

<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	17 November 2015
<b>Subject:</b> 22 Bishopsgate London EC2N Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (200,527sq.m GEA).	<b>Public</b>
<b>Ward:</b> Lime Street	<b>For Decision</b>
<b>Registered No:</b> 15/00764/FULEIA	<b>Registered on:</b> 24 July 2015
<b>Conservation Area:</b> St Helen's Place	<b>Listed Building:</b> No

### Summary

The planning application relates to the site of the previously approved 63 storey 'Pinnacle' scheme (304.9m AOD) which was implemented by the construction of basements up to ground floor slab level together with a 9 storey core. This planning permission has been implemented and is extant.

The current scheme is for a tower comprising 62 storeys above ground (294.94m AOD) with 3 basements.

The building would provide offices, retail at ground level, a viewing gallery with free public access at levels 58 and 58M (mezzanine) and a public restaurant and bar at levels 59, 60 and part 61. The development would include a new covered publicly accessible east-west pedestrian route through the site linking Bishopsgate to Crosby Square and Undershaft.

The gross floor area would be 200,527 sq.m (gea), comprising:

188,875 sq.m offices,

553 sq.m retail (Class A1/A2)

4900 sq.m public viewing gallery (sui generis)

5485 sq.m restaurant/bar (Class A3/A4)

901 sq.m shared ClassA3/A4 and viewing gallery floorspace.

An Environmental Statement accompanies the scheme.

Similar to the Pinnacle, the building would be the tallest in the City and the

focal point of the Eastern Cluster, and would provide a significant increase in flexible office accommodation, supporting the strategic objective of the Corporation to promote the City as the leading international financial and business centre.

The public realm benefits, most particularly the free public viewing gallery, are critical to the acceptability of this major development.

The Mayor of London supports the scheme in strategic planning terms subject to matters of detail but emphasises that the public gallery with free access must be appropriately secured.

Historic Royal Palaces, Royal Parks and the London Boroughs of Tower Hamlets and Islington have objected to the scheme on the grounds of its impact on the World Heritage Site and on views from the Royal Parks and from locations in the respective boroughs. Objections have also been received from members of the public relating principally to the architectural form of the building, its size and to its impact at street level.. The Leatherseller's Company has objected to the scheme's impact on lighting to their freehold properties in the vicinity, on the character of St Helen's Conservation Area and on the setting of the Tower of London and St Paul's Cathedral

The impact of the scheme on the setting of conservation areas and listed buildings, on strategic views and on the settings of St Paul's Cathedral and the Tower of London has been assessed and is considered acceptable.

To enable satisfactory servicing of this building it will require a freight consolidation operation.

There would be some stopping-up of public highway to achieve the development but also the release of land back to public highway.

Alterations to pedestrian crossings in Bishopsgate in connection with the development are being discussed with the City and with Transport for London and if required would be pursued under S278 of the Highway Act.

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

### **Recommendation**

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

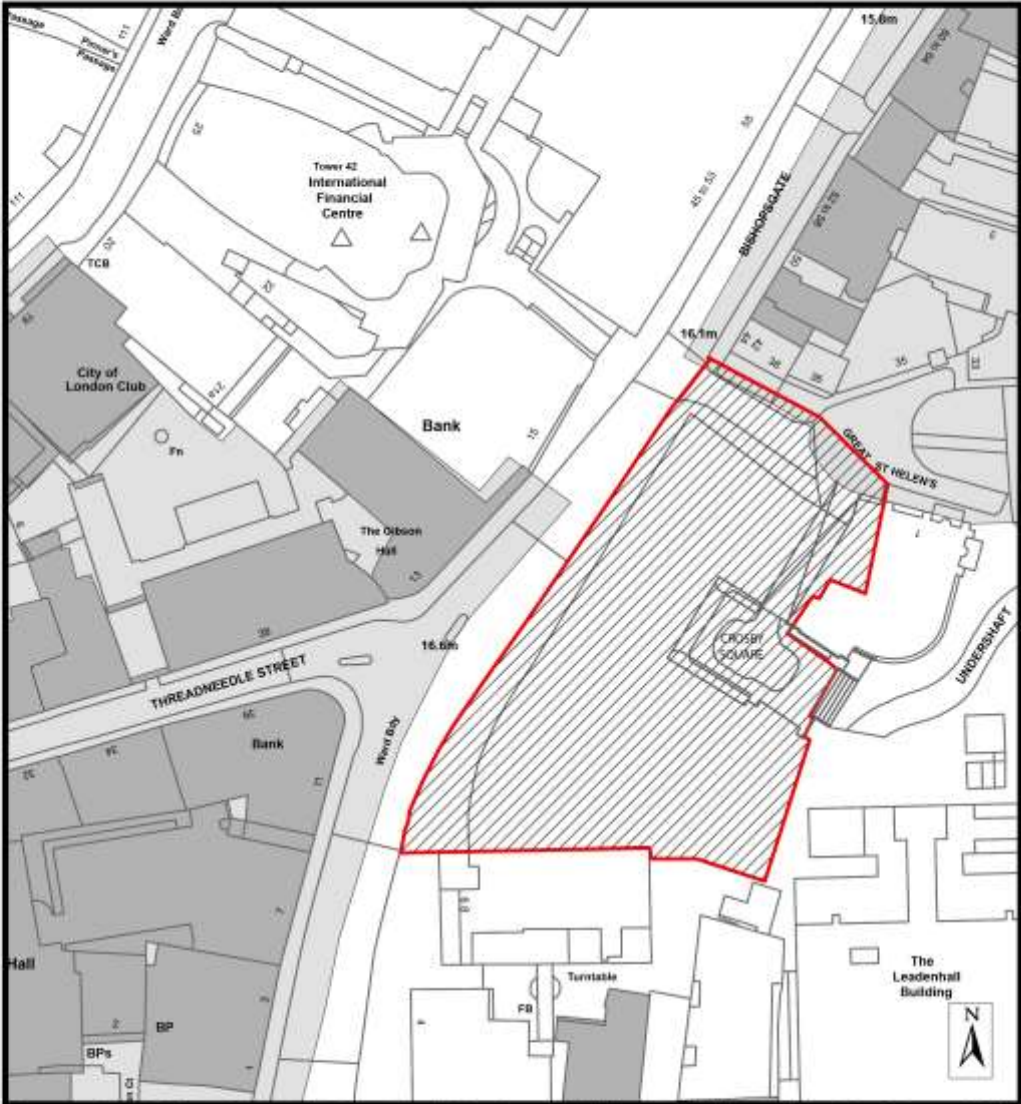
(a) the Mayor of London being given 14 days to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);

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

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

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

# Site Location Plan



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ADDRESS:  
22 Bishopgate

CASE No.  
15/00764/FULEIA

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



## **Main Report**

### **Site**

1. The site is located on the east side of Bishopsgate and is bounded by Bishopsgate to the west, 42-44 Bishopsgate and Great St Helen's to the north, Undershaft and the building at 1 Great St Helen's to the east and 6-8 Bishopsgate to the south. The site includes Crosby Square, an area of public highway accessed from Great St Helen's and by steps from Undershaft.
2. The site was previously occupied by Crosby Court (38 Bishopsgate), 22-24 Bishopsgate and 4 Crosby Square. These were demolished and works begun to implement a scheme granted planning permission in 2007, for a building which became known as the 'Pinnacle.' Foundations, three basements and the first 9 floors of the core were built before construction stopped in early 2012. The hoarded site has remained in this condition since then.
3. The site context is varied in character comprising a number of significant listed buildings including St Helen's Church (Grade I) Gibson Hall, Bishopsgate (Grade I), the Lloyd's Building (Grade I), St Andrew Undershaft Church (Grade I), St Peter upon Cornhill Church (Grade I) as well as a number of Grade II listed buildings on Bishopsgate and Threadneedle Street to the north and west of the site. A small part of the site falls within the St Helen's Place Conservation Area to the north and Bank Conservation Area adjoins immediately to the west.
4. The site falls in the Eastern Cluster and is in the immediate vicinity of prominent buildings at 30 St Mary Axe, 122 Leadenhall Street, 1 Undershaft, Tower 42 and the proposed development at 6-8 Bishopsgate.
5. Bishopsgate is a Local Distributor Road in the TLRN, a Red Route and is managed by Transport for London.

### **Environmental Statement**

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

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

### **Relevant Planning History**

#### **Approved 'Pinnacle' scheme**

10. Planning permission was granted on 7 December 2006 (app no. 05/00546/FULEIA) and followed by a revised scheme granted on 30 November 2007 (app.no. 06/01123/FULEIA) for demolition and redevelopment to provide a building comprising 3 basements, ground and 62 upper floors for use within Class B1 office and Class A retail, together with public realm and other works incidental to the development.
11. The approved building would be 304.9m AOD in height and would provide 149,834sq.m of floorspace comprising:
- Offices 146,013sq.m
  - Retail at lower levels 1,122sq.m
  - Restaurant/bar at upper levels 1,614sq.m
  - Air intake in annexe building 1,085sq.m
12. The ground floor of the approved scheme would contain retail accommodation on all sides, comprising shops and cafe/restaurant uses and a public restaurant, bar and a VIP lounge (and related kitchens) were proposed on the top four floors of the tower (levels 59 - 62).
13. The tower would taper as it rises and the top third would spiral to a point. At the base the cladding would fan out into a "skirt" that projects over the public footways and Crosby Square at a height that varies from approximately 6m to 15m. This "skirt" is an integral part of the design but its main function is to deflect wind away from the ground.
14. The office reception was at 1<sup>st</sup> and 2<sup>nd</sup> floors accessed from the ground level entrance in the Sliver building (between the tower and 6-8 Bishopsgate) by escalators and lifts.
15. Three levels of basement were proposed containing servicing facilities, parking and plant accommodation. Servicing would take place via two vehicle lifts from Undershaft. A courier delivery facility was provided at ground level adjacent to these lifts.
16. A wide new pedestrian way was proposed under the building leading to the present location of Crosby Square and on to Undershaft, via a curving ramp. This would all become a public space with seating, a water feature and public art.
17. Planning permission 06/01123/FULEIA was implemented following the discharge of a number of the planning conditions and although development stopped in 2012, it remains an extant scheme. The development was constructed to ground floor slab level with the core structure built to 9 levels.

18. At the time the 'Pinnacle' scheme was approved in 2006 and in its amended form in 2007 the policy context was different, albeit similar to that which pertains at the present time.
19. The development plan, so far as relevant, was the 2002 Unitary Development Plan and the London Plan. Some Part II policies of the UDP were expired on 27/9/2007, prior to the 2nd determination. The London Plan in place was the inaugural London Plan (published February 2004).
20. The Eastern Cluster whilst not subject to specific area based policy as a Key City Place was recognised as the area where a concentration of tall buildings could be delivered subject to satisfactory other criteria in order to meet floorspace demands and where 'view' constraints then in place would not prevent them.
21. There were, in addition, different criteria for parking, cycle parking and the wording of other policies in relation to daylight/sunlight, security, microclimate and sustainability. There were also no specific policies around achieving public access without payment to upper level viewing galleries.

#### Site Remedial works

22. On 27 July 2015 planning permission was granted for the deconstruction of the existing core, part demolition of the floorslabs at ground and 3 basement levels and the installation of new piling and transfer structures (app.no. 15/00221/FULL). The proposed preparatory demolition works and the introduction of new piles sought to reach a baseline position ready for the development of a new building although not specific to a particular design.
23. On 22 September 2015 a further application was submitted for the same description showing a different piling design. This application has not yet been determined.

#### Proposal

24. The proposed development is for a tower comprising 62 storeys above ground (294.94m AOD) with 3 basements.
25. The building would provide offices, retail at ground level, a viewing gallery with free entrance to the public at levels 58 and 58M and a public restaurant and bar at levels 59, 60 and part 61.
26. The gross floor area would be 200,714sq.m (gea), comprising:
  - 188,875sq.m offices,
  - 553sq.m retail (Class A1/A2)
  - 4900sq.m public viewing gallery (sui generis)
  - 5485sq.m restaurant/bar (Class A3/A4)
  - 901sq.m shared ClassA3/A4 and viewing gallery floorspace.



27. The proposed development, whilst larger, is 10m lower than the approved tower and would provide 30% more floorspace (50,880sq.m.).
28. A covered, publicly accessible east-west pedestrian route is proposed through the site towards its southern end linking Bishopsgate to Crosby Square and Undershaft; the dedicated entrances to the public viewing gallery and restaurant/bar would be from this passage.
29. Crosby Square would remain as public highway and would be landscaped under the proposed scheme.
30. The development would be served by a double height office reception area which would occupy the length of the building's Bishopsgate frontage. The building would have 2 main office entrances from Bishopsgate, a third from the new pedestrian route and 2 smaller office entrances on the east side of the building from Crosby Square. The location of the entrances around the building allow for the efficient dispersal of arrivals and departures without detracting from the appearance and function of the primary street facade onto Bishopsgate.
31. 3 small retail units are proposed facing onto Crosby Square and 1 facing onto Great St Helens.
32. It is proposed that the floor above the double height reception lobby would be occupied as a shared space for building occupiers, offering ancillary services to office tenants and their guests, providing for example food outlets, ancillary retail, and spaces for lectures, events and informal performances. Although not available to the public, the space would provide a range of services within the building for tenants and when viewed from outside the building would provide a visual vibrancy to the base in street level views. The applicants advise that "the amenity areas in the building are an important ingredient in achieving the kind of working environments capable of attracting good tenants and the most promising employees. They are also key in delivering the first WELL accredited building in the UK. We are therefore committed to deliver 1835sq.m of amenity space within the building (likely to be on levels 2, 7, 25 and 41.) This is in addition to the viewing gallery, restaurant and bar at the top of the building.
33. The building has been designed to achieve an inclusive environment throughout, maximising access for all people. All entrances would provide level access into the building and internal spaces are designed to be suitable for use by people with disabilities. The public viewing gallery and bar/restaurant on the top floors would be fully accessible. Four car parking spaces would be provided for drivers with disabilities and provision would be made for adapted bicycles in the cycle storage areas which would be accessible by a dedicated lift. A pedestrian lift for use by the public would be provided within the site, immediately adjacent to the existing steps, to provide step free access between Undershaft and Crosby Square, thus improving accessibility through the site.
34. The piling, basements and core that have already been constructed on site under the previous scheme impose constraints on the design and

extent of below ground works as it is proposed to retain and reuse these works as far as possible.

35. The three basements would be retained and modified and would contain plant, servicing areas, cycle parking and facilities and other ancillary spaces. The service yard would be at 3rd basement level and would be accessed by 2 vehicle lifts from Undershaft; cycle spaces at 1<sup>st</sup> and 2<sup>nd</sup> basement would be accessed via a cycle stair from Undershaft and 4 car parking spaces for disabled drivers would be provided at 2<sup>nd</sup> basement.

### **Consultations**

36. A Statement of Community Involvement has been submitted with the application outlining the developers' engagement with the statutory authorities, other interest groups and with residents, building owners and occupiers in the surrounding area. A public exhibition was held on the site from 15 to 20 June 2015 attended by approximately 1200 people. A total of 114 visitors provided written feedback of which, the applicants advise, broadly 81% responded positively to the scheme and 19% negatively.
37. Following receipt of the planning application by the City the application has been advertised and widely consulted on. Copies of all letters and e-mails making representations are attached.
38. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some detailed matters can be addressed by conditions and the Section 106 agreement. These include matters relating to environmental controls such as noise, fume extract and ventilation, controls during construction activities, and security issues.
39. Fifteen comments raising objections have been received from members of the public.
40. Areas of objection which are raised cover the following:
  - a lack of refinement and character in the design of the building,
  - poor quality architecture
  - the detrimental effect of the blank flat glazed facades,
  - the bulk which is considered overbearing,
  - disproportionate massing to its surroundings,
  - overdevelopment of the site,
  - detrimental impact on views from the Tower of London and Tower Bridge,
  - detrimental impact on street level views where the development appears bland and uninviting,
  - harmful wind impacts,
  - detrimental effect on the City skyline,

- that no regard is paid to London and the historical City and
- that more public cycle spaces should be provided.

These issues are all addressed in the relevant parts of the report under Considerations.

41. One local resident living off Cornhill has expressed concern regarding disturbance from night-time working during construction and has requested that restrictions are put on noisy working hours between 11pm and 7am.

A Construction Management Plan will be submitted for approval which would control hours of noisy working and other environmental effects during construction.

42. The Mayor of London considers the scheme to be broadly acceptable in strategic planning terms but that some parts of the proposals do not fully comply with the London Plan. In particular there is concern regarding the encroachment of the development on existing footway in Bishopsgate (amended plans have been submitted which address this point) and the Mayor expects that the size of the viewing gallery and the commitment to provide free public access to it should be appropriately secured as part of any planning permission.
43. The Mayor supports the provision of offices and the mixed uses proposed as part of the scheme and notes that as no housing is included an affordable housing contribution would be sought by the City. No objection is raised to the height, bulk and massing of the development which, it is considered, is an appropriate addition to the eastern cluster. The scheme is not considered to cause harm to the World Heritage Site, listed buildings or conservation areas on which it might impact.
44. The GLA is satisfied with the strategy for energy savings and climate change adaptation.
45. Concerns expressed regarding the public realm on Bishopsgate and the provision of adequate cycling facilities have been addressed through revisions to the scheme.
46. Transport for London has replied separately specifically addressing the transportation aspects of the scheme.

It comments on access and public realm, parking, trip generation, public transport impact, pedestrians, cycling, servicing and construction, the impacts of solar glare, Travel Plan and mitigation payments. In particular it identifies certain outstanding concerns. It advises that aspirations to improve the quality of the public realm in Bishopsgate need to be agreed with the City and TfL and formalised through a Section 278 agreement. Concerns regarding areas to be stopped up in Bishopsgate have been addressed through revisions to the scheme although TfL is concerned that it does not reflect an improvement over the extant 'Pinnacle' scheme.

A second letter has been received from TfL following amendments to the scheme. While raising concern regarding the methodology to

assess the impact on pedestrian comfort levels TfL concludes that, although there will be a worsening in comfort levels, these will be in part off set by public realm improvements and the omission of the trees previously proposed to be planted in Bishopsgate. TfL confirms it is satisfied with the number and range of cycle spaces provided they are confirmed to meet current standards<sup>39</sup> and associated facilities to be provided in the scheme providing the details are secured by condition. TfL requires further clarification from the applicant regarding street lighting, oversailing of structure over Bishopsgate, and drainage from these structures. Details of these will be sought by condition.

TfL strongly supports the proposal for a deliveries' consolidation centre which it advises must be secured in perpetuity, monitored and enforced. TfL are in continuing discussions regarding the Construction Management Plan and Logistics Plan.

TfL are in discussions with the applicants and the City regarding possible changes to the pedestrian crossing in Bishopsgate, north of Great St Helens, so that it is better suited to pedestrian desire lines. Any such highway alterations would be agreed under S 278. TfL also seek a S106 contribution towards future provision of cycle hire in the vicinity given the size of the scheme and for a proportion of CIL to be allocated towards London Underground mitigation.

S106 considerations are addressed in the Planning Obligations and Community Infrastructure Levy section of this report.

47. The Department for Communities and Local Government advises that it has no comments to make on the application.
48. CABE have been consulted on the proposals and have not responded to the City as yet. CABE have provided views to the applicant.
49. Historic Royal Palaces (HRP) has objected to the planning application. It's letter outlines that it did not object to the previous 'Pinnacle' scheme because its view at the time was that " the proposed Eastern Cluster as a whole was sufficiently distant from the Tower of London and permeable in configuration (at the upper levels against the sky) not to impinge on the western setting of the World Heritage Site." The letter continues to say that "the proposed building would be no taller than the 'Pinnacle', but, where the latter diminished to a slender point, the new building would be broad shouldered, maintaining much of its width for much of its height, although stepping back from east to west towards the top. As shown in the visual representations supporting the application, it would present a relatively 'slender' profile to the City, but, unfortunately a wider, square-topped silhouette towards the Tower to the south-east."

In its letter HRP analyses London Views Management Framework 2012 views 25A.3 from City Hall/Queens Walk and 10A.1 (Tower Bridge/North Bastion) stating that the proposed building would change the emerging form of the Eastern Cluster and that it would overshadow the Tower in its setting and further diminish the White Tower's once dominant scale in relation to the City, which is identified as one of the attributes of the Outstanding Universal Value of the World Heritage

Site. HRP also raise concern that the proposed building would be dominant visually in views from the Inner Ward and from the Byward Tower entrance.

The objections in relation to these views have been assessed and are covered from paras 133 and 139 of this report.

50. The Royal Parks has objected to the planning application in terms of the height of the proposed building and its impact on strategic and general views from St James's Park, Greenwich Park and three views from around The Mall which do not enjoy statutory protection. The impact on the St James Park and Greenwich Park views is assessed at paras 152 and 156 of this report. The three viewing areas in and around the Royal Parks identified in the letter have been assessed and the proposal is not considered to cause harm.
51. Historic England raises no objection to the application and welcomes the design approach as a positive addition to the eastern Cluster.
52. The Surveyor to the Fabric of St Paul's Cathedral has written a detailed response to the application proposals on behalf of the Chapter of the Cathedral. It identifies the primary interests of the Chapter in responding to the development to be: safeguarding the St Paul's Heights and LVMF views, the stewardship of the internationally recognised profile and skyline of London, and the setting of the Grade I listed Cathedral and its environs.

The Chapter considers that the development would not infringe protected views in respect of St Paul's Cathedral and due to its location in the Eastern cluster would not significantly impact on the prominence of St Paul's on the London skyline. It emphasises the need to secure high quality technical details and material specifications. The Chapter considers that there would be an impact on the setting of the Cathedral although this would not be harmful as defined in the NPPF. The Chapter considers that the provision of a free public viewing gallery is a welcome and necessary mitigating public benefit which must be carefully specified and controlled through the planning process

53. Network Rail has advised it has no objection or comments to make.
54. Nine London boroughs have been consulted and at the time of this report five replies received.
55. Westminster has raised no objection to the scheme.
56. The London Borough of Tower Hamlets (LBTH) has objected to the scheme.

It states that the development has potentially significant implications for the setting of the Tower of London World Heritage Site and that LBTH does not agree with the conclusions of the Impact Assessment which states the development would have beneficial impact on views of and from within the World Heritage Site.

The impact on the Tower of London WHS is assessed from para. 178 of this report.

In addition they do not agree with the Impact Assessment's conclusion that the effect on all views from Tower Hamlets would be moderate or major beneficial and feels that this position is not explained or objectively assessed.

LBTH express concern that some specific views have only been shown as wireline assessments instead of being rendered.

In response to this it is considered that with the combination of both rendered and wireline views there is adequate information available in the comprehensive townscape assessment to enable consultees to make an informed judgement.

LBTH identify further development sites within their area which should have been included in the assessment of cumulative impact. To address this, the Environmental Statement has been amended to include three further sites which are within 1 km of the application site.

57. The London Borough of Islington has made observations regarding the design of the development and its impact on heritage assets. It considers that "the proposed development would have a bland, bulky and inelegant appearance and would not achieve the high quality of design that is essential for tall buildings (and is required by London Plan policy 7.7). Due to its poor design, height and prominence, the proposed development would substantially harm the setting of the Bunhill Fields and Finsbury Square Conservation Area, and heritage assets within it. "

The impact on these views is considered from para 173 of this report.

58. The London Borough of Camden raises no objection to the proposal stating that the building would be viewed in the context of an established cluster of high buildings and therefore would not further impact on views from the borough.
59. The London Borough of Hackney advises it has no objection.
60. The Church of St Helen's Bishopsgate has provided a detailed response to the application. The Church does not oppose the principle of development on this site providing the short and long term impacts are assessed and robust mitigation is put in place to alleviate the pressures of development.

The Church is in discussion with the developers in agreeing a 'Neighbourly Matters Deed' which will include amongst others, details for noise and vibration monitoring, and works affecting the structural integrity of the building and hours of working during construction.

The Church raises concern that overshadowing analysis indicates the churchyard will no longer receive sunlight; this would have a detrimental impact on the ambience of the churchyard and on the London plane trees in the churchyard. In addition more pressure would be placed on private and public realm around the site and considers that specific mitigation should be sought to assist the Church in additional maintenance commitments and for improvements to the churchyard.

In this respect funding would be sought through the S106 agreement for mitigation works to improve and enhance the Churchyard.

The Church is concerned that visibility of the Church from Bishopsgate would be obscured by the development, in particular the wind mitigation measures (canopy and screens) on the north-west corner of the building which extend across Great St Helen's and has requested that it continues to be consulted on the details of this part of the proposal. The view from Bishopsgate is considered at para 193 of this report. Where appropriate the City undertakes to consult the Church in respect of relevant detailed submissions.

Concerns are also expressed regarding increased vehicular, pedestrian and cycle activity in Undershaft and the pressures this places on the public realm. The Church consider a robust public realm strategy is needed to mitigate some of these environmental impacts and requests that the City is pro-active in developing a co-ordinated plan along with relevant stakeholders.

61. The Leathersellers' Company have responded to the application in two letters.

In its first letter the Company has objected to the scheme on the grounds that the bulk of the development would have a detrimental impact on daylighting to a number of their freehold properties in the area and that the development would be detrimental to the ambience and character of the St Helen's Place Conservation Area.

