

DM10.1 New development

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

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

DM10.2 Design of green roofs and walls

- 1) To encourage the installation of green roofs on all appropriate developments. On each building the maximum practicable coverage of green roof should be achieved. Extensive green roofs are preferred and their design should aim to maximise the roof's environmental benefits, including biodiversity, run-off attenuation and building insulation.

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

DM10.3 Roof gardens and terraces

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

DM10.5 Shopfronts

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

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

DM10.7 Daylight and sunlight

- 1) To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to

unacceptable levels, taking account of the Building Research Establishment's guidelines.

- 2) The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of daylight and sunlight.

DM10.8 Access and inclusive design

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

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

DM11.2 Public Art

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

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

CS12 Conserve or enhance heritage assets

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

DM12.1 Change affecting heritage assets

1. To sustain and enhance heritage assets, their settings and significance.
2. Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting

information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.

3. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted.
4. Development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings.
5. Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.

DM12.2 Development in conservation areas

1. Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.
2. The loss of heritage assets that make a positive contribution to the character or appearance of a conservation area will be resisted.
3. Where permission is granted for the demolition of a building in a conservation area, conditions will be imposed preventing demolition commencing prior to the approval of detailed plans of any replacement building, and ensuring that the developer has secured the implementation of the construction of the replacement building.

DM12.3 Listed buildings

1. To resist the demolition of listed buildings.
2. To grant consent for the alteration or change of use of a listed building only where this would not detract from its special architectural or historic interest, character and significance or its setting.

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.

DM12.5 Historic parks and gardens

1. To resist development which would adversely affect gardens of special historic interest included on the English Heritage register.
2. To protect gardens and open spaces which make a positive contribution to the historic character of the City.

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.

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.

SCHEDULE

APPLICATION: **19/00466/FULEIA**

1 - 14 Liverpool Street And 11-12 Blomfield Street London EC2M 7AW

Demolition of the existing building and over site development to provide a 10 storey building for office use (Class B1) (24,134sq.m GIA) with retail floorspace (Class A1-A4) at ground (615sq.m GIA), roof plant and two levels of partial basement.

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 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.
- 3 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: attenuation systems, rainwater pipework, flow control devices, design for system exceedance, design for ongoing maintenance, rainwater harvesting elements, pumps, green roofs; surface water flow rates shall be restricted to no greater than 7.9 l/s from one outfall and free discharge from an area no more than 0.06 hectares from one other distinct outfall, provision should be made for

an attenuation volume capacity capable of achieving this, which should be no less than 97.4m³;

(b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.

(c) Evidence that Thames Water have been consulted and consider the proposed discharge rate to be satisfactory.

REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.

- 4 Details of facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the demolition and construction of the building(s) hereby approved shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work. The details shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. No demolition or construction shall be carried out other than in accordance with the approved details and methods.

REASON: To ensure that demolition and 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 demolition and construction work commencing in order that the impact on the transport network is minimised from the time that demolition and construction starts.

- 5 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.

- 6 There shall be no construction 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.
- 7 Unless otherwise approved in writing by the City of London Corporation the development shall not be commenced until the City Corporation makes an order under section 6 of the Road Traffic Regulation Act 1984 for the provision of a loading bay on the eastern side of Blomfield Street between Finsbury Circus and New Broad Street.
REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM16.5.
- 8 Before the development hereby permitted is begun a detailed site investigation shall be carried out to establish if the site is contaminated and to determine the potential for pollution of the water environment. The method and extent of this site investigation shall be agreed in writing with the Local Planning Authority prior to commencement of the work. Details of measures to prevent pollution of ground and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before the development commences. The development shall proceed in strict accordance with the measures approved.
REASON: To prevent pollution of the water environment in accordance with the following policy of the Local Plan: DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 9 Within five working days of any site contamination being found when carrying out the development hereby approved the contamination must be reported in writing to the Local Planning Authority and an

investigation and risk assessment must be undertaken in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.

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

- 10 None of the development hereby permitted shall be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling, any other temporary or permanent installations and for site investigations, have been submitted to and approved in writing by the Local Planning Authority which:-

- (i) Accommodate the location and of the Crossrail/TfL/LUL structures including temporary works,
- (ii) Accommodate ground movement arising from the construction thereof,
- (iii) Mitigate the effects on Crossrail/TfL/LUL of ground movement arising from development

The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs C1(i), C1 (ii) and C1 (iii) of this condition shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied.

