

Committee:	Date:
Planning and Transportation	31 July 2015
Subject: 6 - 8 Bishopsgate & 150 Leadenhall Street London EC2N 4DA & EC3V 4QT Demolition of existing buildings and redevelopment to provide a new building comprising lower ground and basement levels (including part basement mezzanine), ground and mezzanine levels plus part 8, part 20 and part 40 storeys plus plant [185.1m AOD to provide office (Class B1) use [70,053sq.m GEA], flexible shop/cafe and restaurant (Class A1/ A3) uses [418sq.m GEA] at part ground floor and mezzanine levels and flexible shop/cafe/restaurant/office (A1/A3/B1) uses [235sq.m GEA] at part ground floor and mezzanine levels; and a publicly accessible roof top pavilion (sui generis) [795sq.m GEA] at level 40; the provision of hard and soft landscaping. [TOTAL 71,501sq.m GEA]	Public
Ward: Lime Street	For Decision
Registered No: 15/00443/FULEIA	Registered on: 1 May 2015
Conservation Area: Bank	Listed Building: No

Summary

Planning permission is sought for the construction of a 40 storey building (two basements, ground floor, Mezzanine and 39 upper floors for office and retail use. The highest part of the building would be 185.1m AOD (167.6m AGL).

The new development would provide an additional 36,942sq.m (GEA) of office (Class B1) floorspace (70,053sq.m total), 418sq.m (GEA) of new retail floorspace (Class A1 or A3) and 235sq.m (GEA) of mixed retail or office (Class A1, A3 or B1) use at ground floor and mezzanine levels. There would also be a publicly accessible roof top pavilion (sui generis) of 795sq.m at level 40. The proposed development would provide a significant increase in flexible office accommodation, retail uses and publicly accessible space on this site, which would assist in meeting the needs of the financial and business services of the City as well as visitors.

The proposal, due to its height and form would provide a distinctive building whose sculptural design creates a prominent juxtaposition within the townscape that is considered to create a positive relationship with the new generation of contemporary office developments in the Eastern Cluster

The building would not be detrimental to the setting of nearby listed buildings and conservation areas or views from the Tower of London.

The proposals support the strategic objectives of the City of London and would support the economic policies of the London Plan, Core Strategy and Local Plan.

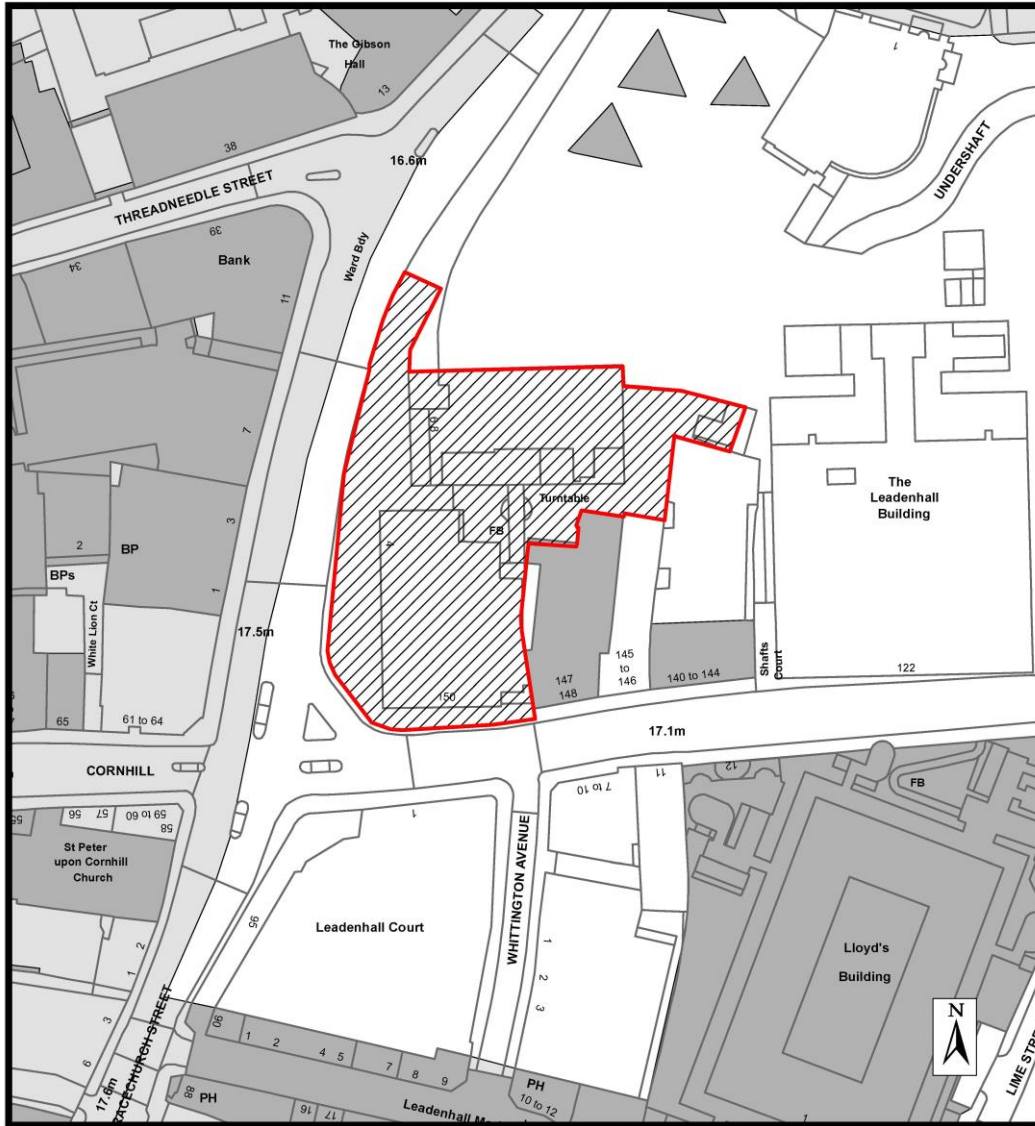
Recommendation

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

(b) Planning 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;

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

Site Location Plan



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ADDRESS:
6-8 Bishopsgate & 150 Leadenhall Street

CASE No.
15/00443/FULMAJ

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



1. View north from Gracechurch Street

6-8 Bishopsgate & 150 Leadenhall Street 15/00443/FULEIA



2. View north east from the junction of Gracechurch Street and Cornhill



3. View south from the junction of Bishopsgate and Threadneedle Street

6-8 Bishopsgate & 150 Leadenhall Street 15/00443/FULEIA

Main Report

Environmental Impact Assessment

1. This application is accompanied by an Environmental Statement (ES). The ES is a means of drawing together, in a systematic way, 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 member of the public about environmental issues.
3. The Environmental Statement must include at least:
 - A description of the development comprising information on the site, design and size of the development;
 - A description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects;
 - The data required to identify and assess the main effects which the development is likely to have on the environment;
 - An outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for his choice, taking into account the environmental effects;
 - A non-technical summary of the information provided; and
 - Any other information necessary to consider the environmental effects of the proposal.

Site

4. The Site occupies the corner of Bishopsgate and Leadenhall Street and is comprised of two separate buildings, 6-8 Bishopsgate and 150 Leadenhall Street. The buildings are neither listed nor within a conservation area.
5. The existing building at 6-8 Bishopsgate is an office building arranged over lower ground, ground, 2 podium level floors and 20 upper floors. The building at 150 Leadenhall Street is also in office use, comprising ground plus 6 upper floors.
6. The Site forms part of the City's Eastern Cluster of tall buildings and to the north of the proposal site is the development site of 22 Bishopsgate (The Pinnacle) with 122 Leadenhall Street (The Cheese-grater) to the east.
7. The local highway authority for Bishopsgate is Transport for London (TfL).

Proposal

8. It is proposed to construct a new building for office, retail and public use. The building would comprise lower ground and basement levels (including part basement mezzanine), ground and mezzanine levels plus part 8, part 20 and part 40 storeys and a plant level. The highest part of the building would be 185.1m AOD (167.6m AGL).
9. The proposed floorspace of the building is 71,501sq.m of which 70,053sq.m would be office (Class B1), 418sq.m retail (Class A1 or A3) and 235sq.m of retail/office (Class A1, A3 or B1). There would be a publicly accessible roof top pavilion (sui generis) of 795sq.m at level 40. [All floorspace figures GEA]
10. The pavilion at level 40 would be a mixed (sui generis) use comprising a public viewing gallery and tenant meeting rooms. The two areas would be subdivided by sliding partitions that would enable the whole space to be opened up for private functions outside of public access hours.
11. The viewing gallery would be served by a separate entrance lobby and lifts that would be accessed from Bishopsgate. It would be open, free of charge, to a maximum of 50 members of the public at any one time during visiting hours.
12. The principal office entrance and reception would be located on the Bishopsgate with a secondary entrance from Leadenhall Street. The retail unit(s) would be sited on the junction of Bishopsgate and Leadenhall Street. Servicing would be at lower ground floor level with access from Undershaft.