The City's daylight and sunlight policy (Local Plan policy DM10.7) is primarily applicable to the protection of residential amenity. The applicants have provided daylight and sunlight information specific to the properties to which the Leathersellers' Company refer. None of these properties are in residential use.

Applying BRE criteria, the results show that while the impact on daylight and sunlight to the properties would be significant when compared with the existing cleared site, the impact would not be noticeably worse than that caused by the 'Pinnacle' scheme.

In its second letter the Company considers that "the bulk and massing of the proposed development is highly inappropriate in this location" and outlines a number areas of objection.

It raises concerns that the Company was not directly consulted by the applicant in spite of being a major stakeholder in properties in the area which it considers would be materially prejudiced by the development. It states that the proposed building does not compare favourably with the extant Pinnacle scheme which was a building of lower density and more sympathetic design to its surroundings.

It considers the proposal would create an unsatisfactory relationship with the Tower of London, St Paul's Cathedral and the Church of St Helen's and would cause significant harm to the character of St Helen's Place Conservation Area by virtue of its height and form and the

increasing perception of the conservation area being hemmed in by tall buildings.

Taking into account legislation and national and local policy in respect of heritage assets, the Company considers the balance of considerations weighs heavily in favour of refusal. It also considers the proposal would detract from the setting of St Paul's Cathedral.

The City's assessment of the impact on the Tower of London, St Paul's Cathedral and other heritage assets is outlined at para 178 onwards of this report.

The Company also raises concerns about the extent of additional pressure that a development of this scale would place on the transport network and on local streets and footways and considers that mitigation for this has not been properly addressed in the application.

62. The occupiers of 1 Great St Helens immediately adjoining the site advise that they are in continuing discussions with the developers regarding the impact of the scheme on their building and that they have nothing they currently wish to raise with the City.
63. The City Heritage Society advise that as the proposed tower is in the area of the City designated for tall buildings they consider the design to be an improvement on the design of the extant scheme. They request that any window cleaning equipment should not be visible when not in use.
64. London Heathrow Airport initially raised two areas of objection on the grounds that the proposal conflicts with safeguarding criteria:
  - The proposed building would be visible to the Heathrow 10cm radar and could therefore result in a loss of coverage or impairment to the performance of the radar.
  - The proposed construction methodology and height of cranes is likely to have an impact on Heathrow arrival procedures to the extent that they would not be able to use a number of their procedure routes.

Following further assessment by National Air Traffic Services (NATS), it is confirmed that the building would not result in a loss of coverage but would result in false radar returns which would be unacceptable. NATS advise that this can be mitigated by modification to the radar system.

Heathrow advised that it would remove its objection to the method of construction once it is confirmed that no construction equipment would be placed on top of the building and no crane would be erected above the height of the Shard.

The developers have submitted a revised Construction Management Plan which indicates that no structures or cranes would exceed the height of 309m AOD.

Heathrow has confirmed that it is satisfied the development would not prejudice their operations providing the conditions as recommended by themselves and NATS are imposed and complied with.



London City Airport have recommended the imposition of conditions to require mitigation measures to be identified and agreed following the results of technical assessment of the impact of the development on their operations.

The Environment Agency advises it has no objections to the scheme.

65. Natural England has no comments to make.
66. Thames Water has recommended a number of Informatives to be attached to the planning permission if approved.
67. The City Police advise the submission is broadly acceptable and that Hostile Vehicle Mitigation (HVM) should be procured and installed to PAS68/69 standards.

### **Policy Context**

68. The development plan consists of the London Plan 2015 and the City of London Local Plan 2015. The London Plan sets out the Mayor's vision for London up to 2036, and includes policies aimed at delivering employment growth of 57,000 or 13.5% in the City of London in this period. The London Plan identifies the City as falling within London's Central Activities Zone (CAZ) and requires that planning policy should sustain and enhance the City as a "strategically important, globally-orientated financial and business centre", ensuring that development of office provision is not strategically constrained and that provision is made for a range of occupiers, especially financial and business services. To deliver office growth, the Plan encourages the renewal, modernisation and increase in the office stock, where there is strategic and local evidence of sustained demand for office-based activities.
69. The London Plan requires that new development should not adversely affect the safety of the transport network and should take account of cumulative impacts of development on transport requirements. New development is required to be of the highest architectural quality and not cause harm to the amenity of surrounding land and buildings, in respect of overshadowing, wind and micro climate. The Plan contains detailed guidance on the location and development of tall buildings, requiring that they should only be considered in areas whose character would not be adversely affected by the scale, mass and bulk of the building, relate well to surrounding buildings and public realm and, individually or as a group, improve the legibility of an area and enhance the skyline and image of London. Tall buildings should not impact adversely on local or strategically defined views. The impact of tall buildings in sensitive locations should be given particular consideration. Such locations include conservation areas, the settings of listed buildings and World Heritage Sites.
70. The City of London Local Plan provides detailed, City specific, guidance on development. A key objective is to ensure that the City remains the world's leading international, financial and business services centre, planning for 1,150,000 square metres of additional office floorspace between 2011 and 2026. The bulk of this growth is expected to take

place within the City's Eastern Cluster. The Eastern Cluster is identified as an area where new tall buildings may be appropriate, adding to and enhancing the existing tall buildings cluster and the overall appearance of the cluster on the skyline, while adhering to the principles of sustainable development and conserving heritage assets and their settings. A significant growth in office floorspace and employment is envisaged, particularly through the development of tall buildings on appropriate sites. The Plan seeks to ensure that streets, spaces and the public realm are enhanced to accommodate the scale of development envisaged, and that the area remains a safe and attractive area to work and visit.

71. 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.
72. There is relevant City of London supplementary planning guidance in respect of: Planning Obligations, Protected Views, Bank and St Helen's Place Conservation Areas, Open Spaces Strategy and Tree Strategy, as well as the City of London Community Infrastructure Levy Charging Schedule. There is relevant Mayoral supplementary planning guidance in respect of Sustainable Design and Construction, London View Management Framework, Accessible London, Control of Dust and Emissions during Construction and Demolition, and Use of Planning Obligations in the funding of Crossrail and the Mayoral CIL.
73. Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are: building a strong, competitive economy, placing significant weight on supporting economic growth, job creation and prosperity; promoting sustainable transport and requiring transport assessments where significant transport movements are envisaged; requiring good design, ensuring buildings function well and add to the overall quality of an area; meeting the challenge of climate change and addressing the potential for flooding; conserving and enhancing the natural environment; conserving and enhancing the historic environment, attaching great weight to the conservation of heritage assets of the highest significance.

### **Considerations**

74. The Corporation, in determining the planning application has the following main statutory duties to perform:-
  - To have regard to the provisions of the development plan, so far as material to the application, any local finance considerations so far as material to the application, and other material considerations. (Section 70(2) Town & Country Planning Act 1990);
  - To determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);

To pay special attention to the desirability of preserving or enhancing the character or appearance of the St Helen's Place Conservation Area (S 72(1) Planning, Listed Buildings and Conservation Areas Act 1990);

75. In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990); in this case the duty is to have special regard to the desirability of preserving the settings of listed buildings.
76. The effect of the duties imposed by section 66(1) and 72(1) of the Planning (Listed buildings and Conservation Areas) Act 1990 is, respectively, to require decision-makers to give considerable weight and importance to the desirability of preserving the setting of listed buildings, and to the desirability of preserving or enhancing the character or appearance of a conservation area.
77. In respect of sustainable development the NPPF states at paragraph 14 that *'at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision taking... for decision taking this means: approving development proposals that accord with the development plan without delay...'*
78. The relevance of the extant planning permission to the consideration of this planning permission is covered at para 81 of this report.
79. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.

### **Principal Issues**

80. The principal issues in considering this application are:
  - The extant planning permission
  - The economic benefits of the scheme;
  - Impact on retail and the public realm including provision of a publically available viewing gallery free of charge;
  - The appropriateness of the bulk, massing and design of the proposals.
  - The impact of the proposals on the London skyline including on views in the London Views Management Framework;
  - The impact of the proposal on heritage assets;
  - Servicing, Transport and impact on public highways
  - The impact of the proposal on nearby buildings and spaces, including environmental impacts such as daylight and sunlight, wind microclimate, solar glare and energy and sustainability.

- The extent to which the proposals comply with Government policy advice (NPPF) and with the relevant policies of the Development Plan.

#### The extant planning permission

81. The approved scheme is relevant to the consideration of the scheme in two main ways.

First it forms part of the planning history; the fact that planning permission was granted (and implemented) and the reasoning which led to the decision to grant planning permission in December 2006 and in November 2007 is a relevant factor to take into account. In order for a previous decision properly to be taken into account it is necessary that not just the fact of the determination, and grant of planning permission, should be known to the committee and taken into account, but that regard should also be had to the basis of the decision.

Second, as an implemented planning permission the 2007 planning permission is capable of being a 'fall back', in the sense that if planning permission is not granted for the current application, it is open to the applicant or any other person with control of the site, to carry out the development authorised by the 2007 planning permission. When considering the 'fall back' it is first necessary to consider whether, in the event that planning permission is not granted for the current application, there is a greater than theoretical prospect that development might be carried out in reliance on the 2007 planning permission. If there is such a prospect, the fall back is a material consideration to be taken into account.

Once the first stage has been passed, the second stage is to consider what weight should be attached to the fall back; the weight to be afforded to a material consideration is a matter for the City as planning authority. The factors to be taken into account when considering the weight to be afforded to the fall back include the extent of the prospect that the development will be carried out in accordance with the 2007 planning permission, and the degree of harm to planning interests which would occur if the development authorised by the 2007 planning permission were to be carried out.

The applicants have advised as follows regarding the prospect of the implemented 2007 scheme being carried out:

*The existence of the approved and implemented Pinnacle consent is an important element in the valuation of the freehold interest in the site. Although the occupier market has evolved, and the detail of the Pinnacle scheme no longer represents the assessment of the best-achievable design approach to and market solution for this key site at the apex of the Eastern Cluster, the owners would, if it became necessary to do so, revert to building out the Pinnacle scheme in order to achieve a tall building worthy of this location. None of the works carried out on site under the Site Remedial Works consent have rendered it impossible to re-commence the building of the Pinnacle.*

*The possibility of resuming the implemented 2007 scheme is*

*accordingly not merely a theoretical prospect.*

### Economic Issues and Need for the Development

82. The City of London, as one of the world's leading international financial and business centres, contributes significantly to the national economy and to London's status as a 'World City'. Rankings such as the Global Financial Centres Index (Z/Yen Group) and the Cities of Opportunities series (PwC) consistently score London as the world's leading financial centre, alongside New York. The City is a leading driver of the London and national economies, generating £45 billion in economic output (as measured by Gross Value Added), equivalent to 13% of London's output and 3% of total UK output. The City is a significant and growing centre of employment, providing employment for over 400,000 people.
83. The City is the home of many of the world's leading markets. It has world class banking, insurance and maritime industries supported by world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and in recognition that physical proximity to business customers and rivals can still provide a significant competitive advantage.
84. Alongside changes in the mix of businesses operating in the City, the City's workspaces are becoming more flexible and able to respond to changing occupier needs. Offices are increasingly being managed in a way which encourages flexible and collaborative working and provides a greater range of complementary facilities to meet workforce needs. There is increasing demand for smaller floorplates and tenant spaces, reflecting this trend and the fact that a majority of businesses in the City are classed as Small and Medium Sized Enterprises (SMEs).
85. The National Planning Policy Framework establishes a presumption in favour of sustainable development and places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.
86. The City of London lies within the Central Activities Zone (CAZ), which is London's geographic, economic and administrative core and contains London's largest concentration of financial and business services. The London Plan 2015 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and enhance it as a strategically important, globally-oriented financial and business services centre' (policy 2.10). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity and policies 2.11 and 4.3 provide for exemptions from mixed use development in the City in order to achieve this aim.
87. The London Plan projects future employment growth across London, projecting an increase in City employment of 71,000 between 2011 and 2036, a growth of 13.5%. Further office floorspace would be required in

the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.

88. Strategic Objective 1 in the City of London Local Plan 2015 is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. The Local Plan, policy DM1.2 further encourages the provision of large office schemes, while DM1.3 encourages the provision of space suitable for SMEs. The Local Plan recognises the benefits that can accrue from a concentration of economic activity and seeks to strengthen the cluster of office activity, particularly in the Eastern Cluster, identifying this area as the main focus for future office development and new tall buildings. Strategic Objective 2 and Policy CS7 actively promote a significant increase in office floorspace within the Eastern Cluster, providing for high quality floorspace to meet the varied needs of office occupiers and attract new inward investment into the City.
89. The provision of a substantial and tall office building in this location meets the aims of policy CS7 in delivering a significant growth in both office floorspace and employment. It has been accepted in principle through the implemented, but not completed, permission for the Pinnacle. The current application provides for an increase in floorspace and employment, but also provides a better match with emerging market requirements for flexibility and complementary uses, in line with the requirements of the Local Plan.
90. The proposed development would result in an additional 188,875sq.m gross of additional B1(a) office floorspace, further consolidating the nationally significant cluster of economic activity in the City and contributing to its attractiveness as a world leading international financial and business centre. This amount of floorspace would contribute towards meeting the aims of the London Plan for the CAZ and deliver approximately 16% of the additional office floorspace sought in Local Plan policy CS1. The development would accommodate approximately 11,500 office workers.
91. The proposed development includes large uniform floorplates which maximise internal usable areas, which addresses the needs of international business in accordance with Local Plan policy DM1.2. The building design enables this floorspace to be used flexibly, with floors that can be subdivided to meet the needs of up to 4 separate tenants, which could address the growing demand in the City by smaller tenants thus meeting the requirements of policy DM1.3. The design encourages collaborative and team working in accordance with the current approach to future workstyles and work places and provides for complementary commercial activities in accordance with policies CS7, DM1.2 and DM1.5. To attract and encourage small, start-up businesses the developers have stated that they "will commit to providing 50 workspaces at 50% of the market rent for their first five years in the building."

### Retail Provision

92. The scheme would deliver 6038sq.m of retail floorspace.
93. Four Class A1 units (553sq.m) would be located at ground level to the rear of the building facing onto Crosby Square and onto the route from Great St Helen's to Crosby Square.
94. A Class A3/A4 restaurant bar (5485sq.m) would be located on the top two floors of the building; this would be significantly larger than that approved in the extant scheme. Due to its location it would not detract from the function and character of the nearby Principal Shopping Centres at Liverpool Street and Leadenhall Market.
95. The restaurant/bar would have a maximum capacity for 588 people (including staff). Access would be from an entrance in the proposed 'art corridor' from where, following security clearance, customers would travel by escalator to the upper mezzanine level giving access to the upper deck of two dedicated double decked lift cars. These would terminate at level 59 and access between the two restaurant/bar floors and an external terrace at level 61 would be by stair or separate lift.
96. Egress would be via the same main lifts to upper mezzanine level and descent by stairs to final exit onto Great St Helens.
97. Provision is made in the main circulation areas for people with disabilities to use lifts instead of the stairs or escalators.
98. The retail units would be serviced from the main servicing bays at basement level 3.

### Public Realm

99. The permitted 'Pinnacle' scheme improved permeability across the site and in the wider area by introducing an east-west open passage with public right of way across the centre of the site. The present scheme also proposes a new east-west pedestrian route located more to the southern end of the site linking Bishopsgate through to Crosby Square. The entrances to the route would be prominent from Bishopsgate and from Undershaft.
100. The route in this new position would be narrower and less generous than that previously approved due to the position of core and vehicle lift construction already implemented and to be retained.
101. In order to enhance the space the developer intends to develop the route as an 'art corridor' with the display of various forms of artwork, details of which would be controlled and sought by condition. Crosby Square would also be landscaped as part of the scheme in accordance with details to be sought by condition and under a Section 278 agreement.

### Public Viewing Gallery

102. A significant contribution for the public would be the provision of a public viewing gallery at levels 58 and 58 M of the building (264m and 270m AOD) which would be accessible at no charge. The double height (9m internal height) viewing gallery would provide 4900sq.m of floorspace

and would offer panoramic views across London, particularly to the west and south. Access would be from a dedicated entrance in the 'art corridor', clearly visible from Bishopsgate. Entrance to the gallery would be ticketed and queuing and security clearance would take place inside the building at ground level. From here visitors would proceed to level 1 and to the lower level of two dedicated double decked lifts which would terminate at level 58M. Visitors leaving the viewing gallery would exit the building on to Great St Helens.

103. The viewing gallery would have capacity for 294 people (including staff) based on emergency escape provision. The opening hours for the free viewing gallery which would be secured under the S106 agreement would be 10am to 6pm Mondays to Fridays, 10am to 5pm on Saturdays and 10am to 4pm on Sundays and public holidays. Outside of the opening hours it is proposed that the gallery space would be used for Class A3/A4 purposes, potentially in connection with the restaurant/bar at levels 59 and 60. This facility would ordinarily be open to all members of the public including those who choose to stay on after visiting the viewing gallery. From time to time the bar would be available for private hire / social functions in a manner typical of pubs and bars elsewhere in London.
104. The provision of a free public viewing gallery would accord with London Plan policy 7.7 and is regarded as an essential element of the proposed development. Given the building's full site coverage except for the new pedestrian route, and the significant impact of the building on its environs, the provision of freely accessible public realm space close to the top of the building is a necessary alternative offer for public benefit. The gallery would improve the accessibility and inclusivity of the building to members of the public and deliver a new space and unique vantage point for London's residents, workers and visitors.
105. The provision of the public viewing gallery and the details of its operation would be secured by the S106 agreement in accordance with details set out in the S106 section of this report. Detailed matters such as internal layout; extent of catering facilities, the "look and feel" of the interior and the reception areas, visitor management are reserved for future approval to ensure an inclusive space for the public in the broader sense.

#### Height and Bulk

106. The proposed tower is located at the centre of the Eastern Cluster when seen from the west on the site of the previously approved 'Pinnacle' scheme. The Pinnacle was designed to be the tallest in, and at the apex of, the emerging City cluster of tall buildings in the City.
107. The City of London Local Plan identifies the Eastern Cluster policy area as the preferred location for siting tall buildings where deemed appropriate. Therefore the principle of the largest tower in the cluster at this point has been established in broad policy terms and by the extant permission for a tower on this site.
108. The proposed tower rises to 294.94 AOD and would be the tallest tower currently proposed in the City cluster. As a comparison, the following list



outlines the heights of existing and permitted towers in the City cluster (in descending AOD height order):

- The Pinnacle (existing consent on this site) 304.9 m
- 22 Bishopsgate : 294.94m
- 122 Leadenhall Street ; 239.40m
- Heron Tower ; 217.80m
- 52-54 Lime Street : 206.50m
- Tower 42 : 199.60m
- 30 St Mary Axe : 195m
- 6-8 Bishopsgate : 185.10m
- 100 Bishopsgate : 184m
- 40 Leadenhall Street : 170m
- 150 Bishopsgate : 151m
- Willis Building / 51 Lime Street :138m
- 99 Bishopsgate ; 118m

109. The building is of a substantial scale and height and in terms of overall bulk would have a significant and far reaching impact on long views across London as well as a substantial impact on local townscape views.
110. A tower of this scale and height is considered appropriate at this location as it sits within the visual centre of the cluster of towers in key views from the west such as from Waterloo Bridge. In these views the cluster (both in terms of existing and permitted towers) rises from the north towards the application site, visually sloping away from St Paul's Cathedral, before falling in height towards the south. In addition, the principle of developing the tallest building on the western side of the cluster would create a diminishing scale of the cluster eastwards towards the Tower of London in key views from the east.
111. The tower's height would introduce a more vertical emphasis to the centre of the cluster when seen from some viewpoints and would enhance its dynamic profile on London's skyline.
112. The proposed tower at 294m AOD would be some 10m lower than the extant Pinnacle scheme for this site and its visual impact in terms of height and bulk is comparable to the previous scheme, albeit with somewhat more bulk on its upper storeys, but not in a harmful manner.

#### Design Approach

113. The design approach is calm and restrained, which is considered appropriate given the substantial scale of the building and its presence on the skyline. The intention is to create an elegant, abstract form with a strong verticality to subdue and lighten its impact on the skyline. The design was substantially amended during pre-application discussions with the City and key stakeholders to achieve a simpler and sleeker form

whilst enhancing its vertical proportions and stepped profile on the upper storeys.

114. The design approach contrasts with the designs of the other tall buildings in the cluster to enhance the refined and restrained dialogue between the towers. In particular the angled, faceted, stepped design with its narrower prow facing west would introduce a new aesthetic to the cluster of towers. Its design would introduce variety alongside the stacked cubic composition of 6-8 Bishopsgate; the steep, raking, triangular silhouette of the Leadenhall building; the crystalline form of 52-54 Lime Street; the concave facades of 51 Lime Street; the distinctive cylindrical form of 30 St Mary Axe; the intricately modelled façade of the Lloyd's Building and the layered form of Heron Tower. The result is a cluster rich in variety and contrast yet having a coherent urban form on the skyline.
115. The tower is aligned with its narrow prow facing south westwards as a response to the sensitive views from the west. In particular, this alignment would make the tower appear more slender and vertically modelled from Waterloo and Hungerford Bridges and from Bank junction and other viewpoints.
116. The shoulders of the tower drop downwards in clear steps resulting in a simple stepped profile tapering so that the tower diminishes on its upper storeys, while responding to the height of the neighbouring towers such as the 122 Leadenhall building and the permitted 6-8 Bishopsgate tower to the south as well as to the towers to the north.
117. The facades are chamfered and faceted in a series of parallel angled lines, which would result in a degree of restrained modelling that assists in breaking down the massing. The facets would introduce a degree of verticality to the tower, which is welcomed given the width of the western and eastern elevations. In addition, the facets would reflect light, the sky and clouds in different ways to animate the facades. The stepped façades and angled folds break the western facade into three sections that reduce its scale in views from the west.
118. The tower is wholly glazed with storey height glazed panels. The glazing would be clear with a low iron content resulting in a lighter appearance compared with neighbouring towers such as the Leadenhall building and Tower 42. The glazing would appear transparent for much of the time expressing the activity and inner workings of the building such as the winter gardens and public viewing gallery, restaurants and bar. At other times, depending on light conditions the facades would be semi-reflective, reflecting sun and cloud resulting in a softer appearance on the skyline assisting in diminishing the sense of scale of the building.
119. A key element of the scheme is the free public Viewing Gallery at level 58. Substantial work has gone into the design of this element of the scheme from the prominent ground floor entrance and lobby to the escalator and lift access to the viewing gallery level. The viewing gallery would be accessed via a mezzanine floor allowing a striking introduction

to the 9m high space and the outstanding views to the west, south and east through full height glazing.

120. External loggia terraces are proposed at levels 48 and 50; these would be enclosed by glazed cladding to match the remainder of the elevation and roofed over with an open louvre system to match those of the roof top plant to ensure a cohesive fifth elevation to the building.
121. Ventilation for plant is integrated in to the design of the facades at levels 07-07M, 25-25M and 41-41M and at the top of the building with half panel width of louvres alongside a glazed panel to ensure a degree of continuity to the facades. The maintenance and cleaning equipment is fully integrated in to the design of the building with four cleaning cradles at the roof of level 58 and on the uppermost roof. These units, when parked, would be below the roof line and concealed from view.
122. The lower floors of the tower have been designed to be recessed behind the main building façade with the front façade characterised by striking escalators projecting proud of the spacious office reception. The angled escalators combined with the imposing office reception would introduce dynamism and drama to the Bishopsgate frontage, which assists in breaking up and enlivening what is a very long frontage. It is the applicant's intention to introduce public art to the lower storeys of the building and this would be conditioned.
123. The Public Viewing gallery entrance at the corner of the new pedestrian passage with Bishopsgate has been designed as a predominantly glazed façade so as to signal the Viewing Gallery, a key and essential part of the scheme. The fully glazed frontages at the base of the building would allow views to the activities within the office reception area. This, along with the small retail units, would assist in enlivening the public realm around the building.
124. The generous entrance reception to the public Viewing Gallery would create a dynamic public focus to enliven the passage. The elevations fronting the passage are faceted which enhances the rhythm of the façade and mitigates wind impact. The passage is 3.5m wide at its narrowest and its west and east entrances splays to a width of 14m on Bishopsgate and 8m on Crosby Square. The passage would be 9m high which is considered to be appropriate and combined with the predominantly glazed façade and the activity of the entrances would encourage its use as an important part of the public realm. The applicant is proposing the passage incorporates public art and these works would be covered by condition.
125. The Crosby Square area represents a challenge in urban design because of the level changes and staircase to Undershaft and the proximity to the vehicular servicing entrances. The square would link the new pedestrian passage from Bishopsgate to Undershaft and to the short road from Great St Helen's ensuring permeability through the site and linking to existing routes and thoroughfares.
126. The building frontages on the south side of Crosby Square would create a visual barrier, shielding the public realm of Crosby Square from the

vehicular servicing bay. Views of Crosby Square and the passageway from Undershaft and Bishopsgate have been assessed and considered to provide an appropriate degree of visual way finding and permeability. The small retail units on Crosby Square and adjoining pedestrian routes would enhance the vibrancy of this area.