REASON: To ensure that the development does not prejudice construction of Crossrail and to protect the amenity of occupiers of the proposed building in accordance with the following policies of the Local Plan: CS5, DM16.1.

- 11 None of the development hereby permitted shall be commenced until a method statement has been submitted to, and approved in writing, by the Local Planning Authority to include arrangements to secure that,

during any period when concurrent construction is taking place of both the permitted development and of the Crossrail structures and tunnels in or adjacent to the site of the approved development, the construction of the Crossrail structures and tunnels or other TfL/LUL assets/infrastructure are not impeded.

REASON: To ensure that the development does not prejudice construction of Crossrail and to protect the amenity of occupiers of the proposed building in accordance with the following policies of the Local Plan: CS5, DM16.1.

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

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

- 13 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.

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

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

- 15 Before any construction works hereby permitted are begun a detailed assessment of measures to improve carbon dioxide emissions savings 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.

- 16 Prior to the commencement of development the developer/construction contractor shall sign up to the Non-Road Mobile Machinery Register. The development shall be carried out in accordance with the NRMM Regulations and the inventory of all NRMM used on site shall be maintained and provided to the Local Planning Authority upon request to demonstrate compliance with the regulations.
REASON: To reduce the emissions of construction and demolition in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014. Compliance is required to be prior to commencement due to the potential impact at the beginning of the construction
- 17 Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) A Lifetime Maintenance Plan for the SuDS system to include:
- A full description of how the system would work, it's aims and objectives and the flow control arrangements;
- A Maintenance Inspection Checklist/Log;
- A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.
REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 18 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
(b) details of the proposed new facade(s) including typical details of the fenestration and entrances;
(c) details of shopfronts;
(d) details of ground floor elevations;
(e) details of the exposed flank wall(s) of the proposed new building;
(f) details of windows and external joinery;
(g) details of soffits, hand rails and balustrades;
(h) details of external terraces and planting;
(i) details of junctions with adjoining premises;
(j) details of the integration of window cleaning equipment, cradles and the garaging thereof, plant, flues, fire escapes, solar panels and other excrescences at roof level
(k) details of plant, plant enclosures and ductwork;
(l) details of ventilation and air-conditioning for the [A1] [A3] [A4] use(s);

(m) details of the display vitrine; and

(n) details of an advertising strategy showing areas designated at ground floor level for fascia and projecting signs.

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.

- 19 The metal cladding to all parts of the building shall be painted in a colour to be agreed by the Local Planning Authority and shall be so maintained for the life of the building to protect it at all times from oxidisation and corrosion.
REASON: To ensure the design quality and appearance of the building is maintained for the life of the building in accordance with the following policy of the Local Plan: DM10.1.
- 20 Details of the position and size of the green roof(s), the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2.
- 21 Details of the construction, planting irrigation and maintenance regime for the proposed green wall(s)/roof(s) shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2.
- 22 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.

- 23 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.

- 24 The proposed office development sharing a party element with non-office premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the proposed office premises due to noise from the neighbouring non-office premises and shall be permanently maintained thereafter.

A test shall be carried out after completion but prior to occupation to show the criterion above have been met and the results shall be 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 Prior to any plant being commissioned and installed in or on the building an Air Quality Report shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail how the finished development will minimise emissions and exposure to air pollution during its operational phase and will comply with the City of London Air Quality Supplementary Planning Document and any submitted and approved Air Quality Assessment. The measures detailed in the report shall thereafter be maintained in accordance with the approved report(s) for the life of the installation on the building.

REASONS: In order to ensure the proposed development does not have a detrimental impact on air quality, reduces exposure to poor air quality and in accordance with the following policies: Local Plan policy DM15.6 and London Plan policy 7.14B.

- 26 (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.

- 27 No properties shall be occupied until confirmation has been provided that either:
- all combined water network upgrades required to accommodate the additional flows from the development have been completed; or
 - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.
- Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.
- REASON: The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.
- 28 No cooking shall take place within any Class A1, A3 or A4 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. 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. Any works that would materially affect the external appearance of the building will require a separate planning permission.
- REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.
- 29 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.
- REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2.