Consultations

13. The views of other City of London departments have been taken into account in considering the redevelopment scheme. Some detailed matters remain to be dealt with through conditions and the provision of an agreement under Section 106 of the Town and Country Planning Act 1990.
14. Historic England was consulted at pre-application stage and does not wish to comment further.
15. Historic Royal Palaces have not responded.
16. Thames Water has no objections but asks for conditions to be imposed to prevent foundations having an adverse impact on water resources and sewers as well as ensuring that the development does not impact on water supplies.
17. The Environment Agency has no objection.
18. Natural England welcomed the provision of the green roofs, sustainable drainage and ecological enhancements proposed.

19. The Greater London Authority (GLA) has confirmed that the proposed development generally complies with the London Plan but has asked for clarification in respect of details of the accessible parking bays, sustainability and surface water management.
20. In relation to their role as highway authority for Bishopsgate, Transport for London (TfL) have requested additional information in respect of trip generation, transport capacity, junction modifications, public realm, cycle hire provision and a delivery service plan.
21. These issues are to be dealt with through condition, as part of the provisions of the Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 or as part of a Section 278 agreement.
22. Should your committee be minded to grant planning permission, the application will be referred back to the Mayor under Article 5 of the Town & Country Planning (Mayor of London) Order 2008. The Mayor will then have fourteen days to decide whether to allow the City to issue the decision
23. A letter of support for the development was received from Brookfield Office Properties who maintain a long leasehold interest in Leadenhall Court which is the neighbouring property on the south side of Leadenhall Street.
24. Comments and a holding objection (now withdrawn) were received on behalf of the churches of St. Peter-upon-Cornhill, St. Helen Bishopsgate and St. Andrew's Undershaft in respect of the potential for site specific obligations. The issues raised will be addressed through planning conditions and/or S.106 obligations. Where appropriate, the City undertakes to consult the churches in respect of relevant detail submissions.

Policy Context

25. The development plan consists of the London Plan and the Local Plan. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
26. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

Introduction

27. 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);

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) and;

For development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area and its setting (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).

28. Paragraph 131 of the NPPF advises, “In determining planning applications, local planning authorities should take account of:
 - the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.”
29. The NPPF states at paragraph 14 that “at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking For decision-taking this means: approving development proposals that accord with the development plan without delay...” It further states at Paragraph 2 that:

“Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.
30. It states at paragraph 7 that sustainable development has an economic, social and environmental role.
31. In considering the planning application before you, account has to be taken of the environmental information including the Environmental Statement, the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
32. The Environmental Statement is available in the Members’ Room, along with the application, drawings and the representations received in respect of the application.
33. The principal issues in considering this application are:
 - The extent to which the proposals comply with Government policy advice (NPPF).
 - The extent to which the proposals comply with the relevant policies of the London Plan and the Local Plan.
 - The impact of the proposal on heritage assets.

- The impact on the nearby buildings and spaces, including daylight/sunlight and amenity.

Economic Development Issues

34. London's status as a world city is founded to a substantial degree on its concentration of international service activities and, most noticeably, by the clustering of financial and business services in the City of London.
35. The importance that is attached to the maintenance and enhancement of the City's role as one of the world's leading financial and business centres is reflected in the policies of the Local Plan and London Plan, particularly policies CS1 and 2.10.
36. Policy CS1 seeks to increase office floorspace, particularly 'encouraging the assembly and development of large sites, where appropriate, to meet the accommodation needs of the City's biggest occupiers'.
37. The current buildings provide 33,111sq.m (GEA) of office accommodation.
38. The proposed building would provide 70,053sq.m (GEA) of high quality office accommodation to meet the demands of the City's commercial occupiers; an increase of 36,942sq.m (GEA). Using the London Plan's assumed density of one person per 12sq.m (NIA) the number of office workers in the new building could be 3572 compared to 1580 in the original buildings.

Viewing Gallery

39. The provision of a publicly accessible viewing gallery would be in accordance with policy 7.7 of the London Plan and policy DM10.3 of the Local Plan.
40. The gallery would be available free of charge for up to 50 members of the public at any one time during the public opening hours and would provide a substantial public benefit.
41. Access to the gallery would be managed through an independent entrance and lobby off of Bishopsgate that would be sufficiently large to avoid any queuing on the street.
42. There would be a requirement for a viewing gallery management plan (see paragraph 154).

Retail Uses

43. The existing buildings contain no retail floorspace.
44. The new development would provide 418sq.m (GEA) retail floorspace in a single flexible unit (Class A1 and A3) at ground and mezzanine levels.

45. A further 235sq.m (GEA) of retail space could potentially be provided at ground floor and mezzanine levels in a flexible unit with uses including retail (Class A1 and A3) and office (Class B1). If occupied as a retail unit the total retail floorspace provided within the site would be 653sq.m (GEA).
46. The site is outside any designated Principal Shopping Centres (PSCs) as defined in policy DM 20.1 and new retail is encouraged to be located within these areas. However, Policy DM 20.3 supports retail outside of the PSCs where it would help form an active frontage, provide amenity to City workers and enhance vibrancy. New retail units in this development would be of benefit to the area and the workers located in this area, providing additional retail frontage on both Bishopsgate and Leadenhall Street, complementing the nearby Leadenhall Market PSC.

Bulk, Height & Massing

47. The development comprises two linked elements with a contiguous single floor plate; a tower of 3 basement levels, ground, mezzanine and 39 upper storeys on the northern part of the site and a lower masonry street block of with 7 upper storeys on the southern corner.
48. The site is on a prominent corner of Bishopsgate and Leadenhall Street between the consented “Pinnacle” scheme to the north and the Leadenhall Building to the east.
49. Rising to a height of 185.1m, the proposed tower would be of a similar height to 30 St. Mary Axe and significantly lower than neighbouring completed, under construction and permitted schemes:
 - 22 Bishopsgate ‘The Pinnacle’ (304.9m AOD) – Permitted
 - 122 Leadenhall Street ‘The Leadenhall Building’ (239.4m AOD) – Completed
 - 52-54 Lime Street, ‘The Scalpel’ (206.5m AOD) – Under construction
50. The proposed tower would relate satisfactorily to the heights and profiles of neighbouring tall buildings and would reinforce the character of the Eastern Cluster.
51. From Ludgate Hill the proposed building would not breach the distinctive profile of the Leadenhall Building thereby maintaining the “breathing space” of sky around the drum and dome of St Paul’s Cathedral.
52. The proposed tower would be approximately 55m lower than the Leadenhall Building ensuring that the distinctive profile of the Leadenhall building would remain visible in views from the west and would form an appropriate backdrop to the new tower.
53. The lower masonry street block would provide a robust ‘bookend’ visually supporting the street block to the east of 140-148 Leadenhall Street.

Design

54. The design approach has been to create a series of stacked, interlocking cuboid volumes that diminish in size on the upper storeys. The new building would have a bold and dynamic form with the individual blocks on different alignments cantilevered over the lower blocks. The tower would be crowned by a small rectilinear pavilion block which would overhang the blocks beneath and incorporate a public viewing gallery. The pavilion would appear to float over the blocks beneath. The design approach complements the vibrant quality of the cluster of tall buildings as a group with contrasting characteristics.
55. Each of the stacked blocks would feature subtle contrasts in cladding details through variations in the glazing modules and the addition of aluminium fins. The cantilevered blocks would appear particularly dynamic in street level views along Bishopsgate.
56. The public viewing gallery would provide a substantial public benefit and the dedicated public entrance would be in a prominent location on the north-west corner facing Bishopsgate.
57. Although of modest floorspace and size, the cantilevered pavilion and the full height glazing would provide a unique vantage point affording spectacular views to the west, north and south.
58. Given the floorspace of the proposed viewing gallery the ground floor access area would be sufficient to avoid any queuing on the pavement. Details of a visitor access and management plan would be required as part of a S.106 agreement to ensure free public access is provided and maintained.
59. Retail use (Class A1/A3) is proposed at ground floor and mezzanine levels at the junction of Bishopsgate and Leadenhall Street. The ground floor facades are predominantly glazed ensuring appropriately active and vibrant frontages that would help enhance the public realm at this point.
60. The design of the corner block as a stone clad robust masonry facade with punched, deeply recessed openings in a combination of right angled and splayed reveals relates satisfactorily with the fine masonry facades to the east along Leadenhall Street. In this respect, the corner building would assist in defining a coherent street block of masonry buildings that would contrast appropriately with the backdrop of tall buildings. The modelling and detailing of this block, especially in the key oblique views is appropriate. The frameless glazed upper storeys of the corner block would be stepped back from the masonry facades creating a recessive and appropriate visual termination to the block.
61. The building maintenance regime would be discreet with cleaning cradles and guide rails located on the flat roofs and roof terraces. The cradle parking positions would ensure that they would be concealed from street level views.