127. A canopy of significant scale is necessary at the north-west corner of the building to mitigate the effects of wind and would bridge over Great St Helens at its junction with Bishopsgate. The height of the proposed canopy would ensure a generous and spacious character for the public realm under the canopy and would afford views of the Church. It is envisaged the canopy would be commissioned as artwork, potentially incorporating stained glass so that it contributes positively to the townscape.
128. Wind mitigation is also proposed on the south west corner. This would be a structure of significant scale and height although it is envisaged it would be designed as a piece of public art and details of its appearance is conditioned. Although the scale would be imposing in terms of its visual impact on Bishopsgate, its position, slightly offset from the pedestrian passage is considered satisfactory as it would read as a strong focal point signifying the pedestrian passage and the public viewing gallery entrance.
129. The impact of the development on wind conditions and wind mitigation is covered at para 265 of this report.
130. Works would need to be carried out to treat and reface the exposed flank walls of adjacent properties at 42-44 Bishopsgate, 1 Great St Helen's and at 6-8 Bishopsgate (if the proposed development scheme on that site does not take place.) Provisions in the S106 agreement would require the owner to make planning applications for and carry out the works prior to the occupation of the offices.

#### London Views Management Framework

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

### Tower Bridge : (10A.1)

133. This LVMF view is identified also as a key view in the Tower of London World Heritage Site Local Setting Study. Its focus is on the Tower of London with the cluster of towers in the City a distinctive element to the west of the Tower.
134. In this view, the proposed tower would be visible as a strong element on the skyline behind 122 Leadenhall and the permitted 6-8 Bishopsgate tower. It would create an apex and central focus to the cluster.
135. The proposal, combined with the permitted towers would assist in consolidating and pulling the cluster together as a coherent urban form on the skyline to the left of the Tower, introducing a clarity and coherence in the relationship between the cluster and the Tower.
136. The proposal would be on the western edge of the cluster, a significant distance away from the White Tower, which is on the eastern side of the view. The White Tower and the curtain wall of the Tower would remain the dominant focal point in the foreground of the view with the City cluster of towers a dynamic feature in the skyline to the west and would not compromise views or the setting of the Tower of London World Heritage Site or its Outstanding Universal Value.
137. Therefore the proposal does not dominate the Tower of London or compromise the ability to appreciate the Outstanding Universal Value of the World Heritage Site and would relate satisfactorily to existing skyline features in consolidating the City cluster of towers; as such the proposal is in accordance with the guidance for this view (paragraphs 183 to 187 of the LVMF)
138. The extant scheme already exists for the tallest tower in the cluster at this location, which has a significant impact on this view. The current proposal by reason of the increased bulk on the upper storeys would have a greater impact on this view than the permitted scheme. However, the impact is not considered to harm the view. In particular, the vast majority of the increased bulk is westwards, away from the Tower of London, which lies to the east in the view.

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

139. While outside the Protected Vista, the proposal would affect the views from, and between the three Assessment Points (25A.1, 25A.2 and 25A.3). The City cluster of towers is a characteristic element in these views and contributes to the evolving quality of the view.
140. The principal focus of all three views is the strategic landmark of the Tower of London on the eastern side of the view. The proposed building would appear as a prominent feature on the skyline on the western periphery of the cluster of towers. At this western location, the proposed development would reinforce and consolidate the profile of the cluster. This is an appropriate and sympathetic relationship to the Tower of London. At no point in the three Assessment viewpoints would the proposed tower appear directly over the Tower of London and its curtain walls. The Tower of London to the east of the cluster would continue to

dominate the lower scale of the townscape in this critical part of the view. The Outstanding Universal value and setting of the Tower of London World Heritage Site would not be compromised.

141. Therefore, the proposal is considered to be in accordance with the guidance for this view (paras 414 to 415 and 418 to 419 of the LVMF) and Policy 7.10B of the London Plan, in particular by virtue of the proposal's height, scale, massing and materials and its relationship to other buildings in this view and the quality of design. In addition, the proposal would not compromise the viewer's ability to appreciate the Outstanding Universal Value, integrity, authenticity or significance of the World Heritage Site, does not dominate the World Heritage Site and relates positively to the Tower of London. Consequently, the World Heritage Site will continue to dominate its surroundings.

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

142. The proposed tower creates a major new focal point to the City cluster when viewed from and between Assessment points 15B.1 and 15B.2 in this view. The proposal would consolidate and enhance the profile of the City cluster of towers, pulling the towers together visually and creating a more coherent urban form. Its height would create a better sense of vertical emphasis and hierarchy to the cluster resulting in a convincing profile on the skyline. Unifying the cluster as a clear urban form separated from St Paul's by clear sky would assist in clarifying the cluster's relationship with St Paul's Cathedral.
143. The proposed tower would appear in the centre of the cluster in this view and would not encroach upon the area of sky to the north between the cluster and St Paul's Cathedral. The viewer's ability to recognize and appreciate St Paul's Cathedral as a Strategically Important Landmark would not be diminished.
144. The tower with its narrow prow facing westwards and stepped, tapered profile is designed to create a dynamic central axial focal point to this view. The north western and south western facades angle away from the prow and diminish the sense of scale of the tower as well as introducing a more vertical character in the Waterloo Bridge view. In particular the faceted elevations would reflect light in different ways to animate and break up the facades in this key view.
145. The proposal is considered to be in accordance with the guidance for this view (para 262 to 267 of the LVMF). In particular the proposal would assist in consolidating the cluster in an unified urban form on the skyline behind the buildings and spaces fronting the river, thereby contributing positively to their setting. In addition, the proposal complements the City's Eastern cluster of tall buildings given its appropriate height and high architectural design and would not draw the cluster closer to St Paul's Cathedral ensuring the Cathedral's continued visual prominence.

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

146. The impact on the views eastwards from Hungerford Bridge is very similar to that from Waterloo Bridge. The proposal would be a significant feature on the skyline from, and between Assessment points 17B.1 and

17B.2 in this view. The proposed tower would consolidate the cluster's profile and would not harm the appreciation, views or setting of St Paul's Cathedral. Given the subtly different alignment of Hungerford Bridge to Waterloo, the tower would have a slightly more slender, vertical appearance than from Waterloo Bridge.

147. The proposal is considered to be in accordance with the guidance for this view (paras 301 to 305 of the LVMF). In particular, the setting of St Paul's is preserved while the tower strengthens the composition of the existing cluster of tall buildings with a high quality new tower.

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

148. The tower would be visible on the western periphery of this view from and between Assessment Points 11B.1 and 11B.2 in this view. It would present its most slender profile in this view and would stand at the western edge of the cluster and would not harm the setting of the Tower of London World Heritage Site, which is in the extreme east of the view. The proposal would consolidate the profile of the cluster and would not harm the wider settings of the listed Adelaide House, Custom House, St Magnus the Martyr or Billingsgate Market.

149. The proposal is considered to be in accordance with the guidance for this view (paras 202 to 205 of the LVMF). In particular, Tower Bridge would remain the dominant structure in the view and the viewer's ability to easily recognize its profile and the Outstanding Universal Value of the World Heritage Site would not be compromised.

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

150. The proposed tower would appear as a prominent feature on the skyline from and between Assessment points 16B.1 and 16B.2 of the view. The tower will consolidate the profile of the cluster as a coherent urban form, clarifying the cluster's relationship with St Paul's Cathedral. The views and setting of St Paul's Cathedral and other Heritage Assets in this view would not be harmed.

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

#### St James' Park (26A)

152. The proposed tower would be almost entirely concealed by the mature tree canopy on Duck Island. During the winter months the top storeys of the tower would be visible through the branches whereas in summer the tower would be almost wholly obscured by the leaves of the canopy. The stepped upper storeys diminishing in width diminishes the impact on this view. Numerous tall buildings have been permitted (some of which are under construction) in Lambeth and Southwark, which would be visible alongside the proposed tower in this view. The result would be a

backdrop of taller buildings to the view and in this respect, the proposal would not harm the view.

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

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

154. In each of these views the proposed tower would be located well to the left of the protected vista of St Paul's Cathedral and would not diminish the appreciation of or the setting of the Cathedral. The tower would create a central focal point and in accordance with the Visual Management Guidance for these views in the LVMF would consolidate the existing cluster of towers.

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

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

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

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

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

Other Key Views (non LVMF)

158. Given the scale of the proposed tower, its impact on surrounding townscape views is widespread and the key views impacted upon are discussed in turn.

Monument

159. The proposal falls outside the identified viewing cones from the Monument and would not harm or conceal views of important heritage assets in the view. The proposal would provide a striking new focal point in the view from the Monument. It would assist in consolidating the



cluster of tall buildings as a coherent built form. From the Monument the diminishing form of the tower would be at its most convincing. The proposal would not harm or obstruct important views of the Monument from afar or in local views.

#### Fleet Street / Ludgate Hill

160. The proposed tower would appear as a prominent landmark in views from the western end of Fleet Street, demarcating the City cluster as a dynamic feature on the skyline. The tower would appear to the left (north) of the 122 Leadenhall tower in these views. In particular, the tower would not encroach upon the area of sky between the 122 Leadenhall and 6-8 Bishopsgate towers and St Paul's Cathedral, which is of key importance in views and the setting of the Cathedral from Fleet Street and Ludgate.

#### St Paul's Cathedral

161. The proposal would not harm views of or the setting or significance of St Paul's.
162. Exceptional public views of London are afforded from the Golden gallery of St Paul's. From the gallery viewing area, the tower would appear as a prominent element in the heart of the City cluster, consolidating the cluster as a key London landmark. In particular, the narrower prow of the building would enhance the sense of slender verticality of the tower in this view.
163. The free public Viewing Gallery which is an integral part of the proposed tower would enable new high level public views westwards to St Paul's, enhancing its visual appreciation from afar.
164. The permitted Pinnacle tower on the application site has a comparable impact on these views.
165. The proposal is not considered to harm views within and out of or the setting or significance of the St Paul's Conservation Area.

#### Bank junction

166. The proposed tower would appear as a prominent backdrop to the Royal Exchange from Bank junction. The existing backdrop to the Bank of England and Royal Exchange consists of a number of tall buildings from the 122 Leadenhall tower, Tower 42 and the former Stock Exchange. Added to these will soon be the permitted towers of the evolving City Cluster (52-54 Lime Street, 40 Leadenhall Street and 6-8 Bishopsgate). The result would be a backdrop in striking contrast to the historical buildings framing Bank junction in the foreground and the backdrop of modern towers. The proposed tower would consolidate the form and profile of the City cluster in this view and has been designed to respond to this view with its narrow prow and stepped and faceted form emphasizing its verticality.
167. The permitted Pinnacle tower on the application site in terms of its scale and height has a broadly similar visual impact on these views of Bank junction.

### Bishopsgate and Gracechurch Street

168. Two of the most striking views of the tower would be along Bishopsgate and Gracechurch Street. In views southwards along Bishopsgate, the thinner north elevation of the tower would have a striking verticality and would be viewed alongside the existing Heron Tower and the permitted 100 Bishopsgate. The vertical folds of this elevation would pronounce this verticality. In views northwards along Gracechurch Street, the dynamic stepped and faceted southern façade would create a striking landmark with the permitted 6-8 Bishopsgate tower in the foreground.

### Other Local Views

169. Given the scale of the proposed tower, it would have a considerable impact on other views both in the City and in the wider area of central London. These have been assessed in detail.
170. In views such as from Threadneedle Street, Cornhill, Gresham Street and Queen Victoria Street the proposed tower would present a prominent focal point on the skyline signifying the City cluster of towers as a key part of London's skyline and would play a key visual role in successfully pulling together and consolidating the profile of the cluster as a coherent urban form in views. A similar impact is seen in views from Shoreditch High Street, Finsbury Square and the Artillery Company grounds to the north and from Whitechapel Road, Altab Ali Park and Commercial Road to the east.
171. From Butler's Wharf the proposed tower would be partly concealed behind the Leadenhall Building in the heart of the City cluster to the right of the northern tower of Tower Bridge. From the eastern end of Butler's Wharf where Tower Bridge is viewed virtually head on, the Bridge would remain visible against clear sky with the emerging City cluster of towers consolidated as a more coherent urban form to its north. This view would not be harmed.
172. From the river terrace of Somerset House, the proposal would be located behind the mature tree canopy in the foreground to the south of both Heron Tower and Tower 42. The proposal would be a significant distance to the south of St Paul's and would not harm its setting when viewed in winter.
173. In other views such as from Finsbury Circus, Bunhill Fields and the Geffrye Museum, the proposal would consolidate the City cluster of towers albeit through mature tree canopies which would largely conceal the tower during the summer months and will not harm these Conservation areas or Heritage assets in these views.
174. In the case of the impact on the Artillery Company grounds and Finsbury Square, the proposal will be seen alongside the existing towers of the Eastern cluster and alongside the permitted towers, the proposal will consolidate the cluster of tall buildings. In this respect, the proposal will not harm the setting of the Conservation Areas and Heritage Assets in these views.

### Views from other publically accessible elevated viewing areas

175. The City cluster forms a key part in a number of elevated views from the upper storeys of other buildings, which by reason of the fact they are freely available to the public are considered to have significant public benefits. Such free public elevated viewing areas are increasing in number.
176. The City cluster of towers and other London landmarks are important elements in views from these viewing areas. The cluster of towers forms a dynamic element in views from the Skygarden in 20 Fenchurch Street and New Change roof terrace. The impact of the proposal has been assessed on both of these and the proposal would contribute positively to the dynamic qualities of these views. Furthermore, the proposal would not harm future views from the roof terrace of 120 Fenchurch Street (under construction) or the viewing gallery in the permitted 6-8 Bishopsgate Tower (which is mainly focussed on views to the west and south)
177. The proposal would appear as a prominent and dynamic element in the heart of the City cluster of towers from the viewing gallery of Tate Modern on Bankside. The cluster is a substantial distance to the east of St Paul's Cathedral in this view and the proposed tower would appear at its most slender profile and would appear to consolidate the form of the cluster. The proposal would not harm this elevated view.

### Tower of London World Heritage Site

178. The Tower of London World Heritage Site Management Plan (2007) provides an agreed framework for long-term decision-making on the conservation and improvement of the Tower and sustaining its outstanding universal value. The Plan embraces the physical preservation of the Tower, protecting and enhancing the visual and environmental character of its local setting, providing a consideration of its wider setting and improving the understanding and enjoyment of the Tower as a cultural resource. The local setting of the Tower comprises the spaces from which it can be seen from street and river level, and the buildings that provide definition to those spaces. Its boundary is heavily influenced by views across the Thames.
179. As a result of the Management Plan objectives and actions, the Tower of London Local Setting Study was produced in 2010. This study describes the current character and condition of the Tower's local setting and sets out aims and objectives for conserving, promoting and enhancing appreciation of the Outstanding Universal Value of the Tower, that is, the attributes which justify its inscription.
180. The local setting area as defined in the Tower of London World Heritage Site Management Plan is recognised and identified in the City of London Local Plan in Policies CS12 and CS13 and on Policies Map A.
181. The Tower of London World Heritage Site is located a significant distance to the east of the site. The proposed development is located on the furthestmost western side of the City cluster of towers, which, at 0.65km to the west is a considerable distance away from the Tower of

London. The proposal has been assessed from all recognized key views of the World Heritage Site identified in the adopted Local Setting Study. Many of these views from the South Bank (25A) and Tower Bridge (10A) are also LVMF views and are discussed in preceding paragraphs in terms of their impact on the World Heritage Site. It is concluded the proposal does not cause adverse impact on the World Heritage Site or its setting in these views or compromise a viewer's ability to appreciate its Outstanding Universal Value, integrity, authenticity or significance. In this respect the proposal is in accordance with Policy 7.10 of the London Plan.

182. Other views listed within the Local Setting Study include views from the Inner Ward, Inner Wall and near the Byward Tower entrance. These have been assessed in turn.
183. In terms of the view from the Inner Ward, which is recognized in the Local Setting Study the tower would be a barely perceptible, very small element breaching the roofline of St Peter ad Vincula. The insignificant impact would not harm the setting of the Church or the World heritage Site.
184. From the identified viewpoint from the Inner Wall looking northwards, the proposal would rise behind the Leadenhall Building with the permitted 6-8 Bishopsgate tower at a lower level in its foreground. The proposed tower would introduce more bulk on the western side of the cluster but not in a manner that would not harm views out of the World Heritage Site. From this viewpoint, the proposed tower would sit comfortably within the emerging City cluster of towers and would consolidate the profile of the cluster as a coherent unified form on the skyline as well as enhancing the vertical profile of the cluster.
185. In the view from the Byward Tower entrance, the proposed tower would similarly consolidate the profile of the cluster rising behind and to the left of the Leadenhall Building and would introduce greater bulk to the cluster at this point. The proposal would not harm views out of the World Heritage Site from this point.
186. The proposed tower would not harm the Outstanding Universal Value or views of or out of the Tower of London World Heritage Site and is appropriately located on the furthestmost, western periphery of the cluster reinforcing the cluster's profile, which diminishes in scale towards the Tower of London.
187. Although clearly visible, the proposed tower would appear as a peripheral feature on the skyline a considerable distance from the World Heritage Site. The emerging City cluster of towers to the west of the Tower of London is an integral part of the setting and views of the World Heritage Site. The proposal would assist in consolidating this cluster as a coherent, unified urban form and would not harm the setting or Outstanding Universal value of the World Heritage site in any of these views.
188. The permitted Pinnacle tower on the application site has a comparable visual impact although the current proposal appears somewhat bulkier

on its upper level than the permitted scheme, albeit not in a manner which harms views of the World Heritage Site.

### Setting of Listed Buildings

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

### St Helen's Bishopsgate

190. This Grade 1 listed church lies in very close proximity to the proposed building which will have substantial impact on its setting.

191. One of the distinctive characteristics of the townscape of the City is the striking and dynamic contrast in scale between the historic buildings and the new towers. Whereas in other townscapes in London, such a contrast in scale would be uneasy in terms of the setting of historic buildings, in this small part of the City it is a defining characteristic and presents an exciting frisson between the old and new. Within this specific context, the scale of the proposed development is not considered to harm the setting or significance of St Helen's Church. Indeed from most vantage points, the Church is seen against a backdrop of existing surrounding towers.

192. The permitted Pinnacle tower on this site has a comparable visual impact on the setting of the Church.

193. The reduction in the scale and bulk of the wind canopy on Great St Helen's from the previously permitted Pinnacle windskirt is an improvement in terms of views of and the setting of the Church. The height of the canopy would allow clear views of the church from Bishopsgate.

### Gibson Hall

194. Gibson Hall (Grade 1 listed) stands on the opposite side of Bishopsgate to the site. There is a stark contrast in scale between the west and east sides of Bishopsgate at this point with the lower scale of the Bank Conservation Area buildings to the west and the City cluster on the eastern side. Bishopsgate is of generous width at this point and affords fine views of Gibson Hall, especially from the south and east where Tower 42 creates a powerful backdrop to Gibson Hall.

195. The impact of the wind canopies on the south west corner of the site has been assessed in terms of their impact on views northwards on Bishopsgate towards Gibson Hall. The significant height of these canopies from pavement level would ensure that they would not obscure or conceal Gibson Hall or the distinctive sculptures crowning its parapet. The setting and significance of Gibson Hall would not be harmed.

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

196. This group of grade II listed buildings defines the eastern frontage of Bishopsgate to the immediate north of the application site. They also define the western boundary of the St Helen's Place Conservation Area.

197. The proposed tower would appear a substantially scaled backdrop to these listed buildings in views from the north and a highly prominent tower in views from the south. The contrast between their scale and the proposed tower would be striking. This dynamic contrast in scale is distinctive to the local townscape of these buildings and the addition of the proposed development is not considered to harm their setting or significance.
198. The permitted Pinnacle tower had a comparable impact on the setting of these listed buildings.

#### St Ethelburga's, Bishopsgate

199. The proposed tower would appear as a prominent backdrop to the Grade 1 listed St Ethelburga the Virgin Church in views south along Bishopsgate. The setting of this Church is surrounded by tall buildings, both existing and proposed. In this respect this striking contrast in scale is now an integral part of the Church's setting and as such the proposed tower would not harm this setting or the significance of the listed building.

#### 147 and 148 Leadenhall Street

200. These two Grade II listed buildings are located on the north side of Leadenhall Street to the south of the site with the Leadenhall Building to the immediate east and the permitted 6-8 Bishopsgate to the immediate west and Lloyds to the south east. Along Leadenhall Street the 6-8 Bishopsgate and Leadenhall building towers would obscure the proposed tower in all but more distant views of these listed buildings, at which point the listed buildings would be viewed in the foreground of a collective backdrop of the towers of the eastern cluster. The proposed tower would not harm the setting or significance of these listed buildings.

#### Lloyd's Building

201. The Lloyd's Building on the south side of Leadenhall Street is Grade I listed and, probably more than any of the other listed buildings in the City cluster, owes its setting to the cluster of towers characterizing the area. In most local views along Leadenhall Street, the proposed tower would be concealed behind the Leadenhall Building. In other more distant views, the proposed tower would be seen alongside the other towers within the Cluster as a backdrop to the Lloyd's building which is considered an appropriate setting to what is, in its own right, a high rise building of national significance. In this respect the proposal will not harm the setting or significance of this listed building.

#### Leadenhall Market

202. Some distance to the south of the site is the Grade II \* listed Leadenhall Market. The proposed tower would be a prominent backdrop (as was the permitted tower) to the Gracechurch Street entrance to Leadenhall Market in views northwards along Bishopsgate. Since the original Pinnacle consent, permission has been granted for another tower (6-8 Bishopsgate) in the foreground, which would partly obscure the lower half of the proposed tower. Leadenhall Market is characterized by the

presence of tall buildings as a backdrop to the north and east and in this respect, the proposal would not harm views in to or the setting of the listed building or its significance.

203. Given the alignment and roof of the Market and the presence of the Leadenhall Building and the permitted 6-8 Bishopsgate, the development would barely be visible in glimpses from within the Market itself and where it would be seen, it would be against the backdrop of permitted tall buildings. In this respect, views out of or the setting of the listed building and its significance would not be harmed.

#### Church of St Peter upon Cornhill

204. This Grade I listed church lies to the south of the site and the proposed tower would appear as a prominent backdrop in views northwards of the west elevation of the church from Gracechurch Street. The west elevation of the church is very restrained and recessive and the proposed tower, combined with the permitted 6-8 Bishopsgate tower is not considered to harm its setting or significance.

#### St Andrew Undershaft Church

205. This Grade 1 listed church is located to the east of the site on St Mary Axe. The proposed tower would not have a significant impact on views of this church given it is largely concealed behind the Leadenhall Building and the 1 Undershaft tower to the west. Its setting and significance would not be harmed particularly as it is characterized by the backdrop of completed and permitted towers of the cluster.

#### The listed buildings along Threadneedle Street

206. The entire north and south sides of Threadneedle Street comprise of listed buildings, all of which are Grade II listed, with the exception of 51-53 and Merchant Taylor's Hall which are Grade II\*. The proposed tower would appear as a highly prominent and dominating element in views eastwards along Threadneedle Street. Such an impact is similar to that of the permitted Pinnacle tower for the site. The stark contrast in scale between these historical streets within the Bank Conservation Area and the imposing scale of the towers in the City cluster is a defining characteristic of this part of the City. Despite the imposing presence of the proposed and other towers in the view the tight grain and collective character of these listed buildings hold their own. The setting and significance of these listed buildings would not be harmed.

#### The Listed Buildings at Bank Junction

207. The historic buildings framing Bank junction represent one of the most sensitive townscapes in London critical to the identity of the City of London. These buildings include the nationally significant Grade I listed Bank of England, Royal Exchange and Mansion House, the Grade I listed 27-32 Poultry and St Mary Woolnoth Church, and Grade II listed 1 Princes Street, 1-6 Lombard Street and 82 Lombard Street.
208. In relation to the proposal, the key views of this group of listed buildings are from the west looking eastward, focusing on the portico of the Royal Exchange. A key element of this view now is the contrast between the

foreground of these historic buildings and the backdrop of the emerging City cluster of towers which provides one of the most striking townscapes in London.

209. The proposed tower would appear as a highly prominent element in the view, but it would assist in consolidating the coherence and profile of the cluster in the backdrop to Bank junction with its highest apex almost centrally located. In particular, it would have its slender prow facing the Bank junction and its faceted sides angled away from the view and complemented by the building's shoulders stepping down to the north and south. This is a deliberate and successful attempt to ensure that the tower would have a strong verticality as the visual culmination of the City cluster in this view.
210. The proposal is not considered to harm the setting or significance of these listed buildings.
211. The proposed tower would appear somewhat bulkier than the permitted Pinnacle tower in this view but in a manner that is not considered harmful.

#### The Listed Buildings along Cornhill

212. There are a cluster of listed buildings on Cornhill and the northern end of Gracechurch Street where in certain views the proposed tower would appear as a prominent element in their backdrop. These include the Grade 1 listed Church of St Michael and the Grade 2 listed Nos. 48, 50, 54, 55, 65, 66, 67 and Australia and New Zealand Banking Group building. However, these views are of the cluster of tall buildings (both completed and permitted) and the proposed tower is not considered to harm the setting or significance of these listed buildings in these views.