- 30 All parts of the ventilation and extraction equipment including the odour control systems installed shall be cleaned, serviced and maintained in accordance with Section 5 of 'Control of Odour & Noise from Commercial Kitchen Extract Systems' dated September 2018 by EMAQ+ (or any subsequent updated version). A record of all such cleaning, servicing and maintenance shall be maintained and kept on site and upon request provided to the Local Planning Authority to demonstrate compliance.
REASON: To protect the occupiers of existing and adjoining premises and public amenity in accordance with Policies DM 10.1, DM 15.7 and DM 21.3
- 31 At least one unit with a frontage to Liverpool Street shall be used for Class A1 retail purposes for the life of the development.
REASON: To ensure that there is a predominance of A1 retail use within the Liverpool Street Principal Shopping Centre in accordance with the following policies of the Local Plan: CS20, DM20.1.
- 32 Permanently installed pedal cycle storage shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 292 Long Stay pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.
- 33 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.
- 34 No doors, gates or windows at ground floor level shall open over the public highway.
REASON: In the interests of public safety
- 35 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: 00 002 Rev P00; 01 697 Rev P00; 01 698 Rev P00; 01 699 Rev P00; 01 700 Rev P01; 01 701 Rev P03; 01 702 Rev P00; 01 703 Rev P00; 01 707 Rev P00; 01 708 Rev P00; 01 709 Rev P00; 01 710 Rev P00; 01 711 Rev P01; 01 712 Rev P00; 01 713 Rev P00; 01 714 Rev P00; 02 000 Rev P00; 02 700 Rev P00; 02 701 Rev P00; 02 702 Rev P00; 02 703 Rev P00; 02 704 Rev P00; 02 710 Rev P00; 02 711 Rev P00; 02 701 Rev P00; 03 701 Rev P00; 03 706 Rev P00; 14 700 Rev P00; 14 701 Rev P01; 14 702 Rev

P00; 14 703 Rev P00; 14 704 Rev P00; 14 705 Rev P00; 14 706 Rev P00.

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

INFORMATIVES

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

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

a full pre application advice service has been offered;

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

- 2 The Mayor of London has adopted a new charging schedule for Community Infrastructure Levy ("the Mayoral CIL charge or MCIL2") on 1st April 2019.

The Mayoral Community Levy 2 Levy is set at the following differential rates within the central activity zone:

Office £185 sq.m

Retail £165 sq.m

Hotel £140 sq.m

All other uses £80 per sq.m

These rates are applied to "chargeable development" over 100sq.m (GIA) or developments where a new dwelling is created.

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 for all other uses.

The CIL will be recorded on the Register of Local Land Charges as a legal charge upon "chargeable development" when planning permission is granted. The Mayoral CIL will be passed to Transport for London to help fund Crossrail and Crossrail 2. The City CIL will be used to meet the infrastructure needs of the City.

Relevant persons, persons liable to pay and interested parties will be sent a "Liability Notice" that will provide full details of the charges and to whom they have been charged or apportioned. Where a liable party is not identified the owners of the land will be liable to pay the levy. 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 Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.

- 3 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, Chief Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.

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

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

- 5 The Department of the Built Environment (Transportation & Public Realm Division) must be consulted on the following matters which require specific approval:

(a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.

(b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the

City. Early discussion with the Department of the Built Environment Transportation and Public Realm Division is recommended to ensure the design of the building provides for the inclusion of street lighting.

(c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window sill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway).

You are advised that highway projection licences do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. Please contact the Corporate Property Officer, City Surveyor's Department.

(d) Connections to the local sewerage and surface water system.

(e) Servicing arrangements, which must be in accordance with the City of London Corporation's guide specifying "Standard Highway and Servicing Requirements for Development in the City of London".

6 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;

(l) Methods of odour control.

7 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)

Deconstruction or 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 including payment of any agreed monitoring contribution.

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 NO_x 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 NO_x technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2015.

(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

(l)

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

(p)

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.

- 8 The provisions of Part 3, Class V, of Schedule 2 to the Town & Country Planning (General Permitted Development) Order 2015 will permit changes of use between Class A1, A2, A3 and A4 for a period of ten years from the date of this permission.
- 9 Consent may be needed from the City Corporation for the display of advertisements on site during construction works. The display of an advertisement without consent is an offence. The City's policy is to restrain advertisements in terms of size, location, materials and illumination in order to safeguard the City's environment. In particular, banners at a high level on buildings or scaffolding are not normally acceptable. The Built Environment (Development Division) should be consulted on the requirement for Express Consent under the Town & Country Planning (Display of Advertisements) (England) Regulations 2007.
- 10 Any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.
- 11 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
- 12 The Developer is recommended to assess and mitigate the possible effects of noise and vibration arising from the operation of Crossrail (the future Elizabeth Line) and TfL/LUL.