62. The landscaping approach to the roof terraces is considered appropriate.

London Views Management Framework and Tower of London Local Setting Study

63. The site falls outside all of the Protected Vistas of the London Views Management Framework. However, the tower would impact in a significant manner on a number of Assessment points in the LVMF.
64. The tower would be clearly visible on the City skyline from all three assessment points at Waterloo Bridge (15B) and from Gabriel's Wharf (16B). From all of these vantage points, the tower would be seen in the foreground of the Leadenhall Building. The tower would relate to the profile of the cluster and would not harm the setting or appreciation of St. Paul's Cathedral or other important landmarks.
65. From the three assessment points at City Hall (25A) and the north bastion of Tower Bridge, the tower would relate satisfactorily to the compact profile of the City cluster of towers located to the left of the Leadenhall Building. From these vantage points the tower would not harm the setting or views of the Tower of London or other important landmarks.
66. The tower would be concealed in both summer and winter by the trees on the Duck Island in the view from St James's Park and would, therefore, not affect this view.
67. In terms of wider views (e.g. Alexandra Palace, Parliament Hill, Kenwood and Primrose Hill) the tower would be fully integrated within the City's cluster of tall buildings and would not compromise the setting of St. Paul's Cathedral.

Setting of the Tower of London World Heritage Site

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

Other Key Views

69. A key constraint of the site is the need to safeguard the "breathing space" to the north of St. Paul's Cathedral in the view eastwards from Ludgate Hill. As outlined above, the proposed tower would sit within the profile of the Leadenhall Building and would not harm the setting of St. Paul's Cathedral.
70. From the Monument viewing gallery and the viewing gallery of St. Paul's Cathedral, the tower would appear as an integral part of the City cluster of towers and would not harm the appreciation of recognized important landmarks in these views.

71. Similarly, in views from Bank junction and the upper level viewing galleries and terraces of 1 New Change and 20 Fenchurch Street the proposed tower would appear as an integral part of the City cluster of towers and would not harm these views or the setting of the Mansion House, the Bank of England or the Royal Exchange.

Setting of Conservation Areas

72. While the site does not fall within a conservation area, there are a number of conservation areas nearby.
73. To the west, the eastern boundary of the Bank Conservation Area includes all of the west side of Bishopsgate from Gibson Hall to 8 Gracechurch Street. Views of and from this Conservation Area are characterized by the backdrop of towers in the City's cluster of tall buildings on the north and east. The proposed tower and corner block would appear as prominent landmarks in views along Bishopsgate, Cornhill and further afield, such as, Bank junction but would be seen against this backdrop of existing tall buildings and, therefore, would not harm the setting of the Bank Conservation Area.
74. To the south of the site is the Leadenhall Market Conservation Area. The proposed tower would be a prominent backdrop to the Gracechurch Street entrance to the market in views northwards along Gracechurch Street. However, the proposed tower would be seen against the backdrop of existing tall buildings and would, therefore, not cause additional harm to this setting. Due to the street alignment and largely enclosed nature of the Market, the proposed development would only be visible in glimpses from within Leadenhall Market itself. The proposed tower would be seen as part of the backdrop of tall buildings within the cluster. The setting of the Leadenhall Market Conservation Area would not be harmed.
75. To the north of the site lies the St Helen's Place Conservation Area. The existing Aviva Tower and Leadenhall Building (122 Leadenhall Street) and the potential development of the Pinnacle site at 22 Bishopsgate, mean the proposed development would be generally concealed from view. However, the proposed tower would be visible in glimpsed views from the south side of St Helen's Bishopsgate in which it would stand against the taller Leadenhall Building. The proposed building would not harm the setting of the St Helen's Place Conservation Area.
76. The completion of a scheme at 22 Bishopsgate with a tall building would further reduce any the visual impact of the buildings hereby proposed.

Setting of Listed Buildings

77. The site is located adjoining, adjacent to and near a number of listed buildings.

78. To the east, adjoining the site is the grade II listed 147-148 Leadenhall Street and further to the east is the grade II listed 140-144 Leadenhall Street. These buildings form part of a short terrace of masonry buildings to which the corner block of the proposed development would create a robust masonry bookend that would allow this important townscape group to be read with an improved sense of visual integrity.
79. The setting of 140-144 and 147-148 Leadenhall Street is already defined by a backdrop of neighbouring tall buildings and the proposed tower would not additionally harm their setting.
80. On the west side of Bishopsgate a number of listed buildings define the corner of Bishopsgate and Threadneedle Street (the grade II listed Nos.1-11 Bishopsgate, 38 Threadneedle Street and the imposing grade I listed Gibson Hall). The setting of these listed buildings is defined by tall buildings to the east. The proposed tower would sit comfortably within this backdrop and would not harm the setting of these listed buildings.
81. Similarly, the setting of the grade I listed St. Peter upon Cornhill, the grade II* listed Leadenhall Market and other buildings along Gracechurch Street, such as, the grade II listed 7-9 Gracechurch Street and 81-82 Gracechurch Street would not be harmed by the proposal. All of these buildings are appreciated in views northwards along Gracechurch Street with the backdrop of existing towers to the north east.
82. The grade I listed churches of St. Helen and St. Andrew Undershaft are small scale buildings of great historic value. Their setting is characterised by a backdrop of neighbouring tall buildings and the proposed tower would not additionally harm their setting.
83. The proposed tower would be set back from the site's Leadenhall Street frontage and would not harm views of the grade I listed Lloyd's Building in views from Cornhill and Leadenhall Street.

Servicing, Parking and Transportation

84. The waste storage and collection facilities have been agreed with the Waste and Amenity Planning Manager.
85. An off-street service area and refuse collection area would be provided at lower ground level to service the whole building. Access would be from Undershaft.
86. The service area would be able to accommodate four (2 x 8m and 2 x 6m) heavy goods vehicles (HGVs) and a refuse collection vehicle, skip truck or light goods vehicle (LGV) at any one time. The total number of service vehicles expected to visit the site per day would be approximately 143 for all vehicles types.
87. The service area would be able to accommodate all vehicles servicing the development but a servicing management plan would need to be approved to ensure that deliveries are spread throughout the day to avoid peaks when the service area might otherwise become congested.

88. There is the potential for the local area to become a controlled zone to limit and manage vehicles wishing to use Undershaft. The proposed servicing arrangements would not compromise any future on-street management arrangements as Undershaft would continue to be the point of access.
89. The development provides no general car or motorcycle parking which accords with policy. However, three on-site parking spaces would be provided for those for persons with disabilities.
90. The site is identified as being located in an area with a Public Transport Accessibility Level (PTAL) rating of 6b. This is the highest level of accessibility and rated as "Excellent".
91. The application includes a Framework Travel Plan. However, interim and full Travel Plans will be required (prior to occupation and within six months of first occupation respectively) to ensure that the tenants are promoting and encouraging sustainable travel methods. This would be secured through the S106 agreement.
92. 718 cycle parking spaces, accessed via the service area on Undershaft, would be provided at basement level together with shower and changing facilities. This would meet the latest cycle parking standards outlined in London Plan (2015) of 1 space per 95sq.m of floorspace (GEA).
93. There is potential for increased pedestrian levels to exacerbate crowding at the junction of Bishopsgate, Leadenhall Street, Gracechurch Street and Cornhill, particularly on the southern arm across Gracechurch Street, which the Transport Assessment notes is level E meaning that it provides 100% restricted movement. Thus mitigation measures would be required to reduce the likelihood of more dangerous informal crossing and crowding to more normal pedestrian comfort levels. These mitigation measures could range from alterations to traffic signal phasing to installing diagonal crossings and would be the subject of a S.278 agreement between the developer and the local highway authority which in this case would be TfL.

Wind

94. Using quantitative wind tunnel testing, the applicants have carried out a full "Lawson Criteria" pedestrian comfort assessment.
95. Local conditions around the perimeter of the site would be within the standing to strolling range. There would be a slight increase in windiness particularly on the south-east and south-west corners of the site where the existing baseline conditions would increase from standing to strolling and sitting to standing respectively.
96. The findings identified in the applicants supporting documents have been independently verified and confirmed to be sound. No further mitigation is required.