#### St Botolph without Bishopsgate

213. This Church is a Grade 1 listed building to the north of the Bishopsgate / London Wall junction a significant distance to the north of the site. The proposal would be a prominent element in the backdrop of the church in views southwards. However, it would be seen alongside the existing and permitted tall buildings of the City cluster. In this respect, the proposal is not considered to harm its setting or significance.

#### St Magnus the Martyr Church, Custom House, Billingsgate Market and Adelaide House

214. These are all important listed buildings which line the riverside from London Bridge eastwards. In the key views of the proposed tower from the southern bank and from London and Tower bridges all three buildings are seen in the foreground of the river view with the emerging City towers as their distinctive backdrop. The proposed tower would assist in consolidating the cluster of the towers on the skyline and would not harm the setting or significance of any of these listed buildings.

#### Setting of Conservation Areas

215. The site is adjacent or in close proximity to a number of Conservation Areas. It is considered that the proposal would not harm views of the



setting or significance of more distant Conservation Areas inside or outside the City. These include the Conservation Areas in the London Borough of Islington and Tower Hamlets. The impact of the proposal on the nearby Conservation areas within the City is set out below:

#### St Helen's Place Conservation Area

216. To the north of the site lies the St Helen's Place Conservation Area. The red line site boundary for the planning application extends just into the southern edge of the Conservation Area in order to include the proposals for two wind mitigation features beneath the first floor overhang on the south elevation of 42-44 Bishopsgate (described at para 274). The proposed tower would not be located within the Conservation Area but would have a substantial impact on views in to, out of and within the Conservation Area and on its setting. The St Helen's Place Conservation Area, more so than any other, sits within the tall buildings of the Eastern Cluster. The presence of these tall buildings now defines the setting of this Conservation Area. To the north is the permitted 100 Bishopsgate Tower, to the east, 30 St Mary Axe; to the west stands Tower 42 and to the south is the Undershaft Tower and the permitted Pinnacle tower. These towers are (and would be) clearly visible as prominent elements in the backdrop and setting of the Conservation Area and are now characteristic of its setting. Within this context, the proposed development, whether through development within the conservation area, or through impact on its setting would not harm the character or appearance of the Conservation Area or its significance.

#### Bank Conservation Area

217. To the west, the Bank Conservation Area includes all of the west side of Bishopsgate from Gibson's Hall to 8 Gracechurch Street. Views of and from within this Conservation Area include the backdrop of tall buildings in the City cluster. The proposed tower would appear as a prominent landmark in views along Bishopsgate, Cornhill and further afield such as the Bank junction. However, as stated above, it would be seen against the backdrop of the completed and permitted towers and therefore they would not harm the setting or significance of the Bank Conservation Area.

#### Leadenhall Market Conservation Area

218. Some distance to the south of the site is the Leadenhall Market Conservation Area. The proposed tower would be a prominent backdrop (as was the permitted tower) to the Gracechurch Street entrance to Leadenhall Market in views northwards along Bishopsgate. Since the original Pinnacle consent, permission has been granted for another tower (6-8 Bishopsgate) in the foreground, which would partly obscure the lower half of the proposed tower. Leadenhall Market is characterized by the presence of tall buildings as a backdrop to the north and east and in this respect, the proposal would not harm views in to or the setting of the Conservation Area or its significance.
219. Given the alignment and roof of the Market and the presence of the Leadenhall Building and the permitted 6-8 Bishopsgate, the development

would barely be visible in glimpses from within the Market itself and where it would be seen, it would be against the backdrop of permitted tall buildings. In this respect, views out of or the setting of the Leadenhall Market Conservation Area and its significance would not be harmed.

#### Bishopsgate Conservation Area

220. This Conservation lies a significant distance to the north of the site. However, by reason of the substantial scale and height of the proposed tower it would have a significant impact on the setting and in particular views southwards from the Conservation Area.

221. The tower would appear as a highly prominent element on the skyline from Bishopsgate itself and adjoining streets. In these views, the tower would be seen alongside existing and permitted towers including, the Heron Tower, 100 Bishopsgate and the 150 Bishopsgate towers on the east side of Bishopsgate and No 99 Bishopsgate and Tower 42 to the west of Bishopsgate resulting in no significant additional impact on the conservation area. The tower would contribute to the dynamic quality of these tall buildings, resulting in a powerful and striking backdrop to the Conservation Area.

222. The proposal is not considered to harm the character or appearance or setting of the Bishopsgate Conservation Area or its significance.

#### Non-designated Heritage Assets

223. No harm has been identified to non-designated Heritage Assets, their settings or their significance.

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

##### Servicing

224. The development proposes to re-use the existing (although modified) basements and vehicle lift arrangement from Undershaft constructed under the extant consent. Given the increase in floorspace over the extant scheme this arrangement would not be adequate for conventional servicing of the proposed building.

225. The scale of the proposed development is such that unregulated deliveries to and collections from the site would have a major detrimental impact on the surrounding area, particularly at peak periods. The five proposed servicing bays in basement level 3 and the two proposed vehicle lifts to provide access to this level would be insufficient to provide for unregulated deliveries to and collections from the site to take place without significant queuing of servicing vehicles on Undershaft. This would have major impacts on the efficient servicing of neighbouring buildings and the safe and convenient movement of pedestrians and cyclists in the area together with consequent increased air and noise pollution. As a result, it is essential that the deliveries to and collections from the site are regulated and that the total numbers of servicing vehicles are very substantially reduced from those that would occur in an unmanaged situation. This can only realistically be done via freight consolidation and, as a result, the developer intends to establish a freight consolidation operation for the development (and potentially

neighbouring buildings), which will include a freight consolidation centre anticipated to be in East London.

226. The use of an off-site logistics centre and consolidated servicing system would have a number of benefits:

- Reduction in the number of service deliveries by a half;
- Scheduled deliveries in accordance with times to be agreed by the City of London and controlled by a delivery management system;
- Use of the optimal type of vehicle for the specific journey and load and driven by a regular team of drivers;
- Associated environmental benefits;

227. There would also be a number of security benefits;

- all delivery vehicles from the consolidation centre would be expected;
- vehicle contents could be security checked and vehicles sealed at the consolidation centre;
- drivers would be security vetted.

228. The applicants' consultants have shown that the vast majority of supplies, including foodstuffs, could be delivered through a consolidated system. There would be some exceptions, for example very specialist food or deliveries originating in or close to the City. The consolidation and logistics system would be applied to all occupiers of the building including the restaurant and retail occupants.

229. It is estimated that up to 202 vehicles a day would service the building; included in this number would be up to 70 non-consolidated vehicles a week (no more than 20 in any one day) which would deliver directly to the site under the control of the logistics centre. Under this system no unscheduled deliveries to the site would be accepted.

230. In order to relieve pressure on the City's streets and to avoid conflict with pedestrian and cyclist peak times it is intended that the City would prohibit deliveries during morning and evening peaks and lunchtimes. This means that night-time servicing would be a pre-requisite of the development. A high proportion of deliveries (on average 14 vehicles per hour) would arrive during night-time hours; the type of vehicles used, routes used and quick entrance into the building would need to be carefully controlled in order to minimise noise disturbance to the surrounding area.

231. The reduction in the number of delivery vehicle trips by the provision and use of the offsite logistics centre is critical to the acceptability of the scheme and as such must be fully operational before any occupation of the development. The provision of such a facility at all times must be guaranteed for the life of the building. Provision of the off-site logistics and consolidation centre and review procedures would be secured by S106 and would include details of numbers and timings of daily deliveries and numbers of non-consolidated deliveries, both of which

would be capped (outlined under the Planning Obligations section of the report, para 372). A Delivery and Servicing Management Plan would also be required under the S106 agreement.

232. Facilities would be provided at street level off Undershaft for cycle and motorcycle couriers.

### Waste Management

233. A centralised waste storage area is located at B3 level immediately adjacent to two compactors. The area would provide sufficient space for refuse vehicle access and manoeuvring, and appropriate balers, containers, recycling facilities and storage tanks for the proposed development. Baled waste would be removed from site by the empty consolidation vehicles for return to the consolidation centre where it would be segregated and sent for recycling.
234. Other refuse including food waste and glass would be collected by roll on roll off vehicles and standard refuse collection vehicles.
235. 5.3m clear headroom would be provided within the waste collection bays and 4.5m headroom in the remainder of the service area and lifts.
236. The proposed Waste Management Strategy meets the City's requirements.

### Parking

237. No car parking is provided on site other than 4 spaces at 2<sup>nd</sup> basement level for disabled car parking, one of which would have an electric vehicle charging point. No motorcycle spaces are provided.

### Bicycle spaces

238. A total of 2320 cycle parking spaces are proposed, consisting of 2300 spaces within the basements of the building (1937 at basement B1 and 363 at basement B2) and 20 spaces within the building's curtilage along the Great St Helen's frontage. These are comprised of 2132 long stay (commuter) spaces and 188 short stay (visitor) spaces.
239. A total of 217 showers are proposed at levels basement B1, B2 and on upper floors 7M, 25M and 41M. This equates to one shower per 10.8 spaces which while slightly less than our advice of one per 8 spaces is considered acceptable.
240. A total of 2132 lockers are proposed at the same locations as the showers; again slightly less than City's advice for one locker per cycle space but the overall provision is considered to be acceptable.
241. The number of cycle spaces that it is possible to provide is constrained by the re-use of the existing basements; it is considered that the proposal achieves a significant provision of cycle spaces together with associated facilities which is acceptable for the development. The details of the provision, range, type and location of the cycle spaces, showers and lockers will be dealt with under planning conditions to ensure general compliance with policy.

## Public Transport

242. The development site is highly accessible by public transport and records the highest possible Public Transport Access Level (PTAL) of 6b. Bank, Monument and Liverpool Street Underground Stations are all within a five minute walk from the site, Liverpool Street, Moorgate, Fenchurch Street, and Cannon Street are within a twelve minute walk and 24 bus services are available within 640m of the site.
243. It is predicted that the proposed development is likely to accommodate 11,568 office workers and that 5516 office employees would travel to and from the development in the AM and PM peak hours
244. Additionally the proposed public viewing gallery, retail uses and visitors to the office premises would generate an estimated 412 people during the AM peak hour and 637 in the PM peak hour.
245. A total of 5928 and 6153 trips are forecast during the AM and PM peak hours respectively.
246. The trips have been split between the different predicted modes of transport; the majority of journeys would be undertaken by train or Underground and DLR, with the remaining smaller percentage by bus, taxi, bicycle or foot. It is estimated that the proposed development would increase the number of rail passengers by about 1% (an additional 7 passengers per service) in the peak hours although this would not be distributed evenly across the network. It is anticipated that the proposed opening of Crossrail in 2018 would go some way to alleviating the pressure on the rail services.
247. A total net increase in London Underground trips as a final mode (slightly reduced once Crossrail is open) is estimated to be 2685 trips in the am peak and 2787 in the pm peak. In particular significant increases are predicted on the Central, Northern and Waterloo and City lines which already experience high levels of crowding in the peaks.
248. A total of 489 AM peak hour trips and 508 PM peak hour trips would be generated on the buses; on average less than one additional passenger per bus is expected.
249. The proposed development is predicted to accommodate an increase of 3473 more office workers than the extant scheme with increases in overall numbers arriving at and leaving the building in the AM and PM peaks of 1784 and 2009 respectively. In the case of the extant scheme, Transport for London sought a financial contribution for service improvements for London Underground in mitigation and state that additional funding should be sought from the developers for further mitigation of the increased numbers in relation to this scheme.

## Pedestrian movements

250. A detailed Pedestrian Comfort Modelling assessment has been carried out. Forecast pedestrian comfort levels are expected to be acceptable immediately around the building, including on the eastern footway of Bishopsgate, the street between Great Saint Helen's and Crosby Square and on the new footpath between Bishopsgate and Crosby Square.

Pedestrian comfort levels are similarly forecast to be acceptable on Bishopsgate immediately south of the development. However, there is an existing pinch point around 6–8 Bishopsgate where flows will be less comfortable. On the majority of the western footway of Bishopsgate opposite the site, the eastern footway of Bishopsgate north of the development and the northern footway of Threadneedle Street the existing narrow footways will experience poor levels of pedestrian comfort. At peak periods sections of these footways will be uncomfortably crowded and below standards usually sought by the City.

251. The additional pressure on the pavements is a consequence of the City's adopted approach to focus future significant office development within the Eastern Cluster. The previously existing buildings on the site would have accommodated approximately 2700 office workers, the Pinnacle scheme approximately 8095 and the current scheme 11568 although it is not expected that all the office accommodation would be fully occupied at any one time. The impact, leading to congestion on pavements is a local one within and close to the Cluster which diminishes with distance away from the Cluster. In developing the City's work on Future Cities, we will investigate further ways of enhancing the pedestrian environment and public realm in and around the Cluster to facilitate this growth.
252. The developers have been exploring with the City of London and Transport for London, ways in which the existing pedestrian crossings over Bishopsgate, close to Great St Helen's and at Threadneedle Street can be improved to better suit pedestrian desire lines and improve pedestrian safety. Any such works would be the subject of a Section 278 agreement with the City and TfL.

#### Stopping up/Dedication of land as public highway

253. A stopping-up of Public Highway plan is attached to this report. This shows areas of existing highway, highway to be stopped up, highway stopped up as part of the Pinnacle scheme to remain stopped up, highway originally stopped up as part of the Pinnacle scheme to revert to public highway and new highway which is currently private land.
254. The area of stopped up highway to revert to public highway (57.43sq.m) and the area of new highway (17.3sq.m) amounts to 75.73sq.m of public highway most of which is on Bishopsgate.
255. The proposed scheme would require two main new areas of stopping up, one at the building entrance on the corner of Bishopsgate with Great St Helens and one on Crosby Square together amounting to an area of 62.4sq.m.
256. Overall there would be a net increase of 13.33sq.m for public highway.

#### Security

257. A number of internal and external security measures would be employed to address security issues which arise with a development of this size, location and nature.
258. Externally, perimeter protection would be achieved by the installation of bollards and by the façade construction. A 0.9m upstand has been

designed at the base of the facades, which would incorporate external seating and would increase resilience against a hostile vehicle manoeuvre. In soft spots, such as at building entrances and at the entrances to the pedestrian passageway, bollards are proposed, most of which are incorporated on the developer's land. Some however, in front of the entrance on the north-west corner of the site and on the roadway leading from Great St Helen's to Crosby Square would be on public highway.

259. The City of London does not normally accept HVM measures on the public highway, but following a site assessment it is recognised that the applicant has proposed the minimum number of bollards to secure their site between the proposed development and 1 Great St Helen's and at their entrances. The bollards at the rear of the site would prevent unauthorised vehicle access to the service road and from the roadway onto the pedestrianised Crosby Square. At the north-west corner of the site the proposed entrance would project over and require stopping up of public highway and there is no space in front of this other than on public highway for the requisite number of bollards to protect the entrance. In this circumstance the proposed bollard locations are acceptable in order to achieve the required security.
260. Details of the final scheme of security measures would be sought by condition. Any alterations on the highway would be secured through a Section 278 agreement.

#### Aviation

261. As detailed under Consultations (para 64) the scheme would impact on the radar operations for air traffic movements at Heathrow but this can be mitigated by alterations to the radar calibration. A condition would be imposed requiring a radar mitigation scheme to be agreed by the local planning authority in consultation with NATS prior to commencement.
262. The applicants have agreed that no structure including cranes would exceed 309m AOD in order to safeguard aviation routes at Heathrow.
263. Assessments in relation to operations at London City Airport have not yet been completed but planning conditions are recommended to ensure that satisfactory mitigation measures are identified and put in place to safeguard the airport's operations and air traffic safety.

#### Environmental impact of proposal on surrounding area

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

#### Wind Microclimate

265. The likely effect of the development on wind microclimate in the immediately surrounding area has been assessed and the results considered against the policy requirements of Policies 7.6 and 7.7 of the London Plan and DM10.1 of the Local Plan. The assessment has been undertaken using a boundary layer wind tunnel to simulate the wind microclimate conditions and the likely effects on sensitive receptors have

been assessed for suitability using the widely accepted Lawson Comfort Criteria.

266. The assessment, using wind tunnel tests, delivers a detailed account of the average and gust wind conditions around the existing site and the proposed development and also assesses the cumulative impact with other proposed developments (6-8 Bishopsgate). Assessments are given for both the summer season and the windiest season.
267. The design of the development has been amended to incorporate a number of wind mitigation features in order to address potential areas of concern and control the pedestrian level wind conditions around the site. The presence of these measures is included in the final wind assessment results.
268. A second assessment which uses a separate computer based methodology for testing has been submitted to verify the results of the wind tunnel assessment.
269. In the wind tunnel assessment the wind speeds were measured at 132 locations around the site including at sensitive areas such as entrances to buildings and external seating areas
270. The Lawson Comfort Criteria defines a range of pedestrian activities from sitting through to more transient activities such as crossing a road, and for each activity a threshold wind speed and frequency of occurrence is applied beyond which the environment would be unsuitable for that activity. The results show the microclimate suitable for a particular activity at each of the 132 receptor points. For a mixed use urban site such as the proposed development and surrounding area the desired wind microclimate would typically have areas suitable for sitting, pedestrian standing or building entrance use, and leisure walking.
271. The baseline assessment shows the wind conditions around the existing hoarded site, which in the summer season are mainly suitable for 'sitting' with some areas suitable for 'standing or building entrances' and in the windiest season are mainly conditions suitable for 'standing/entrances' with some areas suitable for 'sitting' and a few occurrences of areas suitable for 'leisure walking'. These conditions are typical of other Central London locations with closely spaced low rise buildings.
272. The wind mitigation features incorporated into the design of the building include canopies, screens and baffles.
273. A solid canopy 10m above pavement level would be located on the north-west corner of the building and would project from the building by up to 9m. On Great St Helens the canopy would extend across the street to within 1m of the south facade of 42-44 Bishopsgate. Porous screens would be fixed to the canopy both above it and from its soffit, angled around the north-west corner in order to further break up and disperse the wind flow.



274. Additionally two porous screens are proposed on the pavement in Great St Helen's (at points previously stopped up under the extant scheme) beneath the first floor overhang of 42-44 Bishopsgate
275. These measures would control wind speeds at the north-west corner of the site where there would be most impact from wind turbulence and would reduce the effect of wind pressure here and to the north of the site from the prevailing south westerly winds.
276. An 18m high sculptural form is proposed at the south west corner of the site oversailing the pavement on Bishopsgate. The structure would be located 10m above pavement level. The sculpture has been modelled as six curved large horizontal screens which would capture downward winds from the proposed development and from the adjoining site to the south and divert these at high level. This would further protect the wind levels at street level in Bishopsgate.
277. Other measures around the site include a solid glazed canopy to the south of the staircase in Crosby Square 6m above ground level; two suspended porous screens above the roadway from Great St Helens to Crosby Square and vertical screens on a flat roof area at 3<sup>rd</sup> floor level which would be largely obscured from public view. These would all have the effect of improving the wind conditions at sensitive locations in and around the site.
278. Details of the appearance of wind mitigation features would be sought by condition and appropriate architectural solutions would be sought given the prominence of the proposed structures.
279. With the mitigation measures in place the assessment shows that during the windiest season conditions would be suitable for leisure walking or better immediately around the base of the building, to the north and south along Bishopsgate and to the east, including along Undershaft and the open space outside 1 Undershaft. During the summer season the conditions in these same locations would be suitable for 'standing/entrances' or 'sitting'
280. At the entrances to the proposed development conditions would all be to the required 'standing' or calmer wind conditions in both seasons.
281. The measurements at entrances to surrounding buildings indicated that where entrances are recessed (the majority), acceptable 'standing' conditions would be achieved; in the case of three shop entrances to the north of the site on Bishopsgate which are not recessed where 'leisure walking' conditions were observed, the development would have a minor adverse effect. However the exceedance of the Lawson Criteria at these locations is very marginal and would only occur during the windiest season
282. Through most of the proposed pedestrian route including at the entrances to the public gallery and restaurant, conditions would be within acceptable 'standing/entrance' or 'sitting' levels although at its narrowest point conditions would be at one level higher, 'leisure walking'.

283. With the development in place areas to the north east would enjoy some protection from wind, notably at St Helens Churchyard and the area around the Church compared to the existing baseline situation.
284. The open space at Crosby Square and outside 1 Undershaft would experience some worsening of conditions from the existing with conditions altered from 'sitting' to 'standing' levels in the summer and to 'leisure walking' in the windiest season. While this would be an adverse impact these levels would not cause unacceptable harm to amenity in this area.
285. Including the proposed development at 6-8 Bishopsgate in the assessment shows a slight improvement of conditions along Bishopsgate particularly around the entrance to the proposed pedestrian passageway on Bishopsgate but a worsening along Leadenhall Street. Levels here, however, would not exceed 'leisure walking' in the windiest season.
286. In conclusion the main wind effect of the proposed development would be to channel some of the prevailing south-westerly wind down to the ground increasing the windiness to the north of the site. With the proposed mitigation measures in place the assessment shows that wind would be diverted at high level before reaching the ground and at no point around the building or in the immediately surrounding area would the building cause conditions to exceed 'leisure walking' criteria. In the summer, conditions would be primarily 'sitting' or 'standing/entrance'. The results confirm that the proposed development would have some adverse impact but not such as to cause unacceptable harm to pedestrian level wind conditions which would remain at a level suitable for the urban environment in which the development is situated.
287. The separate verification assessment described at para 268 gives results which are in line with these results.

#### Daylight and Sunlight

288. An assessment of the impact of the development on daylight and sunlight to surrounding buildings has been undertaken in accordance with the Building Research Establishment (BRE) Guidelines and considered having regard to Policies 7.6 and 7.7 of the London Plan and DM 10.7 of the Local Plan. While the assessment has been carried out for all the surrounding buildings including commercial offices, only those considered as sensitive in terms of daylight and sunlight (15 in total) are evaluated in this report. These include residential properties at Wormwood Street and Creechurch Lane, (the nearest residential property at 50 Bishopsgate does not have windows that face the site and therefore would not be effected) and other sensitive sites such as the Church of St Helen's, St Andrew Undershaft Church, Drapers' Hall, Merchant Taylors' Hall, 19 Old Broad Street (City of London Club) and Gibson Hall, 15 Bishopsgate.
289. The assessment of daylight and sunlight is a comparative one measured against the current base conditions. As the site presently comprises development at just basement to ground levels and a core structure to

9<sup>th</sup> floor level any impact of the proposed building is likely to be more marked than otherwise would be the case.

### Daylight

290. In terms of impact on daylight the assessment shows that for 9 of the 15 properties identified as being sensitive the effect of the proposed development would be within BRE criteria and thus have a negligible impact. Of the remaining 6 properties, 2 (20-21 Wormwood Street and 18-20 Creechurch Lane) have residential accommodation at first floor and above with commercial at ground level. While the impact on the ground floor commercial element of the two buildings would exceed the BRE criteria, the impact on the residential floors above would be within the criteria and daylight would not be noticeably reduced. The overall effect on residential amenity would be negligible.
291. The remaining 4 properties that would experience noticeable reductions in daylight would be the Church of St Helen's Bishopsgate, Gibson Hall, St Andrew Undershaft Church and 19 Old Broad Street.
292. For the Church of St Helens the impact is regarded as moderate adverse; 26 windows out of 39 would experience noticeable losses of VSC and 4 rooms out of 12 would experience a noticeable reduction in NSL. These results are partly because the existing VSC levels are low meaning any alteration results in a disproportionate percentage change; those rooms affected by the reduction in NSL appear to be ancillary rooms to the main Church and not as sensitive in terms of daylight.
293. The impact on Gibson Hall would be moderate adverse. 46 of 61 windows would experience more than 40% reduction in VSC and 11 of 22 rooms would experience reductions in NSL above 20% although the report identifies the majority of affected rooms as offices and lobbies.
294. For St Andrews Church the impact is regarded as negligible as just one room (a kitchen) would experience a noticeable impact.
295. The impact on 19 Old Broad Street would be minor adverse. 23 of 27 windows would experience more than 20% reduction in VSC and 4 of 11 rooms would experience reductions of more than 40% in NSL. The report states that the impacted rooms and windows experience existing low levels (some are courtyard windows) and so the loss reflects a disproportionate percentage change.
296. The results show the development impact would have a particularly adverse effect on St Helen's Church and Gibson Hall as a number of windows and rooms would experience reductions beyond BRE recommended criteria. At St Helen's Church the spaces affected are predominantly areas ancillary to the main body of the Church; the main space would continue to enjoy light from south and east facing windows which would not be affected by the development. Similarly the main hall in Gibson Hall has a number of windows facing different directions. In conclusion although not compliant with BRE recommendations the proposal is not considered to have such an effect as to cause unacceptable harm.

297. In considering the impact on daylight to the Church of St Helen's and Gibson Hall the extent of impact caused by the proposed scheme would be slightly greater but not significantly different from that caused by the extant scheme.