Daylight and Sunlight

97. Loss of daylight and outlook is a material planning consideration. Policy DM10.7 of the Local Plan seeks “To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to levels which would be contrary to the Building Research Establishment’s guidelines”.
98. A report has been submitted analysing the effect of the proposal on daylight and sunlight to the Leatherseller’s Company overnight sleeping accommodation at 33 Great St Helen’s.
99. The analysis has been carried out in accordance with the Building Research Establishment (BRE) guidelines “Site Layout Planning for Daylight and Sunlight”. The guidelines are advisory rather than mandatory and need to be interpreted flexibly, taking into account other factors which might also affect the site.
100. The analysis indicates that the neighbouring residential property would continue to meet the BRE criteria for Vertical Sky Component (VSC), No Skyline (NSL), Average Daylight Factor (ADF) and Annual Probable Sunlight Hours (APSH) with no noticeable loss of daylight or sunlight.

Amenity Space

101. The BRE guidance on sunlight to a garden or amenity area advises that for it to be adequately sunlit throughout the year no more than 40%, and preferably no more than 25%, should be in permanent shade on 21st March.
102. The only open amenity space around the Site that could potentially be impacted by the proposed development is the space directly in front of St Helen’s Bishopsgate Church.
103. The provided commentary and supporting data indicates that no part of this area would be affected by the proposal.
104. Crosby Square to the north of the proposal site has not been assessed as the partially implemented scheme at 22 Bishopsgate would stand between the square and the proposed tower.

Other Properties

105. There are no other residential premises where daylight or sunlight would be affected by this proposal.
106. For the reasons outlined above in relation to the open space, sunlight to the stained glass windows of St Helen's Bishopsgate Church would not be affected by the proposed development.

Solar Glare

107. The BRE Guidelines recommend that solar glare analysis be carried out to assess the impact of glazed facades on road users in the vicinity. In this case, viewpoints for the analysis were positioned at points before a junction or traffic lights where a distraction to motorists may occur. The viewpoint was positioned at 1.5m above ground at the

height of a sitting driver and pointing down the centreline of the road where drivers' vision is critical.

108. The analysis assumes a worst case scenario for solar glare with an external facade glazing constructed of 'Ipasol Bright White' glass with a reflectance level of 36%. The analysis concludes that in the worst case scenario, when there is no cloud cover to dissipate the sun's rays, the effects of solar glare would cause a significant adverse effect for road users at the assessment points.
109. Details of the materials for the external facades, and their impact on mitigation of the potential solar glare, will be required by condition.

Sustainability and Energy

110. As part of the supporting documentation, the applicants have submitted a Sustainability Statement, including a BREEAM New Construction 2014 pre-assessment, and an Energy Strategy.
111. By utilising passive design and energy efficiency measures, the development is estimated to achieve 26.3% carbon emissions savings over the Building Regulations 2013 compliant baseline scheme. The connection of the development into a district heating network would currently not be possible but the opportunity for a future connection would be provided.
112. The carbon emissions savings would be further increased by the installation of louvres with photovoltaic panels with a size of 400sq.m. on the roofs of the plant room and the pavilion. In addition, hot water heat recovery is proposed. Both measures would contribute a 3.2% reduction in carbon dioxide emissions. The submitted energy strategy demonstrates that the development has the potential to achieve an overall 29.5% carbon emission reduction over a Building Regulations compliant building. This would result in a shortfall of 5.5% carbon emissions savings in relation to the London Plan target of 35% and offset payments may be required if evidence cannot be provided to demonstrate that this building type cannot meet the target on site. Details of the final energy strategy to be adopted for the development is dealt with by condition.
113. The BREEAM pre-assessment rating for the building has an "excellent" rating and indicates no outstanding issues which should be addressed in the City context. Further potential credits will be targeted in the detailed design stage of the development.
114. The sustainability statement addresses climate change adaptation and sustainable design of the development, in particular energy efficiency, sustainable materials, conserving water resources, sustainable drainage, waste management, pollution, urban greening and biodiversity. Landscaped terraces with raised planter beds would be provided at levels 9 and 21. The installation of small, extensive green roofs on the terraces and details are required as part of the condition in relation to landscaping.

Sustainable Urban Drainage Systems

115. Rainwater storage and rainwater harvesting is proposed to address sustainable drainage. The proposed range of climate change adaptation and sustainable design measures is considered to be acceptable, subject to further details to be considered under the conditions.

Demolition and Construction

116. A Demolition and Construction Method Statement for the scheme is required by condition.

Archaeology

117. The site is in an area of high archaeological potential at the centre of the Roman town and to the north of the Roman basilica forum. There is high potential for Roman domestic and workshop buildings to survive and the main Roman road between the basilica and Bishopsgate crossed the western part of the site. There is moderate and low potential for the survival of remains from later periods. An Historic Environment Assessment has been submitted with the application.
118. The existing buildings have basements to varying depths which have removed archaeological remains over most of the site. The areas where archaeology may survive are below a single basement in the central service area and the western and southern perimeter where it is likely that basements of previous buildings may survive as well as Roman and medieval remains.
119. The proposed building would have two basement levels extending across the entire site with a new pile located outside the basement line. The impact would be to remove any surviving archaeological remains. Archaeological evaluation is necessary to provide additional information on the nature, date and character of archaeological remains. The applicants have confirmed that it has not been possible to carry out evaluation as the buildings are occupied.
120. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation design

Planning Obligations and Community Infrastructure Levy

121. Under Section 106 of the Town & Country Planning Act 1990 an agreement or planning obligation can be made between parties, usually the developer and the local authority, or a unilateral undertaking can be submitted by a prospective developer:
- restricting the development or use of land in any specified way;
 - requiring specified operations or activities to be carried out in, on or under or over the land;
 - requiring the land to be used in any specified way; or
 - requiring a sum or sums to be paid to the authority on a specified date or dates or periodically.

122. Planning obligation arrangements were modified by the Community Infrastructure Levy Regulations 2010 as amended ('the CIL Regulations'). The Regulations introduce statutory restrictions on the use of planning obligations to clarify their proper purpose, and make provision for planning obligations to work alongside any Community Infrastructure Levy ('CIL') arrangements which local planning authorities may elect to adopt.
123. Regulation 122 states that it is unlawful for a planning obligation to constitute a reason to grant planning permission when determining a planning application if the obligation does not meet all the following tests:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development
124. The National Planning Policy Framework (March 2012) stated that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. The policy repeated the tests set out above and states that where planning obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. (NPPF paragraphs 203-206).

Mayoral Community Infrastructure Levy (CIL)

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

Mayoral Planning Obligations

126. Since April 2010 the Mayor of London has sought contributions towards the cost of funding Crossrail through the negotiation of planning obligations in accordance with London Plan Policy 6.5. Mayoral planning obligations are payable by developers according to an indicative level of charges for specific uses set out in the Mayoral SPG (April 2013): offices (£140 per sq.m net gain in GIA floorspace), retail (£90) and hotels (£61) provided there is a net gain of 500sq.m.
127. Developments liable for both Mayoral CIL and Mayoral planning obligations payments for Crossrail will not be double charged. The Mayor will treat the CIL liability as a credit towards Mayoral planning obligation contribution. Therefore the Mayoral planning obligation liability can be reduced by the Mayoral CIL.

128. At the time of preparing this report the Mayoral CIL has been calculated to be £1,832,150. The full Mayoral planning obligation has been calculated to be £5,005,630. This would be reduced to £3,173,480 after deduction of the Mayoral CIL. It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of payment and should therefore only be taken as indicative at this point.
129. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income as an administration fee; the remainder will be forwarded to the Mayor of London. The whole of the Mayoral planning obligation received will be forwarded to the Mayor. However, the developer will also be liable to pay an additional £3,500 Mayoral administration and monitoring charge to the City Corporation. The total contributions due in accordance with the Mayoral CIL and Mayoral planning obligation policies are summarised below:

Liability in accordance with the Mayor of London's policies	Contribution £	Forwarded to the Mayor	Retained by City Corporation
Mayoral Community Infrastructure Levy payable	1,832,150	1,758,864	73,286
Mayoral planning obligation net liability*	3,173,480	3,173,480	Nil
Mayoral planning obligation administration and monitoring charge	3,500	Nil	3,500
Total liability in accordance with the Mayor of London's policies	5,009,130	4,932,344	76,786

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

City CIL

130. The City introduced its CIL on 1st July 2014 and will be chargeable in addition to the Mayoral CIL and Mayoral planning obligations. CIL will be charged at a rate of £75 per sq.m for Offices and £75 for all other uses. At the time of preparing this report the City CIL has been calculated to be £2,748,225. It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of payment and should therefore only be taken as indicative figures at this point.
131. Under the CIL regulations the City Corporation is able to retain 5% of the CIL income as an administration fee. The contributions collected will be used to fund the infrastructure required to meet the requirements of the City's Development Plan.