### Sunlight

298. Eight properties have been identified as being sensitive in terms of sunlight. Of these four (all non-residential) would experience impacts ranging from minor to moderate adverse.
299. Most affected would be the Church of St Helens and Gibson Hall both due to their proximity to the development site. 18 of 33 windows at St Helen's Church would experience significant reductions in sunlight. As many of the affected windows are to the principal internal space, a further assessment was made of the sunlight to the space as a whole. An annual APSH of at least 18% would be retained which, while lower than the 25% BRE minimum criteria, could be considered commensurate with its City centre location. At Gibson Hall 40 of 61 windows would be significantly impacted, most of which are to offices and circulation space.
300. 6 upper level windows at Drapers Hall would experience a noticeable reduction in sunlight as would 7 windows at 19 Old Broad Street at the lower level on the courtyard. This is assessed as having a minor adverse impact.
301. In conclusion the proposed development would not cause unacceptable harm to daylight and sunlight levels to the majority of those properties identified as sensitive and the impact on residential properties would be acceptable. There would be instances of minor to moderate adverse effects to some non-residential buildings as outlined above which would be a breach of policy that tall buildings should not affect their surroundings adversely. The breach is largely caused by the proximity of the buildings to the development site; this is not uncommon in a densely developed area such as the City where a number of properties experience daylight and sunlight levels below recommended BRE Guidelines.
302. The assessment shows that the present scheme would have a greater impact on daylight and sunlight than the 'Pinnacle' scheme but in terms of daylight and sunlight to the 15 identified sensitive buildings the development would not result in significant additional adverse impact.

### Transient Overshadowing

303. The assessment of the impact of transient overshadowing was undertaken according to the BRE Guidelines in respect of several key amenity areas identified in proximity to the site and considered having regard to Policies 7.6 and 7.7 of the London Plan.
304. The assessment shows that in the existing situation much of the City is in shadow for long periods of the day due to the existing surrounding buildings.
305. On March 21<sup>st</sup> the development would cast a shadow at 10am on part of Finsbury Circus and between 1pm and 2pm on St Botolph Bishopsgate

Churchyard but would not cause additional overshadowing to other public amenity areas at Royal Exchange Buildings, City of London Club courtyard, St Helen's Churchyard, or to open areas at the base of 30 St Mary Axe and 1 Undershaft.

306. On June 21<sup>st</sup> the shadows are shorter in length; of the areas assessed above, St Helen's Churchyard and the public amenity areas around the Church would be affected by additional overshadowing between 2pm to 5pm and the area at the base of 30 St Mary Axe between 5pm and 7pm.
307. On December 21<sup>st</sup> there would be a marginal increase in overshadowing at St Botolph Churchyard but at none of the other areas.
308. Due to the proximity of St Helen's Churchyard to the development site the shadow cast over the Churchyard would cause harm to the amenity of that space and potentially to the two plane trees in the Churchyard. Mitigation would be sought through the S106 agreement for funds to carry out environmental improvements to the Churchyard.
309. Elsewhere in the City the overall assessment of the impact of transient overshadowing caused by the proposed development is considered to be minor adverse and would not cause unacceptable harm to the surrounding areas already largely overshadowed by existing buildings.
310. The comparison of the effects of transient overshadowing between the proposed and implemented 'Pinnacle' scheme shows there is little difference in the level of impact between the two schemes.

#### Light Pollution

311. The impact of light pollution has been considered in respect of the effect on 36 Great St Helens, a hotel in the immediate vicinity of the site. The assessment finds that while the impact during the day would be within acceptable levels, it is likely that levels would exceed recommended criteria after 11pm. This is due largely to the close proximity of the hotel to the proposed development. In mitigation light sensors would be used in the proposed development meaning light pollution would be significantly decreased at night-time; it is likely that the hotel would use thick curtains or blackout blinds, a common practice in inner City hotels.

#### Solar Glare

312. The potential for reflected solar glare or dazzle has been assessed particularly in relation to road safety and to the visual impact of glare from the building in long views from the west.
313. Assessments have been taken at nineteen potentially sensitive viewpoints for road users and pedestrians surrounding the site. These are generally signalled road junctions and pedestrian crossings.
314. The assessment shows that the impact from solar glare would be minor to moderate adverse from 5 locations to the north of the site on Bishopsgate. Solar glare would be experienced during the late afternoon, early evening (approximately 4pm to 6pm) during the summer months. The assessment states that the presence of alternative sets of

lights at the junctions and the use of a sun visor would lessen although not remove the detrimental impact.

315. Moderate adverse effects are also identified at the junction of Bishopsgate with Cornhill looking north towards the site where glare would occur in January to March and August to November between 1pm and 3pm and from Threadneedle Street where solar glare would occur in February to April from 4pm.
316. A further twelve instances of minor adverse impacts are identified.
317. The solar glare assessment concludes that the development would result in minor to moderate adverse impacts at certain times of the year at the 19 locations although these assume a worst case scenario whereby the sun shines all the time. Many of the instances of reflection occur in the evening period during which, the report states, the probability that the sun is shining is reduced to 10%.
318. In order to verify the assessment of the extent of the impact at street level and to inform the type and extent of measures which might be necessary to mitigate this impact, it is proposed that an independent solar glare assessment is required to be undertaken prior to any construction works above ground being carried out. This requirement would be included in the S106 agreement as well as the developers' obligation to undertake the necessary mitigation works.
319. The impact of solar reflections on longer distance views from St James' Park and Waterloo Bridge has been assessed. From St James' Park the development would be largely obscured by trees and not significantly visible. From Waterloo Bridge solar reflection would be visible from 8am to 9am but would not have a dissimilar effect to reflections from other surrounding buildings.
320. Solar convergence would not arise from the proposed design.

#### Energy and Sustainability

321. The NPPF, London Plan and the Local Plan seek to ensure that sustainability is integrated into designs for all development.
322. A sustainability statement has been produced to demonstrate that the proposed development has been designed to take into account the likely impacts of climate change, that the materials specification would follow principles of lean design and use of environmentally friendly and responsibly sourced materials, that waste reduction measures would be incorporated, that pollution would be minimised, that sustainable travel methods would be promoted and that the design of the development would be guided by the health and wellbeing standard WELL.

#### Energy consumption

323. The London Plan requires an assessment of energy demand that demonstrates the steps taken to apply the Mayor's energy hierarchy to achieve the reduction of energy consumption within buildings and to use renewable energy sources. London Plan policy requires non-domestic buildings to achieve a 35% carbon emissions reduction over Part L

(2013) of the Building Regulations. Policy CS15 of the Local Plan supports this approach.

324. Energy consumption reduction would be achieved by a number of building design features and the use of energy efficient building services plant. The development would feature a Closed Cavity Facade (CCF); this is a low maintenance double skin facade with a single layer of glass outside a double glazed unit and a retractable blind in the cavity. The blinds would automatically lower or raise in response to outside conditions. This design achieves improved energy performance, high acoustic performance and increased protection from solar heat gains and losses. In addition high performance building services are proposed including high efficiency air handling units, low energy lighting and use of light sensors. A Combined Heat and Power (CHP) hot water system is proposed which would meet 60% of the building's annual heating demand, with the remaining 40% supplied by gas fired boilers.
325. It is not currently feasible to serve the development from the Citigen district heating network as connection to the system would require new distribution pipework which would be prohibitively costly and disruptive. The energy centre at the development would be designed for future connection into an expanded Citigen or other network in the future, should it become feasible.
326. The reduction in regulated carbon emissions following the energy demand reduction and with the proposed energy efficient measures in place would be 35%, in compliance with London Plan policy.
327. Renewable energy technologies were assessed for use on the site but were found to be either not feasible or not significantly productive for use at the proposed development.

#### BREEAM

328. A preliminary BREEAM pre-assessment has been carried out which indicates that the building would achieve an 'excellent' rating with the potential to achieve additional credits above this. Areas which would be targeted to achieve further credits include water consumption, surface water run-off and site ecology.

#### Water Management

329. The site is not in the City flood risk area but a Flood Risk Assessment has been carried out in accordance with Local Plan policy CS18 for major developments. There is no scope for infiltration within the site curtilage so surface water would be discharged into the combined public sewer. The scheme, including flow rates, has been agreed by the Environment Agency and Thames Water subject to the provision of a device to prevent backflow into the sewer (should the sewer become surcharged) and to minimise groundwater discharges into the sewer. Two rainwater attenuation tanks and a green roof are proposed to reduce and control the load on the sewer network and to alleviate flood risk.

330. A number of matters of detail and details of a maintenance regime will be sought by planning condition.

#### Air Quality

331. The EIA includes an assessment of the likely changes in air quality as a result of the construction and operational phases of the development and has been considered having regard to Policies 7.14 of the London Plan and CS15 of the Local Plan.
332. During construction (predicted to be around 35 months) dust emissions would increase and would require control through the implementation of good practice mitigation measures in the Construction Method Statements to be approved under conditions attached to the planning permission.
333. The report states that the number of additional vehicles and access to the site during the construction phase would be controlled from a consolidation centre (in accordance with Construction Logistics Plans to be approved) and the overall impact would not be considered sufficient to cause a significant adverse effect at any of the nearby local air quality receptors.
334. For the completed scheme the assessment predicts that the effect on air quality due to the increase in air pollutants from road traffic and CHP/boiler emissions would be negligible; the air quality neutral assessment concludes that the proposed development would be 'air quality neutral' in terms of transport and building emissions in compliance with Development Plan requirements.

#### Noise and Vibration

335. The EIA assesses the impact from noise and vibration on the surrounding area and in particular in relation to noise sensitive receptors around the site such as the Church of St Helen's, St Andrew's Undershaft, residential premises in Bishopsgate and the hotel in Great St Helens. The assessment has been considered having regard to policies 7.15 of the London Plan and DM15.7 of the Local Plan.
336. In most City redevelopment schemes most noise and vibration issues occur during demolition and early construction phases. Much of this work has already been carried out under previous permissions. Noise and vibration mitigation, including control over working hours and types of equipment to be used, would be included in a Construction and Environmental Management Plan to be approved under conditions.
337. The impact on noise levels from traffic during the construction phase would be most noticeable in St Mary Axe and Undershaft where the impact is predicted to be minor adverse. Similarly during the operational phase of the development increased noise levels from traffic would have a minor adverse impact in St Mary Axe and Undershaft but a negligible impact on other surrounding streets.
338. Undershaft is primarily used as an access / egress route for service vehicles. The increase in service vehicles as a result of this development would have a minor adverse impact on noise levels. The number of and



timing of service deliveries which would include night time servicing would be controlled through the proposed delivery and servicing arrangements, in order to ensure that the increase in vehicles does not cause unacceptable harm to the surrounding area.

339. Noise levels from mechanical plant in the completed development would need to comply with the City of London's standard requirement that there would be no increase in background noise levels and approved under planning conditions to ensure there would not be an adverse effect on the surrounding area.
340. The impacts on noise and vibration would be managed through conditions and provisions in the S106 agreement to control any adverse effects.

#### Television and Radio (Electronic Interference)

341. The Environmental Statement shows that the development would throw a terrestrial television shadow northwards in the area covered by transmission from Crystal Palace and a satellite shadow to the north west of the site. However the shadows which would be attributable to this development coincide with shadows already cast by existing developments, most notably Tower 42 and 5 Broadgate. No dwellings have been identified in the small additional predicted shadow areas that this development would impact on and therefore the development is assessed as having no effect on terrestrial and satellite reception to residential properties.
342. The Environmental Statement also concluded that due to the nature and behaviour of radio use signals the completed development would not affect radio reception.

#### Archaeology

343. The below ground impact and foundation design of the proposed scheme raise no new archaeological issues.
344. A programme of archaeological work was approved under the previous planning permission and archaeological excavation has been carried out on site. The results of this work have added valuable knowledge of the Roman occupation and activity in this area and about Crosby Place, a large house which occupied the site in the 15<sup>th</sup> -17<sup>th</sup> centuries until its removal and rebuilding in Chelsea in 1908.
345. The post excavation assessment and analysis has been completed and details of the proposed publication and archiving have been submitted. In accordance with Development Plan policy.

#### **Planning Obligations and Community Infrastructure Levy**

346. Under Section 106 of the Town & Country Planning Act 1990 an agreement or planning obligation can be made between a person interested in the land, usually the developer, and the local authority, or a unilateral undertaking can be submitted by a person interested in the land:
- 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.
347. 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.
348. 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
349. Regulation 123 states that a planning obligation may not constitute a reason to grant planning permission to the extent that it provides funding for infrastructure included in the regulation "Regulation 123" list as the type of infrastructure on what CIL will be spent on.
350. 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 CIL Regulation 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)**

351. 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**

352. 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.

353. 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.
354. At the time of preparing this report the Mayoral CIL has been calculated to be £9,769,700. The full Mayoral planning obligation has been calculated to be £26,481,990. This would be reduced to £16,712,290 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.
355. 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:

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution £</b>	<b>Forwarded to the Mayor</b>	<b>Retained by City Corporation</b>
Mayoral Community Infrastructure Levy payable	9,769,700	9,378,912	390,788
Mayoral planning obligation net liability*	16,712,290	16,712,290	Nil
Mayoral planning obligation administration and monitoring charge	3,500	Nil	3,500
<b>Total liability in accordance with the Mayor of London's policies</b>	<b>26,485,490</b>	<b>29,091,202</b>	<b>394,288</b>

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

### **City CIL**

356. The City introduced its CIL on 1<sup>st</sup> July 2014 chargeable in addition to the Mayoral CIL and Mayoral planning obligations. CIL is charged at a rate of £75 per sqm for Offices and £75 for all other uses. At the time of preparing this report the City CIL has been calculated to be £14,654,550. 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.
357. 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**

358. 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).
359. The section 106 agreement would normally follow the agreement template available on the City of London website.
360. In this case the proposed net increase in floorspace would be 195,394sq.m. On the basis of the figure indicated in the Supplementary Planning Document, the planning obligation figure would be £4,494,062. 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.
361. The applicant has agreed a breakdown which accords with the Supplementary Planning Document as follows:

<b>Liability in accordance with the City of London's policies</b>	<b>Contribution £</b>	<b>Available for Allocation £</b>	<b>Retained for Administration and Monitoring £</b>
City Community Infrastructure Levy	<b>14,654,550</b>	<b>13,921,823</b>	<b>732,727.50</b>
City Planning Obligation Affordable Housing	<b>3,907,880</b>	<b>3,868,801</b>	<b>39,078.80</b>
City Planning Obligation Local, Training, Skills and Job Brokerage	<b>586,182</b>	<b>580,320</b>	<b>5,861.82</b>

City Planning Obligation Non-Financial Monitoring Charge	<b>3,250</b>	<b>Nil</b>	<b>3,250</b>
<b>Total liability in accordance with the City of London's policies</b>	<b>19,152,862</b>	<b>18,370,944</b>	<b>781,918</b>

362. 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.

363. The City Corporation will credit the affordable housing contribution and local training skills and job brokerage contribution made under the permitted scheme towards the same contributions due under the proposed scheme. The proposed scheme is broadly similar in land use to that of the permitted scheme and the contributions due under the proposed scheme are to account for the uplift in floorspace over the permitted scheme.

#### Affordable Housing Contribution

364. 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. An affordable housing contribution of £2,356,706 was paid prior to implementation of the permitted scheme (06/01123/FULEIA). The affordable housing contribution due under the proposed scheme will be deducted by the amount of £2,356,706. 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

365. 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. A Local Training Skills and Job Brokerage Contribution £392,784 was paid prior to implementation of the permitted scheme (06/01123/FULEIA). The Local Training Skills and Job Brokerage Contribution due under the new proposed scheme will be deducted by the amount of £392,784.

#### Highways Reparation and other Highways Obligations

366. The cost of any reparation works required as a result of the development will be the responsibility of the Developer.

367. It will be necessary for the Developer to enter into a Section 278 agreement prior to implementation of the development, with the City of London, Transport for London and any other relevant parties 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.

368. The proposed works which will need to be undertaken as part of the Section 278 agreement will include (but not limited to) Crosby Square Works, new pedestrian crossings, institution of a loading and unloading prohibition on Undershaft, the capital costs of closed circuit television (CCTV) camera to allow this prohibition to be efficiently enforced and other works necessary to make the development acceptable in planning terms.

#### Crosby Square Works

369. The Developer will be required to submit detailed drawings and specifications to the City Corporation for approval which are to be subject of a Section 278 agreement which shall include details of maintenance of Crosby Square.

#### Counter-Terrorism

370. In line with policy CS3 of the Local Plan, there would be an obligation for the Developer to pay the costs towards implementing any necessary security measures to enhance the security of the development and the wider area (particularly Undershaft). The City Corporation has requested a security assessment to be carried out by the City of London Police Counter Terrorism Security Advisor (CTSA) to assess the security impacts of the Development and its impacts on the wider area (in particular Undershaft). Should the outcome of the security assessment recommend or require alterations to, and additional infrastructure on the highway for the purposes of counter terrorism and security, the developer will need to enter into a separate section 278 agreement prior to implementation of the development (unless the City confirms that no Security S278 agreement is required). The S278 agreement would need to secure 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.

#### Cycle Hire Contribution

371. Transport for London has sought a contribution of £213,408 to mitigate the impact on existing local docking stations as a result of the number of new people coming to and from the proposed development. The contribution shall be used towards the additional demand for maintenance and redistribution of bicycles to and from docking stations in the immediate vicinity of the development. The developer will be required to pay this contribution prior to implementation of the planning permission.

#### Delivery and Servicing Management Plan

372. The developer would be required to submit for approval a Delivery and Servicing Management Plan prior to occupation, and to adhere to the

plan as approved. The plan will be required to include details of the freight consolidation operation and centre and the delivery booking and management system that are needed to achieve compliance with the maximum delivery numbers required by the planning obligation. 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.

373. To ensure that the adverse impacts of servicing vehicles are reduced to an acceptable level, and in particular to a level that the five proposed servicing bays and two vehicle lifts will cope with, the development will require the following to be secured in the S106 agreement.
374. The total number of consolidated and unconsolidated deliveries shall not exceed 202 deliveries per day, of which a maximum of 20 deliveries per day may be unconsolidated, but no more than 70 unconsolidated deliveries in total a week.
375. The development shall only receive deliveries from vehicles, other than the 70 unconsolidated deliveries per week, which have travelled from a consolidation centre.
376. The deliveries will need to be managed to ensure all deliveries including the 70 unconsolidated deliveries have pre-booked slots and only vehicles delivering the 70 unconsolidated deliveries shall arrive at the building without being pre-screened.
377. All occupiers are required not to accept any deliveries to the site except from vehicles parked in the servicing area constructed for this purpose in basement level 3 or from solo motor cycles in the solo motor cycle servicing area provided for this purpose within the curtilage of the site or from pedal cycles or from pedestrians.
378. The developer or any occupiers shall not be permitted to bring into the building or the curtilage of the building, nor permit or allow to be brought into the building or the curtilage of the building on any day, other than a Saturday or a Sunday or a public holiday or a bank holiday, more than 24 motor vehicles in total, other than solo motor cycles between 1000 hours and 1200 hours, nor more than 24 motor vehicles in total other than solo motor cycles between 1400 hours and 1700 hours; nor more than 154 motor vehicles other than solo motor cycles between 1900 hours and 0600 hours.
379. Between 1000 hours and 1900 hours no more than 10 deliveries per hour during the permitted times between 1000 hours and 1200 hours, 1400 hours and 1700 hours shall be permitted. Between 1900 hours and 0600 hours no more than 14 deliveries per hour shall be permitted
380. The developer shall not be permitted to bring into the building or the curtilage of the building, nor permit or allow to be brought into the building or the curtilage of the building, on any day other than a Saturday or a Sunday or a public holiday or a bank holiday, any motor vehicle other than solo motor cycles between 0600 hours and 1000 hours and

between 1200 hours and 1400 hours and between 1700 hours and 1900 hours.

381. TfL would encourage the applicant to commit to all vehicles travelling between the consolidation centre and the site to be FORS Silver accredited.

#### Pedestrian route from Bishopsgate to Crosby Square

382. The pedestrian route from Bishopsgate to Crosby Square will provide access for the general public 24 hours a day, seven days a week, prior to occupation of the development. The Developers may temporarily restrict or limit access only for reasons of maintenance, repair or renewal, security, closure of the route for one day each year (Christmas Day) in order to prevent public rights of way coming into being.

#### Travel Plan

383. 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

384. 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 need to be submitted prior to Implementation of the development.

#### Local Procurement

385. The applicant will be required to submit for approval a Local Procurement Strategy prior to implementation. 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.
386. 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.
387. 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



### Viewing Gallery

388. A public viewing gallery will be located on level 58 with a mezzanine floor (58M). The Viewing Gallery will be accessible by the public free of charge, during opening hours and will accommodate no less than 294 people (including staff) at any one time during public opening hours. The Viewing Gallery will be served by its own entrance and lobby at ground floor level, off the new pedestrian route from Bishopsgate to Crosby Square. The reception will comprise necessary security and an escalator which will take visitors to level 1, where they will enter a queuing area to access the main double decker lifts which will take visitors to level 58M. There will be 2 dedicated double decker shuttle lifts taking visitors from Level 1 to the Viewing Gallery at Level 58M.
389. No part of the development shall be occupied until the viewing gallery has been completed to shell and core and including fully operational lifts; (ii) the restaurant shall not be occupied until the viewing gallery is made available for public access; (iii) no more than 35% of the office space shall be occupied until the viewing gallery has been made available for public access. These provisions are still being discussed with the applicants and will be secured in the S106 agreement.
390. Access to the Viewing Gallery will be via a booking system on a dedicated website and visitors will be able to book to access the Viewing Gallery prior to arrival. Office tenants will need to book via the dedicated website and access the Viewing Gallery from the ground floor entrance lobby in the same ways as all visitors.
391. The Viewing Gallery will be open to the public between the hours of 1000-1800 on weekdays, 1000-1700 on Saturdays and 1000-1600 on Sundays, Public Holidays and Bank Holidays [including Christmas Day, Boxing Day, New Year's Day, Good Friday and Easter Sunday] except in the circumstances of Force Majeure and to accommodate maintenance (which shall not be for more than 48 hours in any 8 week period).
392. The Viewing Gallery can be closed for private events or functions during the opening hours, provided there are no more than 7 instances, with each instance to be no longer than 12 hours per calendar year. Private closures days will not be permitted during times of public access without prior written approval from the City of London. The Developer will need to notify the City Corporation of any closure for maintenance prior to the closure, or if that is not practicable, as soon as reasonably practicable immediately after closure for maintenance.
393. Outside the hours when the Viewing Gallery is open to the public, the accommodation would be used for Class A3/A4 purposes with occasional hiring for private events.

### Viewing Gallery Management Plan

394. A viewing gallery management plan will be secured as part of the S106 agreement with the City Corporation. The plan will make provision for, but is not limited to, such matters as booking procedure, safety and security, management, staffing and access.

### St Helen's Bishopsgate Churchyard Improvements

395. The Church of St Helen's Bishopsgate has raised concerns about increased overshadowing in St Helen's Churchyard, and the impact this will have on the quality of the open space. The City seeks a financial contribution from the developer towards site specific mitigation, in order to mitigate the impact of the development for enhancement works to the St Helen's Bishopsgate Churchyard to include (but not limited to) new hard and soft landscaping, improved disabled access and additional seating and any necessary maintenance costs associated with the works.

#### Solar Glare

396. In order to verify the assessment of the potential impact at street level and to inform the type and extent of measures necessary to mitigate this impact, an independent solar glare assessment is required to be carried out prior to any works above ground being carried out. The developer will be required to pay any costs incurred for an independent audit of the solar glare assessment. In the event that the solar glare assessment reveals that the development has material adverse impacts, the developer shall undertake to implement any mitigation measures. The developer shall secure any necessary consents and permission prior to carrying out the mitigation measures.

#### Carbon Offsetting

397. The London Plan sets a target for major developments to achieve an overall carbon dioxide emission reduction of 40% (over the 2010 Building Regulations) or 35% reduction (over the 2013 Building Regulations) from 2013-2016. The submitted energy statement demonstrates that the development is designed to achieve a 35% reduction in carbon emissions.

398. 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

399. 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.

#### TV Reception Survey

400. 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

401. 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.

#### Works to Adjoining Flank Walls

402. The developer has agreed to carry out and complete works to adapt, re-face and treat the flank walls to the south-facing elevation of 42-44 Bishopsgate, the west facing elevation of Great St Helen's and the north facing flank wall of 6-8 Bishopsgate (if the proposed redevelopment scheme on this site does not proceed) prior to first occupation of the offices, in consultation with all relevant owners of the adjoining properties. The cost of any works to the flank walls, securing any consents, permissions and approvals shall be the responsibility of the developer.