City S106 Planning Obligations

132. On 1 July 2014 the City's Supplementary Planning Document on Planning Obligations was adopted. City Planning Obligations would be payable by developers in accordance with the Planning Obligations SPD on new commercial developments where there is a net increase of 500sq.m or more of Gross Internal Area. The policy seeks contributions towards Affordable Housing (£20 per sq.m), Local Training, Skills and Job Brokerage (£3 per sq.m) and Carbon Offsetting (£60 per tonne of carbon offset).
133. The section 106 agreement would normally follow the agreement template available on the City of London website.
134. In this case the proposed net increase in floorspace would be 36,643sq.m. On the basis of the figure indicated in the Supplementary Planning Document, the planning obligation figure would be £842,789. It is the City's practice that all financial contributions be index-linked with reference to the appropriate index from the date of adoption of the City's SPD to the date planning permission was granted.

135. The applicant has agreed a breakdown which accords with the Supplementary Planning Document as follows:

Liability in accordance with the City of London's policies	Contribution £	Available for Allocation £	Retained for Administration and Monitoring £
City Community Infrastructure Levy	2,748,225	2,610,814	137,411
City Planning Obligation Affordable Housing	732,860	725,531	7,328
City Planning Obligation Local, Training, Skills and Job Brokerage	109,929	108,830	1099
City Planning Obligation Non-Financial Monitoring Charge	3,000	Nil	3,000
Total liability in accordance with the City of London's policies	3,594,014	3,445,175	148,839

136. I have set out below the details that I am recommending concerning the planning obligations. All of the proposals are considered to be necessary to make the application acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development and meet the above tests contained in the CIL Regulations and in government policy. I would also request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

Affordable Housing Contribution

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

Local Training, Skills and Job Brokerage Contribution

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

Highways Reparation and other Highways Obligations

139. The cost of any reparation works required as a result of the development will be the responsibility of the Developer.
140. It will be necessary for the Developer to enter into a Section 278 agreement with the City of London and Transport for London to carry works to the public highway and the Transport for London Road Network. All works will be at the cost of the Developer and will be required to mitigate the impact of the development.
141. The proposed works which will need to be undertaken as part of the Section 278 agreement will include (but not limited to) the removal of the dedicated left-turn slip lane at the junction of Bishopsgate and Leadenhall Street, widen footways in front of the building in order to enhance the pedestrian footways and public realm around the building, relocate the bus stop outside the proposed development to the north by 12m and any other works which may be necessary to mitigate the impact of the Development.

Delivery and Servicing Management Plan

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

Travel Plan

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

Local Training, Skills and Job Brokerage Strategy

144. The applicant will be required to submit for approval details of the Local Training, Skills and Job Brokerage Strategy in line with the aims of the City Corporation's Employment Charter for Construction. This Charter aims to maximise job opportunities in the City for residents of the City fringes and offer employment and training opportunities to local people wishing to begin a career in construction. The Strategy will be submitted in two stages: one to be submitted prior to the First Preparatory Operation Date in respect of the Preparatory Operations; the second to be submitted prior to Implementation in respect of the Main Contract Works Package.

Local Procurement

145. The applicant will be required to submit for approval a Local Procurement Strategy prior to commencement of demolition. The Local Procurement Strategy shall include details of: initiatives to identify local procurement opportunities relating to the construction of the development; initiatives to reach a 10% target for local procurement,

from small to medium sized enterprises in the City and City fringes; the timings and arrangements for the implementation of such initiatives; and suitable mechanisms for the monitoring of the effectiveness of such initiatives e.g. a local procurement tracker can be used to capture this information.

146. The developer will be required at the 6 month stage, or half way through the project (whichever is earliest), to report to the City of London Corporation's Economic Development Office on their performance against the 10% local procurement target.
147. The Economic Development Officer is able to provide information and guidance to the Developer its Contractor and Sub-Contractors. The Developer is encouraged to liaise with the Economic Development Officer at the earliest stage in the development process in order that the strategy can be submitted prior to implementation

Carbon Offsetting

148. The London Plan sets a target for major developments to achieve an overall carbon dioxide emission reduction of 40% from 2013-2016, through the use of on-site renewable energy generation. The submitted energy statement demonstrates that the development is designed to achieve a 29.5% reduction in carbon emissions when compared with the London Plan target of 35% improvement over the 2013 building regulations.
149. A detailed post construction assessment will be required. If the assessment demonstrates that the target is not met on site the applicant will be required to meet the shortfall through cash in lieu contribution. The contribution will be secured through the section 106 agreement at an initial cost of £60 per tonne of carbon to be offset, calculated over a 30 year period. The financial contribution for carbon off-setting will be required on Completion prior to occupation of the development.

Utility Connections

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

Viewing Gallery

151. London Plan policy 7.7 (L) states that tall buildings should incorporate publically accessible areas on the upper floors, whilst Local Plan Policy DM 10.3 seeks public access in building where feasible.
152. The pavilion at Level 40 would comprise a viewing gallery (sui generis) and tenant meeting rooms (B1). The viewing gallery would be available on occupation of the development. The development would not be permitted to be occupied until the; (a) Viewing Gallery (b) entrance lobby (c) public access lifts have been completed and (d) a viewing gallery management plan has been approved by the City of London.
153. The viewing gallery would be accessible by the public free of charge, during opening hours and would accommodate 50 members of the public at any one time. The Viewing Gallery would be served by its own entrance and lobby at ground floor, accessed from Bishopsgate comprising reception and security. There would be two dedicated shuttle lifts from the entrance lobby to the Viewing Gallery at Level 40.
154. Access to the viewing gallery would be via a booking system on a dedicated website and visitors would be able to book to access the viewing gallery prior to arrival. During public opening hours, no office tenants would be able to access the Viewing Gallery from the tenant meeting rooms at Level 40. Office tenants would need to book via the dedicated website and access the viewing gallery from the ground floor entrance lobby, in the same way as all visitors.
155. The viewing gallery will be open to the public Monday to Sunday, providing 53 hours of free public access per week; the specific hours of opening are to be agreed and secured in the S106 agreement.
156. The viewing gallery can be closed for private events or functions during the public opening hours, provided there are no more than 14 closure days per calendar year. The closures would not be permitted during public access hours without prior written approval from the City of London.

Viewing Gallery Management Plan

157. The developer will be required to submit a viewing gallery management plan for approval to the City Corporation. The plan would make provision for, but would not be limited to, such matters as booking procedure, safety and security, management and staffing and access.

TV Reception Survey

158. The Developer has provided the First Interference Survey for the City Corporation. As soon as reasonably practicable following completion the developer will be required to undertake the Second Interference Survey and shall submit the results to the City for information. If there is a significant deterioration in TV and radio reception, then the Developers will undertake appropriate mitigation measures.

Wind Mitigation

159. If requested by the City within 5 years of completion of the development, the Developer shall carry out a Wind Audit and submit the results to the City. If required by the City, the developer will pay the City Corporations costs for the Audit to be externally verified. In the event that the Wind Audit reveals that the Development has material adverse wind effects and the City considers that such adverse wind effects are attributable to the Development, the Developers shall undertake wind mitigation measures. Any measures deemed necessary will be accommodated within the site boundary where possible.

Counter-Terrorism

160. In line with policy CS3 of the Local Plan, there would be an obligation for a nationally adopted security assessment of the development and its impact on the wider area (particularly Undershaft) to be carried out prior to commencement. The outcome of the assessment may be a requirement for alterations to, and additional infrastructure on, the highway for the purposes of counter terrorism and security. Details of any highway adjustments and new security infrastructure, any traffic orders required to authorise its installation, its maintenance and management by the City and the City of London Police identified and required as a result of the assessment would form part of a separate Section 278 agreement to be entered into on terms and at a time necessary to secure this requirement.

Monitoring and Administrative Costs

161. A 10 year repayment period would be required where by 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.
162. The applicant will pay the City of London's legal costs incurred in the negotiation and execution of the legal agreement and the City Planning Officer's administration costs in respect of the same. 1% of the total financial contribution (secured under the City's SPG) will be allocated to the monitoring of the agreement and £250 per non-financial head of term.
163. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

Conclusion

164. The proposal supports the City's strategic objective to promote the City as the leading international financial and business centre.
165. The scheme provides an employment led, mixed use development that supports the economic policies of the adopted Local Plan and the London Plan and provides an increase in high quality floorspace suitable for major occupiers and/or other users and support accommodation in this part of the City.

166. The scheme's reliance on public transport meets the transport policies in the London Plan and Local Plan. This will have the benefits of maintaining the strength of the City in economic terms and making effective and efficient use of the infrastructure necessary to sustain such concentrations of development.
167. The proposed building would sit within the Eastern Cluster. The distinctive facade treatment and materials would distinguish this building from other tall buildings in the vicinity and contribute to the cluster.
168. The proposal would provide a distinctive building whose sculptural design creates a positive relationship with the office developments in the Eastern Cluster.
169. This development would not detract from the City's conservation areas, listed buildings or be detrimental to the setting of the Tower of London World Heritage Site.
170. The provision of a publicly accessible viewing gallery, available free of charge, for up to 50 members of the public at any one time, would provide substantial public benefit.
171. The proposal is in compliance with the provisions of the development plan.
172. The proposal would not compromise any future proposals for a controlled zone in the area.
173. After considering and balancing all of the above circumstances, I recommend that planning permission be granted as set out in the Recommendation and Schedule.

Background Papers

Internal

Memo 14.05.2015 City of London Markets and Consumer Protection,
Pollution Team

Email 19.05.2015 Open Spaces Department

Email 01.07.2015 City of London Police

External

Email 26.05.2015 Environment Agency

Letter 26.05.2015 Historic England

Email 27.05.2015 Thames Water

Letter 27.05.2015 Transport for London

Email 29.05.2015 Brookfield Office Properties

Email 01.06.2015 Natural England

Email 03.06.2015 London City Airport

Letter 18.06.2015 City of Westminster

Letter 24.06.2015 Greater London Authority

Letter 02.07.2015 Wilson Stephen Associates

Letter 02.07.2015 Wilson Stephen Associates

Email 07.07.2015 ARUP

Letter 10.07.2015 Treanor Consulting

Application Documents

Design and Access Statement by Wilkinson Eyre Architects rec'd 01.05.2015

Planning Statement by Gerald Eve rec'd 01.05.2015

Environmental Statement Volume 1: Main Text by ARUP rec'd 01.05.2015

Environmental Statement Volume 1: Appendices by ARUP rec'd 01.05.2015

Environmental Statement Volume 2: Townscape, Heritage and Visual Impact
Assessment by Millerhare Tavernor rec'd 01.05.2015

Environmental Statement Volume 3: Non-Technical Summary by ARUP rec'd
01.05.2015

Transport Assessment by ARUP rec'd 01.05.2015

Energy Statement by ARUP rec'd 01.05.2015

Sustainability Statement by ARUP rec'd 01.05.2015

Addendum to Daylight and Sunlight Report (ES Vol. 1: Main Text) via Email
by Gerald Eve/Waldrams rec'd 18.06.2015

Drawings: 00997-10-P-0000, 00997-10-P-0009, 00997-10-P-0010, 00997-10-P-0011, 00997-10-P-0012, 00997-10-P-0013, 00997-10-P-0014, 00997-10-P-0015, 00997-10-P-0020.

Appendix A

London Plan Policies

The London Plan is part of the development plan for the City. As such the London Plan is a material consideration to which the City of London Corporation must have regard in exercising its development control powers.

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

Relevant Local Plan Policies

CS1 Provide additional offices

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

DM3.2 Security measures

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

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

CS4 Seek planning contributions

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

CS7 Meet challenges of Eastern Cluster

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

DM10.1 New development

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

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

DM10.3 Roof gardens and terraces

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

DM10.5 Shopfronts

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

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

DM10.7 Daylight and sunlight

1) To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to unacceptable levels, taking account of the Building Research Establishment's guidelines.

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

DM10.8 Access and inclusive design

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

- a) inclusive and safe for of all who wish to use it, regardless of disability, age, gender, ethnicity, faith or economic circumstance;

- b) convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment;
- c) responsive to the needs of all users who visit, work or live in the City, whilst recognising that one solution might not work for all.

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.

CS13 Protect/enhance significant views

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

CS14 Tall buildings in suitable places

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

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.

DM15.6 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.

DM15.8 Contaminated land

Where development involves ground works or the creation of open spaces, developers will be expected to carry out a detailed site investigation to establish whether the site is contaminated and to determine the potential for pollution of the water environment or harm to human health and non-human receptors. Suitable mitigation must be identified to remediate any contaminated land and prevent potential adverse impacts of the development on human and non-human receptors, land or water quality.

DM16.1 Transport impacts of development

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

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

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

DM16.2 Pedestrian movement

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

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

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

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

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

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

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

DM16.3 Cycle parking

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

DM16.4 Encouraging active travel

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

DM16.5 Parking and servicing standards

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

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

DM17.1 Provision for waste

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

DM17.2 Designing out construction waste

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

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

DM18.1 Development in Flood Risk Area

1. Where development is proposed within the City Flood Risk Area evidence must be presented to demonstrate that:
 - a) the site is suitable for the intended use (see table 18.1), in accordance with Environment Agency and Lead Local Flood Authority advice;
 - b) the benefits of the development outweigh the flood risk to future occupants;
 - c) the development will be safe for occupants and visitors and will not compromise the safety of other premises or increase the risk of flooding elsewhere.

2. Development proposals, including change of use, must be accompanied by a site-specific flood risk assessment for:
 - a) all sites within the City Flood Risk Area as shown on the Policies Map; and
 - b) all major development elsewhere in the City.
3. Site specific flood risk assessments must address the risk of flooding from all sources and take account of the City of London Strategic Flood Risk Assessment. Necessary mitigation measures must be designed into and integrated with the development and may be required to provide protection from flooding for properties beyond the site boundaries, where feasible and viable.
4. Where development is within the City Flood Risk Area, the most vulnerable uses must be located in those parts of the development which are at least risk. Safe access and egress routes must be identified.
5. For minor development outside the City Flood Risk Area, an appropriate flood risk statement may be included in the Design and Access Statement.
6. Flood resistant and resilient designs which reduce the impact of flooding and enable efficient recovery and business continuity will be encouraged.

DM18.2 Sustainable drainage systems

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

DM19.2 Biodiversity and urban greening

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

- a) green roofs and walls, soft landscaping and trees;
- b) features for wildlife, such as nesting boxes and beehives;
- c) a planting mix which encourages biodiversity;

- d) planting which will be resilient to a range of climate conditions;
- e) maintenance of habitats within Sites of Importance for Nature Conservation.

DM20.2 Retail links

To encourage the provision and resist the loss of retail frontage and floorspace within the Retail Links. A mix of shops and other retail uses will be encouraged in the Links, ensuring that the location and balance of uses does not adversely affect the function of the Link, any nearby PSC or their surrounding areas.

DM20.4 Retail unit sizes

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

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.

SCHEDULE

APPLICATION: 15/00443/FULEIA

6 - 8 Bishopsgate & 150 Leadenhall Street London EC2N 4DA & EC3V 4QT

Demolition of existing buildings and redevelopment to provide a new building comprising lower ground and basement levels (including part basement mezzanine), ground and mezzanine levels plus part 8, part 20 and part 40 storeys plus plant [185.1m AOD to provide office (Class B1) use [70,053sq.m GEA], flexible shop/cafe and restaurant (Class A1/ A3) uses [418sq.m GEA] at part ground floor and mezzanine levels and flexible shop/cafe/restaurant/office (A1/A3/B1) uses [235sq.m GEA] at part ground floor and mezzanine levels; and a publicly accessible roof top pavilion (sui generis) [795sq.m GEA] at level 40; the provision of hard and soft landscaping. [TOTAL 71,501sq.m GEA]

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.

- 2 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. In the event that site contamination is found it must be reported in writing to the Local Planning Authority within five working days 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 by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the local planning authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.
REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to

ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the following policy of the Local Plan: DM15.8.

- 3 Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.
REASON: To avoid sewage flooding and to ensure that sufficient capacity is made available to cope with the new development in order to avoid adverse environmental impacts.
- 4 Before the development hereby permitted is begun, impact studies of the existing water supply infrastructure must be submitted to, and approved in writing, by the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.
REASON: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand.
- 5 Details of facilities and methods to accommodate construction vehicles and deliveries during demolition and the construction of the building hereby approved are to be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work and no demolition or construction shall be carried out other than in accordance with the approved details and methods.
REASON: To ensure that the obstruction of the local highway network by construction vehicles is minimised in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM16.1.
- 6 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition taking place on the site. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.

- 7 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction shall be submitted to and approved in writing by the Local Planning Authority prior to any construction work taking place on the site. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the construction process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.
- 8 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1.
- 9 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any works hereby permitted are begun.
REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Local Plan: DM3.2.
- 10 Before any works hereby permitted are begun additional details and information in respect of the following shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) Details of the measures proposed to mitigate the impacts of solar glare.
REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a

satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.

- 11 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.
- 12 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.
- 13 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.
- 14 No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.
REASON: The proposed works will be in close proximity to underground water and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure.

- 15 Before any construction works hereby permitted are begun details of rainwater collection, harvesting and grey water recycling systems shall be submitted to and approved in writing by the local planning authority.

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

- 16 Prior to the commencement of any works on site, details shall be submitted to and approved in writing by the Local Planning Authority showing the means of protection of the trees which are to be retained including their root system and the approved details shall be implemented prior to and during the course of the building works as appropriate.