#### Monitoring and Administrative Costs

403. 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.
404. 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.
405. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

## **Conclusions**

406. The proposal accords with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre and with the strategic objective to focus and promote a significant increase in office floorspace in the Eastern Cluster. The building would be the largest so far proposed in the City and would deliver approximately 16% of the additional office floorspace sought in Policy CS1 to meet the needs of projected long term economic and employment growth.
407. The development has been designed to accommodate future workstyles and workplaces, providing high quality and flexible spaces which encourage flexible and collaborative working and the offer of a range of complementary facilities for tenants. The building would be designed to high sustainability standards.
408. The design approach is calm and restrained which is appropriate to a building of this scale. The proposal's design would complement other tall buildings in the cluster. The scale and height of the proposal is appropriate as it would introduce a vertical emphasis to the centre of the cluster of towers in key views and would assist in consolidating the cluster enhancing its profile on the skyline.
409. With the development of a cluster of high buildings it is inevitable that some distant and local views will change and that the setting of heritage assets will be altered. The proposal, due to its scale and height, would be visible in a large number of views but, as outlined in the report, would not cause harm to these views.
410. The proposal would not cause harm to views, the setting or the significance of the Tower of London World Heritage Site or of St Paul's Cathedral
411. The development would impact on the setting of a number of designated and non- designated heritage assets but would not cause harm to their significance or settings and as a result their settings would be preserved. The site lies, in part, within the St Helen's Place Conservation Area. The character and appearance of that conservation area would be preserved. The existing towers in the cluster provide a striking contrast in scale when seen in relation to the historic buildings and areas around them and are a defining characteristic of this part of the City.
412. The scheme would deliver a significant public viewing gallery which would be free of charge and would be an important contribution to the public benefit of the scheme.
413. The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free. 2320 bicycle spaces with associated facilities would be provided in accordance with latest Development Plan standards. The servicing logistics strategy which would be incorporated in the Delivery and Servicing Management Plan would half the number of service deliveries normally expected for a development of this size and would establish a welcome approach to servicing for other developments in the City.

414. The scheme would result in extra pressure on surrounding footways and highways and as part of the City's work on Future Cities further ways of enhancing the pedestrian environment and public realm in the Eastern Cluster would be investigated.
415. The scheme would result in some adverse environmental impacts for example on daylight and sunlight and on overshadowing to surrounding areas which is a consequence of large scale development. It is not considered that the impacts would cause unacceptable harm such as to warrant a refusal of planning permission.
416. The scheme would provide significant benefits through CIL for improvements to the public realm and funding for public transport, housing and other local facilities and measures. That payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general there would be site specific measures sought in the S106 Agreement. Together these would go some way to mitigate the impact of the proposal.
417. Virtually no major development proposal is in complete compliance with all policies and in arriving at a decision it is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
418. In this case I am of the view that the proposal accords with the Development Plan as a whole and that having taken other material considerations and local finance considerations into account planning permission should be granted as set out in the recommendation and the schedules attached.

## **Background Papers**

### Internal

Memo 15.10.2015 Department of Markets and Consumer Protection  
Letters 10.08.2015 and 05.10.2015 - Access Adviser

### External

Email 29.07.2015 W Chaffin  
E mail 29.07.2015 L Mayne  
E mail 29.07.2015 P Witz  
E mail 02.08.2015 D Lewis  
E mail 02.08.2015 P Walton  
E mail 04.08.2015 Natural England  
E mail 04.08.2015 P Rose  
E mail 06.08.2015 K Wardle  
Letter 12.08.2015 Transport for London  
Letter 14.08.2015 London Borough of Islington  
E mail 18.08.2015 Network Rail  
Letter 20.08.2015 Environment Agency  
E mail 20.08.2015 O Harman  
E mail 21.08.2015 NATS Safeguarding  
Letter rec'd 26.08.2015 City Heritage Society  
E mails 27.08.2015 and 27.10.2015 London City Airport  
Letter 27.08.2015 London Borough of Camden  
Letter 02.09.2015 London Borough of Hackney  
E mail 03.09.2015 DCLG  
E mail and note 04.09.2015 C Treanor  
Letter 04.09.2015 Leathersellers' Company  
Letter 09.09.2015 and attached report GLA  
Letters 13.08.2015 and 12.10.2015 Historic England  
Letter 14.09.2015 London Borough of Tower Hamlets  
Letters 18.09.2015, 24.09.2015 DP9  
Letter to applicant 23.09.2015 CABE  
E mail 24.09.2015 J Glenday  
E mail 25.09.2015 Thames Water  
E mail 28.09.2015 D Warren  
Letters 28.09.2015 and 04.10.2015 Gordon Ingram Associates

E mail 29.09.2015 DP9  
Letter 30.09.2015 Caroe Architecture  
Letter 01.10.2015 Historic Royal Palaces  
Letter 04.10.2015 GIA  
E mail 07.10.2015 WSP  
Letter 12.10.2015 Historic England  
E mail 12.10.2015 DP9  
E mail 13.10.2015 Heathrow  
Letter 15.10.2015 City of Westminster  
Letter 15.10.2015 London Borough of Camden  
E mail 15.10.2015 D O'Reilly  
Letter 20.10.2015 The Royal Parks  
Letter 20.10.2015 Transport for London  
Letter 20.10.2015 Treanor Consulting  
Letter 21.10.2015 Eversheds  
E mail 27.10.2015 S Riches  
E mail 27.10.2015 A Miles  
E mail 26.10.2015 S Taylor  
E mail 27.10.2015 S Dean  
NATS Technical and Operational Assessment  
Letter 28.10.2015 NATS  
E mail and attachments 29.10.2015 WSP  
Letter 03.11.2015 London City Airport  
E mail 04.11.2015 M Rolfe  
Letter TfL 04.11.2015 Transport for London

1348-22 Bishopsgate – Cycle Provision Breakdown

Design and Access Statement – PLP Architecture - July 2015

Design and Access Statement Addendum – PLP Architecture - September 2015

Pedestrian and cycle movement assessment – Space Syntax - July 2015

Pedestrian and cycle movement assessment - Space Syntax – September 2015

Construction Management Plan Rev 2– Brookfield Multiplex – October 2015

Construction Logistics Plan - Brookfield Multiplex – September 2015

Revised Servicing Strategy – Wilson James – September 2015

Environmental Statement Volume 1: main text – AECOM – July 2015

Transport Assessment – WSP Parsons Brinckerhoff – July 2015

Revised Transport Assessment – WSP Parsons Brinckerhoff – September 2015

Statement of Community Involvement – Lipton Rogers – July 2015

Planning Statement –DP9 – July 2015

Environmental statement: non-technical summary – AECOM – July 2015

Flood risk, surface and foul water drainage assessment – WSP Parsons Brinckerhoff – July 2015

Energy Statement – WSP Parsons Brinckerhoff – July 2015

Sustainability Statement – WSP Parsons Brinckerhoff – July 2015

BREEAM Pre-assessment Report – WSP Parsons Brinckerhoff – July 2015

Security Strategy outline – 1348-SK-0121

Stopping-up of Highways Plan SK51 rev B

Transient Overshadowing Assessment – Gordon Ingram Associates - 05 October 2015

Waste management Strategy – WSP Parsons Brinckerhoff - September 2015

22 Bishopsgate Proposed Servicing Plan – Wilson James – 7 October 2015

Crosby Square Document Pages 1-13 PLP Architecture – October 2015

Description of Wind Mitigation Measures – PLP Architecture - 7 October 2015

Letter 12.10.15 and figs 1 and 2 - RDWI

Stopping Up Public Highways Plan SK-51 rev C

Document WRC1-A0064 Wirth Research 22.10.2015

London Views Management Framework



## **Appendix A**

### **London Plan Policies**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy 4.8 Support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need and the broader objectives of the spatial structure of this Plan, especially town centres.

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

Policy 5.3 Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. Major development proposals should meet the minimum standards outlined in supplementary planning guidance.

Policy 5.6 Development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems, and where a new CHP system is appropriate also examine opportunities to extend the system beyond the site boundary to adjacent sites.

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

Policy 5.9 Reduce the impact of the urban heat island effect in London and encourage the design of places and spaces to avoid overheating and excessive heat generation, and to reduce overheating due to the impacts of climate change and the urban heat island effect on an area wide basis.

Policy 5.10 Promote and support urban greening, such as new planting in the public realm (including streets, squares and plazas) and multifunctional green infrastructure, to contribute to the adaptation to, and reduction of, the effects of climate change.

Policy 5.11 Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.

Policy 5.12 Development proposals must comply with the flood risk assessment and management requirements set out in PPS25 and address flood resilient design and emergency planning; development adjacent to flood defences would be required to protect the integrity of existing flood defences and wherever possible be set back from those defences to allow their management, maintenance and upgrading to be undertaken in a sustainable and cost effective way.

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

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

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

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

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

Policy 6.9 Developments should provide secure, integrated and accessible cycle parking facilities and provide on-site changing facilities and showers for cyclists, facilitate the Cycle Super Highways and facilitate the central London cycle hire scheme.

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

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

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

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

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

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

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

Policy 7.6 Buildings and structures should:

a be of the highest architectural quality

b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm

c comprise details and materials that complement, not necessarily replicate, the local architectural character

d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings

- e incorporate best practice in resource management and climate change mitigation and adaptation
- f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g be adaptable to different activities and land uses, particularly at ground level
- h meet the principles of inclusive design
- i optimise the potential of sites.

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

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

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

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

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

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

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

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

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

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

#### Relevant Local Plan Policies

#### ***CS4 Seek planning contributions***

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

#### ***DM1.1 Protection of office accommodation***

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

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

#### ***DM1.3 Small and medium business units***

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

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

#### ***DM1.5 Mixed uses in commercial areas***

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

#### ***DM2.1 Infrastructure provision***

- 1) Developers will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity, both on and off the site, to serve the development during construction

and operation. Development should not lead to capacity or reliability problems in the surrounding area. Capacity projections must take account of climate change impacts which may influence future infrastructure demand.

2) Utility infrastructure and connections must be designed into and integrated with the development wherever possible. As a minimum, developers should identify and plan for:

- a) electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers, Temporary Building Supply (TBS) for the construction phase and the estimated load capacity of the building and the substations and routes for supply;
- b) reasonable gas and water supply considering the need to conserve natural resources;
- c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;
- d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;
- e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.

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

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

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

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

### ***DM3.2 Security measures***

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

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

### ***DM3.3 Crowded places***

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

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

### ***DM3.4 Traffic management***

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

- a) consulting the City Corporation on all matters relating to servicing;
- b) restricting motor vehicle access, where required;
- c) implementing public realm enhancement and pedestrianisation schemes, where appropriate;

- d) using traffic calming, where feasible, to limit the opportunity for hostile vehicle approach.

### ***DM10.1 New development***

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

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

### ***DM10.2 Design of green roofs and walls***

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



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

### ***DM10.3 Roof gardens and terraces***

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

### ***DM10.4 Environmental enhancement***

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

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

### ***DM10.7 Daylight and sunlight***

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

### ***DM10.8 Access and inclusive design***

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

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

### ***DM11.2 Public Art***

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

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

### ***DM12.1 Change affecting heritage assets***

1. To sustain and enhance heritage assets, their settings and significance.
2. Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.

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

#### ***DM12.4 Archaeology***

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

#### ***DM15.1 Sustainability requirements***

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

5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

### ***DM15.2 Energy and CO2 emissions***

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

### ***DM15.3 Low and zero carbon technologies***

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

#### ***DM15.4 Offsetting carbon emissions***

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

#### ***DM15.5 Climate change resilience***

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

#### ***DM15.6 Air quality***

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.
2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.
5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.

6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

### ***DM15.7 Noise and light pollution***

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.

2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.

3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.

4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.

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

### ***DM16.1 Transport impacts of development***

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

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

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

### ***DM16.2 Pedestrian movement***

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

### ***DM16.3 Cycle parking***

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

### ***DM16.4 Encouraging active travel***

1. Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. All commercial development should make sufficient provision

for showers, changing areas and lockers/storage to cater for employees wishing to engage in active travel.

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

### ***DM16.5 Parking and servicing standards***

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

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

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

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

5. Coach parking facilities for hotels (use class C1) will not be permitted.

6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.

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



### ***DM17.1 Provision for waste***

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

### ***DM17.2 Designing out construction waste***

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

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

### ***DM18.2 Sustainable drainage systems***

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

### ***DM19.1 Additional open space***

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

- a) be publicly accessible where feasible; this may be achieved through a legal agreement;
- b) provide a high quality environment;
- c) incorporate soft landscaping and Sustainable Drainage Systems, where practicable;
- d) have regard to biodiversity and the creation of green corridors;
- e) have regard to acoustic design to minimise noise and create tranquil spaces.

3. The use of vacant development sites to provide open space for a temporary period will be encouraged where feasible and appropriate.

### ***DM19.2 Biodiversity and urban greening***

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

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

### ***DM20.4 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.

### ***CS1 Provide additional offices***

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

### ***CS2 Facilitate utilities infrastructure***

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

### ***CS3 Ensure security from crime/terrorism***

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

### ***CS7 Meet challenges of Eastern Cluster***

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

### ***CS10 Promote high quality environment***

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

### ***CS11 Encourage art, heritage and culture***

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy.

### ***CS12 Conserve or enhance heritage assets***

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

### ***CS13 Protect/enhance significant views***

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

### ***CS14 Tall buildings in suitable places***

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

### ***CS15 Creation of sustainable development***

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

### ***CS16 Improving transport and travel***

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

### ***CS17 Minimising and managing waste***

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

### ***CS18 Minimise flood risk***

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

***CS19 Improve open space and biodiversity***

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

***CS20 Improve retail facilities***

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

## SCHEDULE

APPLICATION: 15/00764/FULEIA

### 22 Bishopsgate London EC2N

**Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (200,527sq.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 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site construction of the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).  
REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.
- 3 Works shall not begin until a Construction Management Plan including a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development 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 Construction Management Plan shall include a scheme to show

that construction works do not endanger the safe movement of aircraft or the operation of Heathrow Airport The development shall not be carried out other than in accordance with the approved scheme.

REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. and to ensure that the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through penetration of regulated airspace. These details are required prior to any work commencing in order that the impact on amenities and safe air operations is minimised from the time that development starts.

- 4 Before any works are begun a survey of the highways and other land at the perimeter of the site shall be carried out and submitted to the Local Planning Authority showing the existing Ordnance Datum levels of the adjoining streets and open spaces.

REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order to create a record of the conditions prior to changes caused by the development.

- 5 Before any works thereby affected are begun details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces (as approved in accordance with details submitted pursuant to Condition 4) and all development pursuant to this permission shall be carried out in accordance with the approved details.

REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2.

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

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

- 7 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) Fully detailed design and layout drawings for the proposed SuDS components e.g. green roof, rainwater harvesting system, rainwater attenuation system including the hydraulic brake as described in the Flood Risk Assessment document dated July 2015;
  - (b) A Surface Water Drainage Pro-forma for new developments;
  - (c) Full details of measures to be taken to prevent flooding (of or by what) during the course of the construction works;
  - (d) A Lifetime Maintenance Plan for the SuDS system to include:
    - A full description of how the system would work, it's aims and objectives and the flow control arrangements;
    - A Maintenance Inspection Checklist/Log;
    - A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.
- REASON: To improve sustainability, reduce flood risk and reduce water run off rates in accordance with the following policies of the Local Plan: DM15.5 and DM18.1
- 8 No piling or construction of basements using penetrative methods shall take place until it has been demonstrated that there would be no unacceptable risk to below ground utilities infrastructure, details of which shall be approved in writing by the Local Planning Authority in liaison with Thames Water before such works commence and the development shall be carried out in accordance with the approved details.
- REASON: To ensure that below ground utilities infrastructure is protected in accordance with the following policy of the Local Plan: DM2.1.
- 9 No construction work shall commence on site until a Radar Mitigation Scheme (RMS), including a timetable for its implementation during construction, has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Operator (National Air Traffic Services). The Radar Mitigation Scheme (RMS) shall thereafter be implemented and operated in accordance with the approved details.
- REASON: In the interests of the safe operation of Heathrow Airport and of NATS En-route PLC.
- 10 No construction work shall commence on site until the Developer has agreed a "Crane Operation Plan" which has been submitted to and approved in writing by the Local Planning Authority in consultation with the "Radar Operator" (National Air Traffic Services). Construction at



the site shall thereafter be operated strictly in accordance with the approved "Crane Operation Plan".

REASON: In the interests of the safe operation of Heathrow Airport and of NATS En-route PLC.

- 11 No construction work shall commence until a technical assessment of the impact of the Development on air traffic services for the airspace around London City Airport shall be submitted to and approved in writing by the local planning authority in consultation with London City Airport and the licensed provider of air traffic services in the area which includes the Development and the Airport. If the technical assessment demonstrates that the Development would have an adverse impact on air traffic services the assessment shall identify the appropriate mitigation measures that need to be undertaken to prevent or remove any adverse impacts which the construction and operation of the Development will have on safe and efficient air traffic services during the lifetime of the Development, in respect of which all necessary stakeholder consultation has been completed and all necessary approvals and regulatory consents have been obtained.  
REASON: To ensure that the Development does not adversely affect the ability of the licensed provider of air traffic services in the area of the Development and London City Airport to provide safe and efficient air traffic services by means of air traffic control radar.
- 12 No construction work shall commence on site before the arrangements for securing any appropriate mitigation measures identified in the approved technical assessment under condition 11 of this permission shall be submitted to and approved in writing by the local planning authority in consultation with London City Airport and the licensed provider of air traffic services in the area which includes the Development and the Airport. Such arrangements must ensure that the appropriate mitigation measures are implemented before the Development gives rise to any adverse impact on air traffic services and are maintained for the lifetime of the Development.  
REASON: To ensure that the Development does not adversely affect the ability of the licensed provider of air traffic services in the area of the Development and London City Airport to provide safe and efficient air traffic services by means of air traffic control radar.
- 13 Unless otherwise approved in writing and in accordance with details approved under Condition 17, no part of the building shall be occupied until the approved wind mitigation measures have been implemented. The said wind mitigation measures shall be retained in place for the life of the building unless otherwise agreed by the Local Planning Authority.  
REASON: In order to ensure that the proposed development does not have a detrimental impact on the amenities of the area in accordance with the following policies of the Local Plan: DM10.1, DM16.1, DM16.2.

- 14 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works thereby affected are begun. The said measures shall be retained in place for the life of the building unless otherwise agreed in writing by the Local Planning Authority.  
REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Local Plan: DM3.2.
- 15 Before any construction works thereby affected are begun a scheme indicating the provision of a lift to be made available for disabled members of the public to gain access to Crosby Square from Undershaft shall be submitted to and approved by the Local Planning Authority. The scheme shall be implemented before the development hereby permitted is brought into use and shall be so maintained for the life of the building.  
REASON: To ensure that the development will be accessible for people with disabilities in accordance with the following policy of the Local Plan: DM10.8.
- 16 Unless otherwise approved in writing by the Local Planning Authority, before any works thereby affected are begun, details of the provision to be made in the building's design to enable the discreet installation of street lighting on the development, including details of the location of light fittings, cable runs and other necessary apparatus, shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.  
REASON: To ensure provision for street lighting is discreetly integrated into the design of the building in accordance with the following policy of the City of London Local Plan: DM10.1.
- 17 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the building;
  - (b) details of all elevations to show typical details of all external components;
  - (c) details of the wind canopies and other wind mitigation measures including details of drainage;
  - (d) details of ground floor elevations including entrances;
  - (e) details of escape doors, gates, doors to the vehicular lifts and bicycle entrance
  - (f) details of soffits, hand rails and balustrades;
  - (g) details of junctions with adjoining premises;
  - (h) details of ground level surfaces including materials to be used

(i) details of external lighting attached to the building including anti-collision lights, lighting to the soffits and lighting to the new pedestrian route;

(j) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level

(k) details of plant and ductwork to serve the Class A1, A3 and A4 uses;

(l) details of ventilation and air-conditioning for the Class A1, A3 and A4 uses;

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

- 18 All unbuilt surfaces shall be treated in accordance with a landscaping scheme to be submitted to and approved in writing by the Local Planning Authority before any landscaping works are commenced. Trees and shrubs which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority seriously damaged or defective within 5 years of completion of the development shall be replaced with trees and shrubs of similar size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.  
REASON: In the interests of visual amenity in accordance with the following policies of the Local Plan: DM10.1, DM19.2.
- 19 Before any works thereby affected are begun details of the artwork strategy and details of the size and location of artwork installations, structures and street furniture in the open space, 'art corridor' and office reception shall be submitted to and approved by the Local Planning Authority. The approved scheme must be implemented prior to the occupation of the building unless otherwise approved in writing by the Local Planning Authority.  
REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1; DM10.5; DM10.8; DM11.2.
- 20 Before any works thereby affected are begun details of the entrance, street frontage and ground floor lobby of the public viewing gallery shall be submitted to and approved by the Local Planning Authority. Such details shall be implemented prior to the occupation of the building unless otherwise approved in writing by the Local Planning Authority.  
REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1.

- 21 The green roof(s) indicated on the drawings hereby approved shall be designed to achieve at least the number of BREEAM credits indicated in the pre-assessment in relation to flood risk/water run-off and enhancing ecological value of the site. Details of the position and size of the green roof(s), the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.  
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM15.1, DM18.2, DM19.2.
- 22 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.  
(b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.  
(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.  
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 23 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.  
REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.
- 24 The proposed office development sharing a party element with non-office premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the proposed office premises due to noise from the neighbouring non-office premises and shall be permanently maintained thereafter.

A test shall be carried out after completion but prior to occupation to show the criterion above have been met and the results shall submitted to and approved in writing by the Local Planning Authority.

REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7.

- 25 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to any other premises in the building from the Class A uses. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the Class A uses take place.  
REASON: In order to protect commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.
- 26 No cooking shall take place within any Class A unit hereby approved or within any part of the Class B1 premises until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. Any works that would materially affect the external appearance of the building will require a separate planning permission.  
REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.
- 27 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.  
REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2.
- 28 A detailed facade maintenance plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London prior to the occupation of the building hereby permitted.  
REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the development to ensure that there is no obstruction on the streets and in the interests of public safety in accordance with the following policy of the Local Plan: CS16

- 29 The commemorative RNLI plaque on the former building on the site and proposed Crosby Hall plaque shall be installed and retained for the life of the building on the new building in accordance with detailed specifications including location, position and fixing details which shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the works affected thereby.  
REASON: In the interest of visual amenity and to maintain the historic and cultural interest of the site in accordance with the following policy of the Local Plan: DM12.1.
- 30 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.
- 31 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.
- 32 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.
- 33 No doors or gates shall open over the public highway.  
REASON: In the interests of public safety
- 34 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.
- 35 No public address system (PA), amplified live or amplified recorded music shall be played within any part of the building or site so loud that it can be heard outside the site or within any other premises in the building on the site.  
REASON: To safeguard the amenity of the occupiers of nearby premises and the area in general in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 36 A clear unobstructed minimum headroom of 5m must be maintained for the life of the building in the refuse skip collection area as shown on the approved drawings and a clear unobstructed minimum headroom of

4.75m must be provided and maintained over the remaining areas and access ways.

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

- 37 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.

- 38 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.

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

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

- 40 4 car parking spaces suitable for use by people with disabilities shall be provided on the premises in accordance with the drawings hereby approved and shall be maintained throughout the life of the building and be readily available for use by disabled occupiers and visitors without charge to the individual end users of the parking.

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

- 41 Provision shall be made for disabled people to obtain access to the offices and to each retail unit via their respective principal entrances without the need to negotiate steps and shall be maintained for the life of the building.

REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Local Plan: DM10.8.

- 42 The pass door shown adjacent to or near to the entrances on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.

REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Local Plan: DM10.8.

- 44 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 2320 pedal cycles, details of which (including of location and types of cycles) to be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.

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

- 45 Unless otherwise approved in writing by the local planning authority, changing facilities and showers shall be provided in accordance with the drawings hereby approved and maintained throughout the life of the building for the use of occupiers of the building.

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

- 46 No structures or plant which exceeds 309m AOD shall be erected on the site either permanently or during the period of construction without the prior written authority of the Local Planning Authority.

REASON: To ensure that the appearance of the building is satisfactory and to ensure that the proposal is acceptable in relation to aircraft safety in accordance with the following policies of the Local Plan: CS14

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

REASON: To ensure that the generator(s), which does not meet City of London noise standards, and would have a negative impact on local air quality, is used only in response to a life threatening emergency or exceptional business continuity situation in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.



- 48 Unless otherwise agreed in writing by the local planning authority all combustion flues must terminate at least 1m above the highest roof in the development in order to ensure maximum dispersion of pollutants. REASON: In order to ensure that the proposed development does not have a detrimental impact on occupiers of residential premises in the area and in accordance with the following policy of the Local Plan: DM15.6 and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10, in accordance with the City of London Air Quality Strategy 2015 and the Local Plan DM15.6.
- 49 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: 1348-PL-A-001 Rev P07; 020; 021; 022; 023; 025 Rev P02; 026 Rev P05; 027-01 Rev P05; 027-02 Rev P03; 030 Rev P02; 096 Rev P03; 098 Rev P02; 100 Rev P05; 101 Rev P05; 101M P04; 102 Rev P03; 103 Rev P03; 107 Rev P01; 108; 125 Rev P01; 126; 141 Rev P01; 142; 144; 148; 150; 152; 158; 159; 161; 162 Rev P03; 200-01 Rev P03; 201-01 Rev P03; 202-01 Rev P03; 203-01 Rev P03; 204-01 Rev P03; 205-01 Rev P02; 206 Rev P03; 207 Rev P02; 208 Rev P04; 209 Rev P03; 250 Rev P01; 251 Rev P01; 252 Rev P01; 254; 255; 257 Rev P02; 258 Rev P01; 259 Rev P02; 260 Rev P02; 300; 301; 302; 303; 304; 305; 306 Responses to City of London Access Team's Comments 15/00764/FULEIA.  
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 Core Strategy/ Unitary Development Plan, Supplementary Planning documents, and other written guidance has been made available;
- a full pre application advice service has been offered;
- where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.
- 2 The Mayoral Community Infrastructure Levy is set at a rate of £50 per sq.m on "chargeable development" and applies to all development over 100sq.m (GIA) or which creates a new dwelling.