REASON: To ensure the protection of the adjacent trees in accordance with the following policies of the Local Plan: DM10.4, DM19.2.

- 17 Before any construction works hereby permitted are begun the following details and information shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

(a) details of provision within the building facades for the inclusion of street lighting;

REASON: In the interests of public safety and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: CS3, DM10.1.

- 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) Large scale (1:10) details of the proposed new facade(s) including typical details of the fenestration and entrances;

(c) Large scale (1:10) details of ground floor elevations;

(d) Large scale (1:5) details of soffits, hand rails and balustrades;

(e) Details of junctions with adjoining premises;

(f) Details of the integration of cleaning equipment, cradles and the garaging thereof;

(g) Details of all ground level surfaces including materials to be used;

(h) Details of external surfaces within the site boundary including hard and soft landscaping;

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:

- 19 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.
- 20 Before any works thereby affected are begun full details of the Sustainable Drainage Systems shall:
(a) be submitted to and approved in writing by the Local Planning Authority. The details submitted must demonstrate compliance with the NPPF policies and practice guidance on flood risk and the Non-Statutory Technical Standards for sustainable drainage systems (DEFRA March 2015); and
(b) thereafter be maintained as approved throughout the lifetime of the building.
REASON: To improve sustainability, reduce flood risk and water run-off rates in accordance with the following policies of the Local Plan: DM15.5 and DM18.1.
- 21 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.
REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policies of the Local Plan: DM15.1, DM15.2, DM15.3, DM15.3, DM15.4.
- 22 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: DM15.1.
- 23 Details of the position and size of the green roof(s) and other landscaping features, the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2.

- 24 Before any construction works hereby permitted are begun a detailed energy strategy shall be submitted to and approved in writing by the local planning authority. The measures identified as being incorporated into the development and approved under this condition shall be incorporated into the development and maintained for the life of the development.
REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policies of the Local Plan: DM15.1, DM15.2, DM15.3, DM15.3, DM15.4.
- 25 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the nearest window or facade of the nearest premises.
The measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.
(b) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 26 The 'Life Safety Generator' shall be used solely on brief intermittent and exceptional occasions when required in response to a life threatening emergency and for the testing necessary to meet that purpose and shall not be used at any other time. At all times the generator shall be operated to minimise its noise impact and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.
REASON: To ensure that the generator, which does not meet City of London noise standards, is used only in response to a life threatening emergency situation.
- 27 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. The details approved must be implemented before the Class A use takes place.

REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.

- 28 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 including materials and construction method. The details approved must be implemented before the Class A use takes place and shall be so maintained thereafter for the life of the building.

REASON: In order to protect residential/commercial amenities in the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.

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

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

- 30 The (A1/A3) (use/premises) hereby permitted shall not be open to customers between the hours of 23:00 on one day and 07:00 on the following day.

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

- 31 No servicing of the premises shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.

REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM15.7, DM16.2, DM21.3.

- 32 Except as may be approved in writing by the Local Planning Authority the loading and unloading areas must remain ancillary to the use of the building and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.

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

- 33 Goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall not be accepted or dispatched unless

the vehicles are unloaded or loaded within the curtilage of the building.

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

- 34 In respect of the Class A1 and/or Class A3 units, no live or recorded music shall be played that can be heard outside the premises or within any other premises in the building.
REASON: To safeguard the amenity of the adjoining premises and the area in general in accordance with the following policy of the Local Plan: DM15.7
- 35 A further set of doors must be fitted between the Class A1 and/or Class A3 and the street and this extra set of doors shall be retained for the life of the premises. These doors must not be left open except in an emergency or for maintenance purposes.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 36 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 718 pedal cycles. The cycle parking provided on the site 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 to assist in reducing demand for public cycle parking in accordance with Transport for London guidance.
- 37 The changing facilities and showers adjacent to the bicycle parking areas and indicated on approved drawing 0997-10-P-0510, shall be provided and maintained throughout the life of the building for the use of occupiers of the building.
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.5
- 38 The pass doors shown adjacent to or near to the main entrances to the building on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.
REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Local Plan: DM10.8.
- 39 A clear unobstructed headroom of 5m must be maintained for the life of the buildings in the refuse skip collection area and a clear unobstructed

headroom of 4.5m must be provided and maintained in all other areas (including access ways) to be used for loading and unloading.
REASON: To ensure satisfactory servicing facilities in accordance with the following policy of the Local Plan: DM16.5

- 40 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.
- 41 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.

REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.1, DM10.8, DM16.2.
- 42 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 43 At all times when not being used for cleaning or maintenance the window cleaning gantries, cradles and other similar equipment shall be garaged within the enclosure(s) shown on the approved drawings.
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 44 No plant or telecommunications equipment shall be installed on the exterior of the building except as may be approved by the Local Planning Authority in writing.
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 45 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:
Drawing nos:
00997-10-P-0101, 00997-10-P-0510, 00997-10-P-0520, 00997-10-P-0530, 00997-10-P-0540, 00997-10-P-1000, 00997-10-P-1005, 00997-10-P-1010, 00997-10-P-1020, 00997-10-P-1050, 00997-10-P-1070, 00997-10-P-1090, 00997-10-P-1120, 00997-10-P-1160, 00997-10-P-1210, 00997-10-P-1240, 00997-10-P-1270, 00997-10-P-1300, 00997-10-P-1380, 00997-10-P-1390, 00997-10-P-1400, 00997-10-P-1410, 00997-10-P-1420, 00997-10-P-2200, 00997-10-P-2201, 00997-10-P-2202, 00997-10-P-2203, 00997-10-P-2300, 00997-10-P-2301, 00997-10-P-2302, 00997-10-P-2303, 00997-10-P-3301, 00997-10-P-3302, 00997-10-P-5001, 00997-10-P-5002, 00997-10-P-5003, 00997-10-P-

5004, 00997-10-P-5005, 00997-10-P-5006, 00997-10-P-5007, 00997-10-P-5008, 00997-10-P-5009.

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 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.

- 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, City 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 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.

- 5 The Directorate of the Built Environment must be consulted on the following matters which require specific approval:
 - (a) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window cill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway). You are advised that highway projection licenses do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. In such cases please also contact the Corporate Property Officer, City Surveyor's Department.
 - (b) Permanent Highway Stopping-Up Orders and/or dedication of land for highway purposes.
 - (c) 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.
 - (d) The incorporation of street 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.
 - (e) Connections to the local sewerage and surface water system.
 - (f) Carriageway crossovers.
 - (g) Means of escape and constructional details under the Building Regulations and London Building Acts (District Surveyor).
 - (h) The display of any advertisement material on the premises which may be subject to the City of London Corporation's Byelaws.
- 6 The enabling of archaeological work to meet the requirements of conditions 11, 12 and 13 is the responsibility of the developer and should be regarded as an integral part of the development programme in accordance with the policies of the Unitary Development Plan and Core Strategy. This would include on site facilities, funding, fieldwork, post excavation analysis and reporting and publication of the work in accordance with recognised guidelines and codes of practice. This is to ensure adequate "preservation by record" of the archaeological resource affected by the proposed development.
- 7 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:
 - (a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any structures in excess of those shown on drawings for which planning

permission has already been granted, further planning approval will also be required.

(b) Installation of engine generators using fuel oil.

(c) The control of noise and other potential nuisances arising from the demolition and construction works on this site and compliance with the Construction (Design and Management) Regulations 2007; the Environmental Health Team should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.

(d) Alterations to the drainage and sanitary arrangements.

(e) The requirements of the Health and Safety at Work etc Act 1974 and the other relevant statutory enactments (including the Offices, Shops and Railway Premises Act 1963); in particular:

- 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) Limitations which may be imposed on hours of work, noise and other environmental disturbance.

(j) The control of noise from plant and equipment;

(k) Methods of odour control.

8 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.

Air Quality

(d) 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

(e) The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO_x emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2011.

(f) All gas Combined Heat and Power plant should be low NO_x technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2011.

(g) 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.

(h) 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

(i) 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.

(j) 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

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

Food Hygiene and Safety

(l) 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.

(m) 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.

- 9 The investigation and risk assessment referred to in condition 2 "Contaminated Land" must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site,

whether or not it originates on the site. The contents of the scheme must be submitted to and approved in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report must be submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, open spaces, service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This investigation and risk assessment must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

10 Thames Water advises:

(1) The developer is advised to contact Thames Water Development Services (0845 850 2777) to discuss the details of the piling method statement required by a condition of this planning permission.

(2) Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing, and site remediation. Groundwater permit enquiries should be directed to Thames Water, Risk Management Team by telephoning 020 8507 4890 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provision of the Water Industry Act 1991.