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

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

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

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Section 106 Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.

- 3 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.
- 4 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation as freeholder of part of the site; works must not be commenced on that part until the consent of the City of London Corporation as freeholder has been obtained as ground landlords; and the work must not be instituted until the consent of the City of London Corporation as freeholders has been obtained.
- 5 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation or Transport for London as Highway Authority; and any temporary or permanent works affecting the public highway must not be commenced until the consent of the Highway Authority has been obtained.
- 6 Improvement or other works to the public highway shown on the submitted drawings require separate approval from the local highway authority and the planning permission hereby granted does not authorise these works.

- 7 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.
- 8 The Department of the Built Environment (Transportation & Public Realm Division) must be consulted on the following matters which require specific approval:
  - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.
  - (b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City. Early discussion with the Department of the Built Environment Transportation and Public Realm Division is recommended to ensure the design of the building provides for the inclusion of street lighting.
  - (c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window sill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway).

You are advised that highway projection licences do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. Please contact the Corporate Property Officer, City Surveyor's Department.
  - (d) Permanent Highway Stopping-Up Orders and dedication of land for highway purposes.
  - (e) Connections to the local sewerage and surface water system.
  - (f) Carriageway crossovers.
- 9 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:

- 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.

10 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

Air Quality

(e)  
Compliance with the Clean Air Act 1993

Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid matter at a rate of more than 45.4 kilograms or more an hour, requires chimney height approval. Use of such a furnace without chimney

height approval is an offence. The calculated chimney height can conflict with requirements of planning control and further mitigation measures may need to be taken to allow installation of the plant.

#### Boilers and CHP plant

(f)

The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO<sub>x</sub> emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2011.

(g)

All gas Combined Heat and Power plant should be low NO<sub>x</sub> 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.

(h)

When considering how to achieve, or work towards the achievement of, the renewable energy targets, the Markets and Consumer Protection Department would prefer developers not to consider installing a biomass burner as the City is an Air Quality Management Area for fine particles and nitrogen dioxide. Research indicates that the widespread use of these appliances has the potential to increase particulate levels in London to an unacceptable level. Until the Markets and Consumer Protection Department is satisfied that these appliances can be installed without causing a detriment to the local air quality they are discouraging their use. Biomass CHP may be acceptable providing sufficient abatement is fitted to the plant to reduce emissions to air.

(i)

Developers are encouraged to install non-combustion renewable technology to work towards energy security and carbon reduction targets in preference to combustion based technology.

#### Standby Generators

(j)

Advice on a range of measures to achieve the best environmental option on the control of pollution from standby generators can be obtained from the Department of Markets and Consumer Protection.

(k)

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

## Cooling Towers

(l)

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

(m)

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

## Food Hygiene and Safety

(n)

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.

(o)

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.

11 Thames Water advises as follows:

#### Waste Comments

Thames Water requests that the Applicant should incorporate within their proposal, 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.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."

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.

#### Water Comments

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

take account of this minimum pressure in the design of the proposed development.

- 12 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.
- 13 Where tree pits are to be dug for the new tree(s), there should be an archaeological 'watching brief' to monitor groundworks and record any archaeological evidence revealed before replanting and the tree pit(s) should be lined to indicate the excavated area.
- 14 The grant of approval under the Town and Country Planning Acts does not overcome the need to also obtain any licences and consents which may be required by other legislation. The following list is not exhaustive:

Fire precautions and certification:  
London Fire Brigade, Fire Prevention Branch  
5-6 City Forum  
City Road  
London EC1N 2NY

Public houses, wine bars, etc.

City of London Corporation  
Trading Standards and Veterinary Service  
PO Box 270  
Guildhall  
London EC2P 2EJ

(f) Inflammable materials (e.g., petroleum)

London Fire Brigade, Petroleum Department  
5-6 City Forum  
City Road  
London EC1N 2NY

(h) Works affecting a GLA road:

Borough Integration and Partnerships  
Transport for London  
Windsor House  
42-50 Victoria Street  
London, SW1H 0TL

Works affecting water supplies, land drainage and flood defences:



Environment Agency,  
North London Planning Liaison Team  
9th floor, Eastbury House  
30-34 Albert Embankment  
London, SE1 7TL

- 15 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.
- 16 The Directorate of the Built Environment (District Surveyor) should be consulted on means of escape and constructional details under the Building Regulations and London Building Acts.
- 17 You are advised that unless otherwise agreed in writing by the Local Planning Authority, the archaeological post excavation work, publication and archiving must be carried out in accordance with the proposals and programme e-mail dated 17/09/2015 DP9.
- 18 Where groundworks not shown on the approved drawings are to take place below the level of the existing structure (including works for underpinning, new lift pits, foundations, lowering of floor levels, new or replacement drainage, provision of services or similar) prior notification should be given in writing to the Department of the Built Environment in order to determine whether further consents are required and if the proposed works have archaeological implications.

Our ref: 15/2403  
Your ref: 15/00764/FULEIA

Sonia Williams

Via email only  
[sonia.williams@cityoflondon.gov.uk](mailto:sonia.williams@cityoflondon.gov.uk)

4<sup>th</sup> November 2015

Dear Sonia,

## **Land at 22-24 Bishopsgate, 28 Bishopsgate (Crosby Court) and 4 Crosby Square**

This letter follows receipt of updated cycle parking proposals and supporting information during October, and in response to a request on 3<sup>rd</sup> November from the applicant in regard to outstanding matters. They are addressed in the order set out by the applicant, for ease of reference.

### Public Realm & Pedestrian Comfort Level

#### *Revised Pedestrian Comfort Level data analysis*

Reference was made in TfL's letter of 20<sup>th</sup> October to the significant disparity in baseline pedestrian movement levels on Bishopsgate, with the data provided within the neighbouring site (6-8 Bishopsgate) application submission being some 85% higher than those set out within the Space Syntax Pedestrian Study (PS) accompanying this application. The revised PS has responded by substituting the higher figure and accordingly adjusting the PCL analysis at that point. It should be noted that this approach does not address the underlying concerns as to the accuracy or robustness of the exercise as a whole, as though the pedestrian movement levels on the eastern side of Bishopsgate south of the site have been increased by 85%, the levels on the site's Bishopsgate frontage remain unaltered, and thus are less reliable to represent the actual baseline movement level, and by extension the resultant PCL following the completion of the development.

The additional 1200 pedestrian movements now incorporated onto the 6-8 BG frontage section (D-East) on the weekday AM peak diagram on page 28 of the original and revised PS (rising from 2,400 to 3700 pedestrians per hour), are not reflected in the 22 Bishopsgate frontage section (B-East) a short distance northwards, where the number is forecast to rise only from 3,000 to 3,100.

Movement levels from Undershaft and Great St Helens have also been modified, though the explanation for these changes is lacking, those these concerns are very much secondary to a potential significant underrepresentation of movement and comfort levels along the site's Bishopsgate frontage.

In conclusion, the validity of pedestrian comfort level exercise remains in some doubt. If applying the growth in baseline levels from the 6-8 TA to the B-East section, a Pedestrian Comfort Level of C would arise, falling short of the minimum recommended TfL level. However, despite this, and although the failure to undertake a comparative analysis of the implemented scheme and it's impact on pedestrian movement with the current scheme is not understood, and the current proposals are considered to be likely to at best, represent only a minor relatively more harmful impact.

Given the only limited potential worsening of impact, and the more generous public realm provided by the scheme as a whole (compared to the pre-existing situation, and the surrounding townscape), on balance, no objection is raised in regard to the impact of the development in this area. It should however be noted that this conclusion has only been able to be arrived at through a removal of the significant tree planting that characterised the implemented permission.

*Proposed pedestrian crossing alterations / relocation on Bishopsgate & Threadneedle Street*

In this regard, further comments have now been provided by Road Space Management Colleagues, which will all require addressing prior to the final agreement of any detailed highways works:

**Stopping up**

I am pleased to see that the proposed façade design has been amended with the result that there is only a minor requirement for stopping up to take place. This is welcomed by TfL. The most recent stopping up plan (SK 51-F), suggests that there is a strip of land adjacent to the building (coloured green on the plans) that will be returned to become public highway (a reversal of the previous Pinnacle consent). Given its width, this will make maintenance of the footway easier to undertake and it is welcomed that this can be returned to TfL.

**Street lighting**

In the TfL pre-application response letter to the applicant’s consultants on 3<sup>rd</sup> July, reference was made to street lighting and it was noted at the time that the applicant was in discussions with TfL’s street lighting colleagues on this point. Given the building’s location adjacent to the junction of Threadneedle Street with Bishopsgate, street lighting arrangements will have a bearing on the light levels at the junction and this stretch of Bishopsgate more generally. Therefore, we would seek clarification on how you propose to provide street lighting in the vicinity of the building.

**Oversailing**

Although we have had discussions with Jonathan Smith of DP9 that there will be sufficient headroom between the finished footway level and the resultant oversail, it would be useful for a drawing to confirm that the headroom is indeed maintained along the whole façade of the building, taking into account the varying footway heights. Also, there should be consideration given to lighting levels under the oversail in order that the full width of the footway is used during hours of darkness and pedestrians do not consciously avoid the semi-enclosed area it creates.

As the building oversails the public highway, and following our extensive discussions with the applicant regarding the need to maintain as much useable footway width as possible, I suggest it should be a requirement of the applicant to ensure that adequate drainage is provided to avoid run off from the façade onto the footway in certain locations which would reduce the useable width. This has been an issue elsewhere in London where overhanging parts of the building cause rainwater to fall over the public footway.

**Crossing works on Bishopsgate and Threadneedle Street**

As previously discussed, the amended crossing locations at both Threadneedle Street and immediately north of Great St. Helens are broadly welcomed by TfL. In the pre-application letter of 3<sup>rd</sup> July 2015 to the 22 Bishopsgate team, it was clear that “Subject to a safety audit of these proposals being carried out and acceptable traffic modelling being provided, these improvements are supported.” We have reviewed appendix G of the original transport assessment where you report the results of the modelling, but cannot see any evidence that modelling has been undertaken on the proposals being put forward to move the crossing north of Great St. Helen’s further south (the second option under consideration). Our comments of July still stand and are not superseded by those within August’s letter. As such, please could you provide modelling for the option being put forward. Furthermore, with the central island on Threadneedle Street moving closer to the junction, it would be useful to ensure that movements into and out of Threadneedle Street can be tracked with larger vehicles (although I am sure this is possible). Additionally, with regards to paragraph 7.2.5 of your revised transport assessment, agreement to move the crossing is required from TfL, rather than the City of London, as this affects our highway.

**Section 278**

There has been reference in the past to s278 works and the specifications related to such, for example the materials chosen for the footway. As I have not seen further details in this regard, it should be stated that further discussion will be required on these aspects of the works at a later date.

In regard to the modelling of impact of the now proposed pedestrian crossings, the application materials refer to this modelling having already been undertaken, so it is assumed that the applicant can now provide this to TfL and address that part of the above comments. The annotation of drawn heights to clarify canopy clearance is a further matter that should be able to be easily addresses.

## Cycle Parking / Facilities

### *Cycle Parking numbers*

2132 long stay and 168 visitor cycle spaces (for owner use, not hire facilities/provision) are now proposed, comprising:

- 1744 no. Double stacker spaces;
- 10 no. Sheffield Stands;
- 187 no. Standard cycle parking spaces;
- 345 no. Brompton Cycle parking lockers
- 9 no. Electric Bike parking spaces;
- 3 no. Mobility parking spaces; and
- 2 no. wheelchair spaces

\*It should be noted that TfL has previously provided an explanation of the correct interpretation of London Plan cycle standards, and that the above levels are assumed to represent an accurate reflection of the necessary minimum levels based upon the current GEAs proposed within the development. The final floor areas, as well as the resultant Crossrail s106 sum will be reviewed at the point at which the committee report is published.

Given the constraints of the site and basement re-use necessity, this range of space types is considered to be acceptable. Elements such as the high level of Brompton / folding bike storage (being above the proportion of such types of cycle amongst total cycling levels in and around the City of London) , and use of lower levels of Josta type storage towards the 'larger cycles' demand are acceptable in this instance, given the aforementioned site & scheme characteristics.

Details of this provision should be reserved by condition, and should include the detailed layout and design of storage areas, as well as confirmation of necessary complementary facilities, such as access arrangements to mobility spaces and electric bike charging points. Details of the management and advertisement of visitor spaces should also be secured by condition / s106.

### *Shower / Locker provision*

217 showers are proposed (1:10 ratio), and 1:1 locker levels will also be provided. This is acceptable to TfL and should be conditioned, alongside cycle parking provision, to be provided prior to occupation of the relevant part / parts of the building.

## Trip Generation & Mode / split

This matter has previously been agreed, through the provision of additional information within the September TAA.

## S106 Mitigation

A contribution of £213,408 towards mitigating the impact of the proposed development upon the operation of the Mayor's Cycle Hire Scheme was sought by TfL, agreed by the applicant, and has now been agreed by City of London officers to be incorporated within the committee report. Prior advice from the City regarding the necessity of agreeing a Unilateral Undertaking is thus no longer applicable.

A contribution towards Bus services impact has previously been confirmed to no longer be sought by TfL, and borough CIL receipts would be expected to be sought by TfL in order to accommodate increased demand for London Underground services / facilities.

## Servicing

In WSP's letter of 29<sup>th</sup> October, they refer (in relation to delivery and servicing activity) to "a cap of the deliveries from the off-site logistics centre (that) will be no greater than 199 vehicle arrivals and 199 vehicle departures per day". TfL support the use of consolidation, and the incorporation of both the cap and the time profile set out within Appendix 2 of the revised Servicing Strategy.

In regard to Construction Logistics, the same letter notes only that "*The proposed construction and Logistics operation have been discussed and agreed with CoL*". The revised Construction Management Plan has been forwarded to colleagues for comments, though it is noted that it is anticipated that off-site consolidation will exert a similarly laudable reduction in vehicle numbers to that if the servicing consolidation, with the typical 40 vehicle movements per day to be reduced by 50%. The applicant confirms in the 29<sup>th</sup> October letter "*that all vehicles travelling between the off-site logistics centre and the site will be at least FORS Silver accredited*". This commitment is welcomed by TfL and should subsequently be incorporated into the final proposed Construction Management Plan, to be secured by s106.

I trust that the above provides you with a better understanding of TfL's updated position on the application. Please do not hesitate to contact me if you have any questions or need clarification on any of the points raised.

I should also note that I would welcome an all parties meeting to address the above points and any outstanding matters that you have raised with the applicant.

Yours sincerely,

**Richard McEllistrum**  
**Principal Borough Planner**  
020 3054 8966  
[richardmcellistrum@tfl.gov.uk](mailto:richardmcellistrum@tfl.gov.uk)

cc:

Phil de Jongh – WSP  
Jonathan Smith – DP9  
Anne Crane, James Marshall, Oliver Benford – TfL  
Graham Clements – GLA  
Lucy Cannell, Craig Stansfield – City of London

**Sehmi, Amrith**

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**From:** Williams, Sonia  
**Sent:** 04 November 2015 15:46  
**To:** Sehmi, Amrith  
**Subject:** FW: Comments for Planning Application 15/00764/FULEIA

**From:** PLN - Comments  
**Sent:** 04 November 2015 15:13  
**To:** Williams, Sonia  
**Subject:** Comments for Planning Application 15/00764/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 3:13 PM on 04 Nov 2015 from Mr Martin Rolfe.

### **Application Summary**

**Address:** 22 Bishopsgate London EC2N

**Proposal:** Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (200,527sq.m GEA).

**Case Officer:** Sonia Williams

[Click for further information](#)

### **Customer Details**

**Name:** Mr Martin Rolfe  
**Email:** Not specified  
**Address:** 28 Brixton Water London

### **Comments Details**

**Commenter Type:** Member of the Public  
**Stance:** Customer objects to the Planning Application

#### **Reasons for comment:**

**Comments:** With regard to the plans of 22 Bishopsgate. I wholeheartedly agree that the City needs more office space and tall buildings in order to attract business. However, it is clear that the current plans for 22 Bishopsgate are unsuitable for the site. I refer to the London Plan (7.7) which states that tall buildings 'should relate well to the form, proportion, composition, scale and character of the surrounding buildings...particularly at street level'. The street level plans in the current proposals are undistinguished and quite characterless.

The plan (7.26) affirms that 'tall and large buildings should always be of the highest architectural quality', and the importance of 'bulk and massing'. These are two most important factors which the current application fails to adhere to. This is a very broad tower. The massing is incorrect, and the building looks out of place, even when surrounded by other tall buildings. The cladding seems to be more suitable to an American city, and the general shape seems to only geared towards views from the London Eye, and ignores all other areas of London. If this were a 4 floor building, I am sure that no one would really mind too much, but as this is a centrepiece of the City and will be viewed from all over London, the current proposals need to be radically reworked. Until smarter designs are submitted, I hope that the council think carefully for London and refuse the proposal. I am in no doubt that this is not the best the architects, engineers and planners can achieve.

## Williams, Sonia

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**From:** Emma Worby <Emma.Worby@londoncityairport.com>  
**Sent:** 27 October 2015 14:05  
**To:** Williams, Sonia  
**Cc:** PLN - Comments; [REDACTED]  
**Subject:** 15/00764/FULEIA  
**Attachments:** 1500764FULEIA

Dear Sonia,

Thank you for consulting London City Airport on the amendments to the application 15/00764/FULEIA.

As in our previous correspondence, attached, London City Airport are still currently undertaking an detailed assessment to ensure that this development will not affect safe operations and will be feeding this amended information provided into our assessment.

Therefore, it is our advice that this development should not proceed to the next stage until London City Airport's assessment is complete and we have provided further comment on the application.

Many thanks

Emma

**Emma Worby**  
**Technical Operations Coordinator**

**Phone:** 0203 203 2523

**Mobile:** [REDACTED]

**Email:** [Emma.Worby@londoncityairport.com](mailto:Emma.Worby@londoncityairport.com)

**Website:** [www.londoncityairport.com](http://www.londoncityairport.com)

  
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## Williams, Sonia

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**From:** PLN - Comments  
**Sent:** 27 October 2015 17:13  
**To:** Williams, Sonia  
**Subject:** Comments for Planning Application 15/00764/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 5:12 PM on 27 Oct 2015 from Mr Stuart Dean.

### Application Summary

**Address:** 22 Bishopsgate London EC2N

**Proposal:** Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (200,527sq.m GEA).

**Case Officer:** Sonia Williams

[Click for further information](#)

### Customer Details

**Name:** Mr Stuart Dean  
**Email:** Not specified  
**Address:** Baldwin St London

### Comments Details

**Commenter Type:** Member of the Public

**Reason:** Customer objects to the Planning Application

#### Reasons for comment:

**Comments:** Having read the planning application I can see what the architect is trying to achieve. A less flamboyant tower for this site is understandable. This proposal is certainly plainer, but disappointingly it is also very unattractive. The street level looks particularly bland, uninviting and shows no sympathy for the old city streets. The main problem with the design is the sheer size of the proposal. This is not in relation to height, as I support the idea that a taller building will bring the cluster together, but the width is totally out of proportion. A more slender tower would be better received. I believe that the proposed design will not enhance the cluster, but will overpower the surrounding buildings and look very much out of place. I read an article by the architecture critic in The Guardian which seemed to emulate my thoughts! My greatest worry reading the planning application is that the CoL seem to have been consulted throughout the planning process and that this will be granted permission

regardless of the harm it will bring to London and everyday Londoners, much like 20 Fenchurch street and in some respects, the Shard. A building of the size and impact on London needs to have a proper public consultation. It is the right location for a skyscraper, but unquestionably it is the wrong design. Perhaps the architects could be asked to revise the design and resolve some public concerns? As this building will last for many decades to come, London needs to get it right.  
Regards, Stuart



**From:** PLN - Comments  
**Sent:** 26 October 2015 19:27  
**To:** PLN - Comments  
**Subject:** Comments for Planning Application 15/00764/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 7:26 PM on 26 Oct 2015 from Mr Shaun Taylor.

### Application Summary

**Address:** 22 Bishopsgate London EC2N

Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

**Proposal:** (200,527sq.m GEA). This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO Alan Hughes) at a cost of £250, and further electronic copies of the application can be purchased at a cost of £5 as long as stocks last.

**Case Officer:** Sonia Williams

[Click for further information](#)

### Customer Details

**Name:** Mr Shaun Taylor

**Email:** Not specified

**Address:** 2 Silicon Way East Road London

### Comments Details

**Commenter Type:** Member of the Public

**Stance:** Customer objects to the Planning Application

**Reasons for comment:**

**Comments:** I'm really shocked at some of the artists impressions in this planning application. Most of the important views are not shown properly - and an outline of the building is used instead. Why is this? The views from street level (straight wall of glass) and the views from the Tower of London in the application are the most upsetting. From every angle the building seems to have a really unflattering, odd and overbearing shape. It might look good in Huston or Atlanta, but it shows zero regard to

London and the historical city.



**From:** PLN - Comments  
**Sent:** 27 October 2015 13:49  
**To:** PLN - Comments  
**Subject:** Comments for Planning Application 15/00764/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 1:49 PM on 27 Oct 2015 from Ms Amber Miles.

### Application Summary

**Address:** 22 Bishopsgate London EC2N

**Proposal:** Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (200,527sq.m GEA).

**Case Officer:** Sonia Williams

[Click for further information](#)

### Customer Details

**Name:** Ms Amber Miles

**Email:** Not specified

**Address:** Cooper's Row London

### Comments Details

**Commenter Type:** Member of the Public

**Stance:** Customer objects to the Planning Application

#### Reasons for comment:

**Comments:** This is Walkie-Talkie 2.0. Londoners will hate this building, but the garden at the top will give it planning permission for some reason and we will all have to live with the mistake for years to come. Londoners deserve better! From Tower Bridge in the proposals it looks abysmal.

## Sehmi, Amrith

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**From:** Williams, Sonia  
**Sent:** 27 October 2015 16:17  
**To:** Sehmi, Amrith  
**Subject:** FW: 22 Bishopsgate London EC2N

**From:** Riches Steve [<mailto:Steve.Riches@Hiscox.com>]  
**Sent:** 27 October 2015 14:26  
**To:** Williams, Sonia  
**Subject:** 22 Bishopsgate London EC2N

Dear Sonia

Further to previous correspondence, this is just to confirm that, although we are still in the process of reviewing the main planning application ref 15/00764/FULEIA for the construction of the 22 Bishopsgate Tower, which is extremely lengthy, there is nothing that we currently wish to raise with the City.

I also wish to confirm that we are only reviewing the application in relation to the impact which the development may have on our building at 1 Great St Helen's, its occupiers and our business (including the future amenity of the building and its capability of occupation). We are not concerned about matters which do not relate to the above. Further, we have agreed with the developer that if we have any concerns over the proposals, we will liaise with them direct in an effort to resolve any issues before raising these with yourselves.

We do, however, reserve the right to raise any issues which arise out of our continuing review and which cannot be resolved via discussions with the developer. In the meantime, we have no objection to your report being issued.

We have also been in discussion with the developer regarding their revised site remedial works application (15/00968/FULL) on which our position is the same as the above.

Should you have any queries, please do feel free to contact me.

Kind regards

Steve

Development Manager (East)  
Department of Planning and Transportation  
City of London Corporation  
Guildhall  
London  
EC2P 2EJ

Date: 21 October 2015  
Your ref:  
Our ref: GIBSONJW\303118.000001  
Direct: +44 20 7919 0691  
Email: jamesgibson@eversheds.com

Dear Sirs

**Planning Application 15/00764/FULC1A - 22 Bishopsgate, 38 Bishopsgate (Crosby Court) and 4 Crosby Square, London EC2N 4BQ**

We have been instructed by The Wardens and Society of the Mystery or Art of the Leathersellers of the City of London to advise them in relation to the above named planning application.

Our client's initial view is that the bulk and massing of the proposed development is highly inappropriate in this location. It looms to such an extent over the buildings in St Helen's Place that the latter's amenity and light will be materially prejudiced. Our client has yet to conclude its impact assessments of the scheme due to the lateness of the notification of the proposal.

As explained in our client's letter of objection to the City of London Corporation dated 4 September 2015 (Appendix A), our client owns a number of substantial property holdings in and around St Helen's Place, within very close proximity to the boundary of the application site.

Given both the location and scale of its freehold interests, as well as their existing relationship with the applicant, our client wishes to express its disappointment that there has been no attempt by the applicant to engage in any form of consultation exercise prior to the submission of the planning application on 17 July 2015.