(3) It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or suitable sewer. It is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate, and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer

Services will be required. They can be contacted on 0845 850 2777.

(4) Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Further information on the above is available in a leaflet 'Best Management Practices for Catering Establishments' which can be requested by telephoning 01923 898 188.

(5) The developer should incorporate with their proposals, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

(6) 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 Water's pipes. The developer should take account of this minimum pressure in the design of the proposed development.

(7) A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

(8) Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

(9) The development covers a large area, currently served by combined sewers. Impact will depend upon proposed points of connection. Overall flows to combined sewers should not exceed historic flows and this may often be achievable by agreed surface water retention.

- 11 The Director of Markets and Consumer Protection states that 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.
- 12 The Environment Agency advises:
 - (a) Developers should ensure that any proposed piling methods do not pose a pollution risk to controlled waters. Piling to facilitate building foundations or the installation of ground source heat pumps has the potential to create a pathway between contaminated shallow soils and deeper geological formations and aquifers. Deep piling can also result in physical disturbance of aquifers.
 - (b) If piling is proposed, a Piling Risk Assessment will be required to demonstrate that the chosen piling method does not increase the risk of near-surface pollutants migrating into deeper geological formations and aquifers. A Hydrogeological Risk Assessment of physical disturbance to the aquifer should also be undertaken and if unacceptable risks are identified, appropriate mitigation measures must be provided.
 - (c) We recommend that developers follow the risk management framework provided in our guidance for 'Piling into Contaminated Sites' and also refer to the document: 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention'
- 13 The Crime Prevention Design Advisor for the City of London Police should be consulted with regard to guidance on all aspects of security, means of crime prevention in new development and on current crime trends.
- 14 The developer is advised to contact the Director of Open Spaces prior to works commencing regarding the protection of nearby trees during works (Contact Martin Rodman, Client Services Manager on 020 7247 8548).

Ball, Matthew

15/00443

From: Pln - CC - Development Dc
Subject: FW: 6-8 BISHOPSGATE & 150 LEADENHALL - PLANNING APPLICATION REF: 15/00443/FULMAJ COL:04356991
Attachments: image96c7d3.GIF; image1852ac.JPG

From: Ruck, Simon [REDACTED]
Sent: 29 May 2015 11:56
To: PlanningQueue
Cc: [REDACTED]
Subject: 6-8 BISHOPSGATE & 150 LEADENHALL - PLANNING APPLICATION REF: 15/00443/FULMAJ

Dear Sir or Madam,

29 MAY 2015

6-8 BISHOPSGATE & 150 LEADENHALL
PLANNING APPLICATION REF: 15/00443/FULMAJ

We have been formally notified that a planning application has recently submitted to the City of London for redevelopment of the abovementioned site. We confirm receipt of the notice on behalf of BOP (Leadenhall Court) Sarl on 8 May 2015.

We have a long leasehold interest in the adjacent site to the south known as Leadenhall Court, which is located on the corner of Leadenhall Street and Gracechurch Street.

We write to confirm our in principle support for development, and would be keen to work with the applicants and CoL moving forward to ensure that any opportunities to enhance the wider public realm are fully explored.

Yours sincerely,

Simon Ruck

Simon Ruck

Vice President, Asset Management

Brookfield Office Properties

T +44 (0) 20 7408 8210, F +44 (0) 20 7659 3501, M [REDACTED]

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[REDACTED]



View Important disclosures and information about our e-mail policies [here](#).



From: Ruck, Simon

Sent: Thursday, May 28, 2015 05:47 PM

To: Ruck, Simon

Subject: 6-8 BISHOPSGATE & 150 LEADENHALL - PLANNING APPLICATION REF: 15/00443/FULMAJ

plans@cityoflondon.gov.uk

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6-8 BISHOPSGATE & 150 LEADENHALL

PLANNING APPLICATION REF: 15/00443/FULMAJ

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Yours sincerely,

Simon Ruck

Simon Ruck

Vice President, Asset Management

Brookfield Office Properties

T +44 (0) 20 7408 8210, F +44 (0) 20 7659 3501, [REDACTED]

FAO Mr Tony Newman
 City of London Corporation
 Environment & Planning Department
 PO Box 270
 Guildhall
 London
 EC2P 2EJ

PSDD	OPO	FPD
TFD	14 JUL 2015	LTP
OM		SSE
No	125169	PP
FILE		DD

10 July 2015

Ref 1508

14 JUL 2015

Dear Mr Newman

6-8 Bishopsgate and 150 Leadenhall Street, London EC2N 4DA & EC3V 4QT
 Planning application 15/00443/FULMAJ

I am following up the correspondence you have been having with Bob Wilson at Wilson Stephen Associates, acting on behalf of the Churches of St Peter-upon-Cornhill, St Helen Bishopsgate and St Andrew Undershaft, with respect to this development proposal. I have also been asked by the Church to provide some advice in relation to this planning application and nearby schemes that are likely to be coming forward in the Eastern Cluster.

You will be aware that we met with Annie Hampson and colleagues on 9 July to discuss some of the planning issues associated with the very significant changes envisaged in this part of the City.

The Church appreciates the City needs to grow and in principle is supportive of development but its unique heritage and role in the community will be directly affected. Both are important public benefits. They make a positive contribution to City life and should be addressed in determining planning applications.

By way of background I enclose fact sheets summarising the work undertaken through these churches. It illustrates the high level of use and wide range of groups who regularly participate in activities organised through the church. It is essential the Church can continue to provide this level of support, and cater for additional demand during construction and once new buildings are occupied. In addition there are increasing numbers of visitors and tourists passing through the area and this is encouraged with public art and similar programmes.

Bob Wilson's letter of 2 July sets out the areas of particular concern with the scheme at 6-8 Bishopsgate, during construction and on completion. The environmental impacts will be compounded if development proceeds on plans for other towers and large development schemes in the immediate vicinity. There could easily be instances where it is difficult/ impracticable to attribute an impact to one particular scheme. It is crucial, therefore, the cumulative effects are taken into account and as far as possible, parties encouraged to coordinate their activities. This should include integration between completed schemes and those still under construction.

The long term impacts of development also need to be properly addressed. The added pressure on Undershaft will be sizeable. A joined up approach is essential to ensure the public realm can function effectively and efficiently, accommodating the added (and often conflicting) pressures that will arise. Creating a quality environment in the spaces around these buildings will help to create places that can be appreciated by all in the community.

The Church is in discussions with the applicant and consultant team and is keen to work constructively with parties to help deliver a successful development. It has specific requests that would help ease concerns, which we believe can be addressed through planning conditions and/ or section 106 obligations.

1. An obligation to agree with the Church assessment, monitoring and appropriate mitigation of the structural impacts on these churches particularly St Peter-upon-Cornhill and St Helen Bishopsgate due to potential ground movement, vibration, dust, airborne pollution.

Especially relevant as these are listed Grade 1 buildings, constructed 500-600 years ago and over 900 years in the case of St Helen's. The fabric is vulnerable, foundations are limited and they have no acoustic protection or air cooling system.

2. An obligation to engage with the Church and seek agreement to relevant aspects of the various construction logistics management and mitigation measures that will need to be approved by the Corporation.
3. An obligation that the construction logistics management and mitigation measures take into account the cumulative effects of other developments in the vicinity proceeding at the same time (in particular, redevelopment at 22 Bishopsgate and 1 Undershaft) and to cooperate with other developers to coordinate construction activities.
4. An obligation to consult with the Church and obtain its agreement to relevant elements of the Delivery and Servicing Management Plan that will need to be approved by the Corporation. We are supportive of current initiatives for Consolidated Servicing being promoted by the Corporation and other developers and if it comes to fruition, approved Servicing Plans should be adapted on review to embrace this regime.
5. An obligation to contribute towards listed building and environmental enhancements and improved access arrangements at St Peter-upon-Cornhill. The proposed office scheme will impact on the setting of the church and use of the churchyard garden, already popular with City workers, visitors and residents, will intensify. Improvements would help secure the future of an important piece of City heritage and valued open space, of benefit to the wider public.
6. An obligation to engage with other parties to promote and help deliver a coordinated public realm solution across private and publicly owned land. We believe an area enhancement strategy should be a priority allocation for CIL contributions due from this development.
7. An obligation to assist the Church in resourcing its community engagement. Large scale redevelopment schemes place added pressure on internal staffing and administration, diverting resources from the day-to-day running of church activities. At present these costs have to be met through voluntary donations.

Based on the above, the Church wishes to withdraw the objections to the planning application submitted on behalf of St Peter-upon-Cornhill and St Helen Bishopsgate with St Andrew Undershaft.

I trust these comments will be taken on board in your committee report. If you have any queries, in the meantime, please do not hesitate to contact me.

Yours sincerely



Claire Treanor MRICS

Cc Jeremy Randall – Gerald Eve