It would have been a matter of good planning practice and courtesy to have made arrangements to discuss proposals with owners and occupiers within the immediate vicinity of the development. It is also obvious from our review of the documents submitted with the planning application that this deficiency in the consultation process has had a significantly detrimental impact on our client's ability to comment on the design concept and associated environmental impacts of the proposed scheme.

The City Corporation's Statement of Community Involvement (SCI) (adopted November 2012) states:

*"The City Corporation attaches considerable importance to providing applicants with advice prior to an application being submitted. Advice and discussions held prior to an application being submitted speed up the process, ease understanding of planning considerations and reduce the likelihood of planning permission being refused."*

The SCI highlights new measures introduced by the Localism Act 2011 and encourages applicants to adopt practices that bring proposals for major development to the attention of people who live in or occupy nearby premises in the vicinity before submitting the planning application. The SCI states that the City Corporation "...must be satisfied that this

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ACKNOWLEDGED

§

***requirement has been met before determining the application and the developer is required to demonstrate what account has been taken of the views received".***

It is important to point out that the developer did not contact our client before the planning application was submitted on 17 July and that communication from the planning authority only commenced following our client's letter of objection on 4 September.

Whilst reserving our client's position regarding the issues raised above, we have undertaken a preliminary review of the information available in relation to the planning application and have identified a number of concerns regarding the planning merits of the proposed development. These concerns are listed below and, for the avoidance of doubt, should be read in conjunction with the letter dated 4 September 2015, that was submitted by our client to the City Corporation.

**1. Design**

- 1.1 Whilst the principle of a tall building in this location has been established, it is apparent from the Environmental Statement and the Design and Access Statement that the design of the proposed development will bring significant new planning impacts.
- 1.2 English Heritage and CABE joint guidance on tall buildings stresses the importance of achieving the highest architectural quality in prominent tall buildings. In contrast to the previous proposals at the site, which included a building of lower density and more sympathetic design, the revised proposals do not relate satisfactorily to surrounding historic assets or other existing and approved buildings in the Eastern Cluster. Furthermore, the building is not of a distinctive or iconic design so as to merit its prominent location.
- 1.3 The applicant has sought to justify their proposals, and assert that there is a precedent for a high building in this location, simply by applying a favourable comparison on height between the new building and the old 'Pinnacle' scheme. This fails to take account of the material differences in density between the two buildings and, as acknowledged by the applicant's Environmental Statement, the significant impact that this will have on the amenity of occupants within the surrounding properties through loss of views and changes in daylight and sunlight levels.
- 1.4 The application also fails properly to consider the differences in architectural merit and quality of design between the two proposals, their contribution to London's architecture and their appropriateness in the context of their location.
- 1.5 This is contrary to local plan policy, which dictates that tall buildings should only be allowed where the building is of 'world class' architecture and sustainable and accessible design in suitable locations, and where the proposals take full account of the character of their surroundings, enhance the skyline and provide a high quality public realm.
- 1.6 We also refer to NPPF core principles which include the need always to seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

**2. Impact on the Tower of London World Heritage Site and settings of nearby listed buildings and conservation areas**

- 2.1 The proposed building will significantly alter the scale, composition and urban form of the Eastern Cluster. Whilst this is not in itself contrary to local policy, it is apparent that a building of this density creates an unsatisfactory relationship with the Tower of London World Heritage Site and other important landmarks, including St Paul's Cathedral and, within the immediate vicinity of the development, the Church of St Helen's Bishopsgate. Furthermore it is considered that the proposed building would cause significant harm to the character of the St Helen's Conservation Area by virtue



of its height and form and the increasing perception of the conservation area being hemmed in by tall buildings.

2.2 The ES underplays the significant adverse effects on the setting of important heritage assets including the following:

- The setting of St. Paul's Cathedral;
- The setting of Tower Bridge;
- The Church of St. Helen's Bishopsgate;
- The setting of views from Monument;
- The setting of the Royal Exchange;
- The setting of Gibson Hall, 15 Bishopsgate and the listed buildings on the west side of Bishopsgate;
- The setting of the listed buildings on the east side of Bishopsgate, including the church of St Ethelburga;
- The setting of St Andrew Undershaft, St. Mary Axe;
- The setting of Leadenhall Market;
- The setting of St Helen's Place and its cluster of historic buildings – either retained or built within retained historic frontages.

2.3 Section 66(1) of the of the Planning (Listed Building and Conservation Areas) Act 1990 is of major importance to consideration of this application. This provision requires that, in considering whether to grant planning permission for a development which affects a listed building or its setting, the local planning authority must have 'special regard' to the desirability of preserving the building or its setting or any features of special architectural or historic interest that it possesses.

2.4 Recent case law in connection with this statutory test has reinforced the need for decision makers to consciously acknowledge any harm to heritage assets and then apply 'considerable weight' to their preservation. Only then can an assessment be made as to whether there are circumstances that outweigh the harm identified that would allow the grant of planning permission.

2.5 The City Corporation's Local Plan provides specific protection from high buildings that adversely affect the views and settings of the Tower of London World Heritage Site and conservation areas. Specifically, Core Strategy Policy CS12: Historic Environment states that, to conserve or enhance the significance of the City's heritage assets and their settings, and provide an attractive environment for the City's communities and visitors, tall buildings must be determined in the context of the following planning considerations:

- Safeguarding the City's listed buildings and their settings, while allowing appropriate adaptation and new uses;
- Preserving and enhancing the distinctive character and appearance of the City's conservation areas, while allowing sympathetic development within them;
- Preserving and, where appropriate, seeking to enhance the Outstanding Universal Value, architectural and historic significance, authenticity and integrity of the Tower of London World Heritage Site and its local setting.

2.6 Policy DM12.2 states that development in conservation areas will **only be permitted** if it preserves and enhances the character or appearance of the conservation area.

2.7 Paragraph 132 of NPPF also requires that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight that should be attached.

2.8 NPPF is explicit in its terms that substantial harm to, or loss of, designated heritage assets of the highest significance, notably grade I and II\* listed buildings, grade I

and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

- 2.9 In the current circumstances, where the design of the building and its impact on historic assets is so materially adverse, our client considers that the balancing exercise to be undertaken by the local planning authority must weigh heavily in favour of refusal.

**3. Impact on Strategic Views and the London Skyline**

- 3.1 The proposed building will materially detract from the setting of the Cathedral and, in contrast to the previous proposals, will do nothing to enhance the relationship between St Paul's and the Eastern Cluster.
- 3.2 Local planning policy dictates that local view areas defined by policies on the 'St Paul's Heights' and within strategic viewing corridors of St Paul's Cathedral will be inappropriate for the siting of high buildings. Core Strategy Policy CS13: Protected Views provides protection to such assets through the implementation of the Mayor's London View Management Framework SPG to manage designated views of strategically important landmarks including St. Paul's Cathedral and the Tower of London.

**4. Public Transport**

- 4.1 The Environmental Statement states that the existing local public transport network is excellent, with a high capacity that can accommodate significant volumes of passengers, and that trips generated by the proposed development will have a limited effect relative to flows and capacity so as to have a negligible impact on the network.
- 4.2 This underplays the significant likely impacts on transport of the proposed development which will result in a major uplift in journeys across London Underground services, in particular the Central, Northern and Waterloo and City lines. Our client is aware that a financial contribution has been sought by TfL, however there is still very limited clarity as to what the nature and scale of any mitigation will include. The impact on the transport network is a material consideration in the determination of this application and our client is concerned that a financial contribution has been agreed without any evidence base as to how this will make the development acceptable in planning terms.
- 4.3 During peak times, the pedestrian and road network in the vicinity of the proposed development are already heavily congested carrying high volumes of people and traffic. The proposed development will put further considerable pressure on the surrounding transport infrastructure. Details as to how the applicant will address the increasing pressures on local highways, walkways and cycleways must be provided before the application is determined.

For the reasons above, our client wishes to sustain its objection and it considers that the planning application should be refused.

We look forward to hearing from the City Corporation in early course.

Yours faithfully



// Eversheds LLP



FAO: Sonia Williams  
Department of the Built Environment  
City of London  
PO Box 270  
Guildhall  
London  
EC2P 2EJ

20 October 2015

Ref 1517

Dear Sonia

**22 Bishopsgate, 28 Bishopsgate, 4 Crosby Square, London EC2N 4BQ  
Planning application 15/00764/FULEIA**

This letter is submitted on behalf of St Helen Bishopsgate (the Church) with respect to the proposed redevelopment scheme for 22 Bishopsgate, as revised in September and October. It is the Church's formal response on the planning application and replaces the earlier Progress Note submitted on 2 September.

Officers will note the Church is making good progress with the developers on a number of matters but some aspects of the development remain key issues for the Church. For ease, they are underlined in the text below.

The Church recognises the benefits that new development can bring to the City and does not oppose the principle of development on this site, providing the short and long term impacts are thoroughly assessed and robust mitigation put in place to alleviate the pressures of development. This is particularly important in view of the scale of other developments coming forward in the area. The density of development envisaged in the area is intense and will place considerable pressure on the local environment and infrastructure. If not properly managed, it could diminish significantly the quality of life for those working, living and visiting this part of the City. It is essential, therefore, cumulative effects are considered in the round.

The development will have a direct impact on the vulnerable fabric and historic setting of St Helen's as well as the community activities undertaken by the Church's ministry. The effects will be felt during construction and once a development is operational.

The Church is in detailed discussions with Lipton Rogers and Brookfield Multiplex (LRBM) with respect to an overarching deed in respect of neighbourly matters (The Neighbourly Matters Deed). At this stage these discussions are strictly on a without prejudice and subject to contract basis and nothing in this letter is to be taken as altering the Church's position in that regard. It is hoped that heads of terms will be finalised before the planning application is reported to Committee but until such time, the Church expressly reserves its position in commenting on the planning application. We will advise officers once the heads of terms are agreed.

#### **1. Noise and vibration**

The Neighbourly Matters Deed will include details for noise and vibration monitoring at the church premises and a Noise and Vibration Alerts Protocol. This will operate on the basis of "Protected Periods" as set out in an appendix to The Neighbourly Matters Deed, to reflect the particular patterns of ministry at the church – an approach that has worked well in conjunction with other development schemes in the City. These may not be the same as the normal City quiet periods. Given construction

activity can seriously affect the Church's work, agreeing these times is extremely important. The schedule of times being discussed with LRBM is attached.

Based on previous experience when similar arrangements were in place during the recent Leathersellers' development at 5-7 St Helen's Place, the Church is optimistic the impacts of noise and vibration during construction can be managed.

Once the building is operational, the Church would expect occupiers to comply with the City's standard planning conditions controlling noise and vibration from external mechanical and electrical equipment, plant etc and preventing potential noisy activities emanating from the retail units, particularly if in A4/ A3 use.

## **2. Building structure**

The Neighbourly Matters Deed will also cover monitoring the structural integrity of the building fabric of St Helen's. The fragile masonry of the church will be particularly sensitive to changes in microclimate – wind, day/ sunlight, overshadowing conditions will affect temperature and the burden of air borne particulates.

The results of a laser survey are expected at the end of October, which will provide more information on the existing condition of the west and south elevations of the church.

The Church has also asked for information on expected wind speeds above street level, which is awaited. The LRBM consultant team has advised wind speeds/ pressures should be acceptable. However, this is such an important matter, the Church wishes to reserve its position until the additional data is available and its specialist consultant has been able to review and report on the situation.

This work will inform the monitoring regime in The Neighbourly Matters Deed which needs to be robust and extend beyond the construction period to provide a full picture of resultant impacts.

The Church welcomes the changes to the foundation and piling design as part of the planning application for deconstruction of the existing core, acknowledging that the revised strategy will be less disruptive than the solution previously proposed. The Church has already commented on this separate planning application.

Further engineering drawings for the main works and a Damage Assessment identifying trigger levels for ground movements are awaited from LRBM. In addition, related information on temporary works is awaited. The Church's consultants will need to review this additional information, which will help inform appropriate measures in The Neighbourly Matters Deed.

## **3. Microclimate and amenity**

The Church has raised concerns about increased overshadowing in St Helen's churchyard. LRBM has provided additional overshadowing analysis, which indicates the churchyard will no longer receive sunlight. This will affect growth of the existing London plane trees (already tall) and the Church suggests advice is obtained from an arboriculturist. Increased overshadowing will also affect the ambiance of the space. The ES Addendum states that the overshadowing will be unnoticeable to users of amenity space (para 4.2.7) but the Church disputes this conclusion.

Such qualitative impacts are important in view of the added demand for outside space. The ES Addendum concludes the increase in population will have a minor adverse impact on public and private amenity space, exacerbated by cumulative schemes to become moderately adverse (para 4.16). The significant influx of people as a result of development in the eastern cluster will put pressure on the open spaces associated with the churches and intensified use of St Helen's churchyard will require additional maintenance commitments. The Church requests that the City seeks specific mitigation to help overcome these impacts for example, new landscaping in the churchyard (discussed under Public Realm below) and inclusive access for disabled people. Improving the quality of hard and soft landscaping, introducing more planting, additional seating and easier access will enhance amenity, benefit the local community and contribute to the historic setting of these important heritage assets.

Should planning permission be granted, it is important the existing trees in St Helen's churchyard are adequately protected during construction. The Church requests an arboriculturist advises on appropriate measures and that details are submitted pursuant to a planning condition, in consultation with the Church.

The Church welcomes a reduction in the size of the canopy over Great St Helen's but is concerned that the wind baffles above will further block the view of the church from Bishopsgate. LRBM has provided a view from this direction (SK-0136) and St Helen's will be very obscured. This is an important historic view, contributing to the conservation area. Some visibility of the church is important to maintain its presence and for practical reasons, to help direct people. The Church would like to be consulted on design development of the baffles and related submissions under a planning condition.

#### **4. Vehicular servicing and access**

The Church is supportive of proposals for consolidated servicing and if approved, the development must be tied to this through the section 106 agreement/ a planning condition. It is noted LRBM suggests the number of daily service vehicles trips is capped (199, para 3.3.1 of the TA Addendum) and the Church agrees this should be the case.

LRBM advises it is in discussions with other developers, building owners and occupiers to encourage their participation in a wider consolidated servicing regime; the potential benefits could be significant. The Church recognises LRBM is unable to require others to adopt this approach and urges the City to pursue this actively, where possible, both during construction and once buildings are operational.

Whilst consolidation will reduce overall vehicle numbers (and the Church recognises will be less than the consented 'Pinnacle' scheme), the Church remains concerned about the increase in vehicular activity generally and potential congestion in Undershaft, particularly with redevelopment of 6-8 Bishopsgate and possible development at 1 Undershaft. There are times of the week when it is chaotic – and this is before any development has started in earnest. The Church raised similar concerns on the 6-8 planning application.

LRBM has advised inbound taxi trips will be directed to Leadenhall Street and Undershaft and the latter will be a designated location for drop off/ pick up. However, the layout at street level does not lend itself to vehicles turning. In addition, the Church is particularly worried private taxis and chauffeurs who are unable to use the rank on St Mary Axe will wait in the road. It is not clear what impact this would have in practice, and LRBM should be asked to provide further information.

It is essential movements along Undershaft be managed efficiently and effectively. This should be enforced through planning conditions and section 106 obligations.

The scheme revisions remove the majority of on street cycle parking previously proposed, leading to a shortfall of 90 spaces. LRBM suggests a financial contribution for provision to be made elsewhere. This should be included in the section 106 and the Church would like to be consulted on where they are located.

#### **5. Public realm**

The Church is concerned about potential conflict between pedestrians and cyclists in and around Undershaft. This has been raised with LRMB. The additional analysis by Space Syntax (dated September) does not seem to address the matter fully. The SS study refers to a building population of 5,303 in the am peak, whereas the TA Addendum refers to 5,928 over the same period.

The study predicts up to 500 cyclists passing along Undershaft during the morning peak and 300 in Great St Helen's. Cyclists will also be arriving from the south east (between The Leadenhall Building and 1 Undershaft) and from Bishopsgate via the Art Walk. The TA predicts 596 cyclists arriving and leaving in the am peak - curiously, the revised scheme predicts only 3 additional bicycles in spite of an additional 481 cycle spaces being provided on site. It is not clear if the projections already include the consented scheme at 6-8 Bishopsgate (the analysis diagrams show the footprint of the existing buildings on this site). If the estimates from this scheme were to be added, there would be approximately 650 cycle movements during this hour.

Over the same period, the predicted pedestrian numbers are 1,100 movements through the Art Walk, 1,100 through the gap between The Leadenhall Building and 1 Undershaft, 1,100 at the entrance to Undershaft and 2,000 along Great St Helen's. These pedestrian routes will all converge in/ across/ along Undershaft, together with some 650 cyclists, plus cyclists arriving at The Leadenhall Building, deliveries to adjacent buildings not bound by consolidated servicing, taxis and chauffeurs.

The SS study suggests movements will self regulate, and that this can be encouraged with shared surfaces. LRBM has cited Victory Arch Square outside Waterloo station as comparable (although this example does not seem to be in the submitted SS September document) but movements through that space seem to be markedly lower – 350 cyclists and 2,290 pedestrians in the am peak. In addition, the character of the space is very different with more entry/ exit points, open vistas and a dedicated cycle lane.

The Church recognises in principle use of shared surfaces can be successful, and if well landscaped can be attractive. It is evident the highway layout/ landscaping solution will be key to achieving successful self-regulation but the application scheme at present has no commitment to deliver changes beyond its red line.

The Church welcomes initiatives to improve conditions for pedestrians and cyclists. However, it remains to be convinced sufficient work has been undertaken to demonstrate that this can work in practice. The analysis suggests the sheer number of different movements envisaged will place considerable strain on the space at certain times of the day. The Church would like to participate in discussions to find an acceptable solution.

Ameliorating these pressures is essential to accommodate the development and will be integral to achieving good quality public realm. A coordinated, holistic approach is needed. A robust public realm strategy would help mitigate some of the environmental impacts discussed above and should be progressed as a priority.

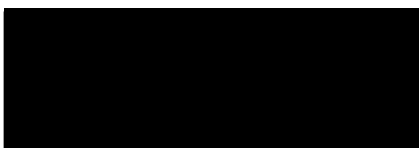
LRBM has suggested CIL funds can be used to improve the public realm but at this stage, the position is uncertain. The City's Regulation 123 list includes spending on publicly accessible open space, public realm enhancement and transport improvements and the Church would like to see this followed through. The scale of change envisaged in the eastern cluster is strategic and the Church urges the City to be proactive with relevant stakeholders to develop a coordinated plan. The Church requests that the committee report clearly states how the City intends taking this forward.

Without clarity as to how and where this CIL contribution will be spent, the Church believes commitments should be sought through section 106 and/ or section 278. It is evident from the application documents that mitigation is required to absorb the impacts of development and help dissipate long term effects on the surrounding public realm, in particular in Great St Helen and Undershaft.

A number of the points made above refer to measures that the Church would expect to be governed through planning conditions and planning obligations via section 106 or section 278. The Church would appreciate an assurance when the application is reported to committee that officers would consult with the Church where appropriate in respect of relevant detailed submissions, similar to the undertaken given in considering the recent planning application at 6-8 Bishopsgate.

If you would like to discuss any of these points in more detail, please do get in touch.

Yours sincerely



**Claire Treanor MRICS**

**Cc: Paul Hargreaves, Lipton Rogers Developments**



Transport for London  
Group Planning

Windsor House  
42 – 50 Victoria Street  
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Phone 020 7222 5600  
www.TfL.gov.uk

Our ref: 15/2403  
Your ref: 15/00764/FULEIA

Sonia Williams

Via email only  
[sonia.williams@cityoflondon.gov.uk](mailto:sonia.williams@cityoflondon.gov.uk)

20<sup>th</sup> October 2015

Dear Sonia,

## Land at 22-24 Bishopsgate, 28 Bishopsgate (Crosby Court) and 4 Crosby Square

This letter follows receipt of the transport assessment addendum (TAA) and revised lower level and basement floorplans in September / October.

### Public Realm – Pedestrian Comfort Level

As a sense check, the measurements, movement levels and thus PCL were compared between the baseline existing data presented within the 6-8 Bishopsgate Transport Assessment (TA), and the Space Syntax report accompanying this application. I am unable to identify the reason for the significant apparent difference in movement (pph) data for the shared measurement points between the two submissions (D-East1 with the 22 Bishopsgate submission and P12 with the 6-8 TA).

Average and AM peak pph at D-East1 is shown as 1,184 / 1,353, whereas P12 records AM peak pph as 2,501. P12 movement levels for the proposed development plus cumulative schemes is shown as 2,739 in the AM peak, whereas your own future scenario (including office floorspace uplift projection) reaches only 2,401. Given the significant difference in these flows, I would appreciate the applicant investigating the potential reason for this disparity.

Notwithstanding this, it is acknowledged that the now proposed built form does represent an improvement on the initially submitted design, though neither iterations appear to reflect an improvement over the previously approved layout, which is a cause for concern given the intervening upsurge in new development and thus pedestrian movement levels along Bishopsgate.

I also understand that refinements to canopy design have / are being made. Does this obviate any tree planting requirements for wind alleviation on the northern part of the Bishopsgate frontage ?

### Cycle Parking

The TfL pre-app response acknowledged that a 15% share of cycle parking as Brompton type provision has been supported previously, though I must note that I understand this to be in excess of the cordon survey proportion for such sized cycles. Direction was also given to the LCDS in regard to Sheffield stands (or other stands / facilities able to meet the 10% of spaces set out in the LCDS for larger bicycles). I have been unable to determine the breakdown of those different types of spaces within the recently submitted options.

An enquiry has also been previously raised as to the potential location of showering / locker facilities (and potentially also Brompton type cycle storage) within the small areas of office space indicated on upper floorplans levels, which do not appear to benefit from WC or other staff facilities, and thus the appeal as office floorspace is not entirely clear. What consideration has been given to the use of these spaces for cyclist facilities by the applicant?

It remains the case that in the event that TfL and the City of London are satisfied that no further adequate provision can be made within the building (in order to meet the London Plan (2015) minimum levels), that off-site mitigation is secured, as set out in the City's previous comments. I would appreciate an update as to what consideration this has been given by the applicant and what options have already been explored.

## Trip Generation / Mode Share

A review of the Main Mode / Final Mode Census data has now been shown to increase the bus (final) mode from 5.7% to 8.3%, with Underground / DLR and Train modes accordingly reduced. The conclusions presented in regard to onward trips from middle distance railway stations (London Bridge & City Thameslink) are accepted, having been based upon TfL research<sup>1</sup> undertaken in 2011.

An error has been corrected to resolve the prior point made regarding the impact of Crossrail services (to trips using London Bridge and Kings Cross stations). The distribution change is now acceptable.

## S106 Mitigation

### *Cycle Hire*

The development would lead to a significant additional increase in demand for use of the Mayor's Cycle Hire Scheme, both in regard to the increase in demand above the implemented scheme, and for the development as a whole. As such a site specific s106 mitigation contribution of at least **£213,408** is required, in order to accommodate the additional capacity generated by the development. This should be confirmed by the applicant and incorporated within s106 heads of terms within the City of London's committee report.

### *London Underground*

£2,290,757 was secured as a Transport Improvements Contribution from the implemented permission, from which the committee reports that £1.97m was required for London Underground improvements to Bank Station. As the application of the trip generation approach with the current TA identifies an increase in 2 way AM & PM peak hour trips of 45.8%, the net increase in contribution towards mitigation of the additional demand on the LU network, a pro-rata approach to a mitigation sum, derived from the increase in trips on this mode, would amount to an additional **£902,260** (not taking account of inflation). This contribution would be channelled towards enhancing capacity of LU services affected by increased demand arising from this development. TfL would appreciate the City of London's view in regard to how best to secure such a contribution, noting the points raised in our letter of 12<sup>th</sup> August regarding one approach of addressing this impact, namely potential CIL fund allocation.

### *Bus Services*

The revised trip rates / share and assignment, with associated increased demand for trips, are under review by our bus network development officers. The need for and any scale of contribution will be set out in due course. In the event that mitigation is required, this would be in the form of a site specific mitigation, to be secured by s106 agreement.

### *S278 works*

The proposed new crossing north of Great St Helens is understood to represent an improvement on the previous options previously put forward. I will aim to provide detailed responses from Surface colleagues next week.

## Construction Logistics & Delivery / Servicing Management Plans

Detailed discussions are ongoing between my colleagues in regard to construction logistics and impact upon the highway on Bishopsgate, relating to the proposed development as well as the removal of the existing core and associated structures.

In regard to servicing consolidation, the TAA sets out "*a higher level of demand for the consolidated servicing has been determined (199 service vehicles per day).*" (para 3.3.3). I note that within TfL's letter of 12<sup>th</sup> August, we sought an explanation for the apparent discrepancy between Figure 8.2 and Table 9.6. I also note that para 8.42 of the original TA includes the following statement "*the 22 Bishopsgate project would attract some 363 vehicle trips per day (363 inbound and 363 outbound).*". Given the reference to 199 vehicles, I presume that a cap,

<sup>1</sup> Central London Rail Termini: Analysing passengers' onward travel patterns (TfL - September 2011)



delivered through s106 obligation, of 199 arrivals / 398 total servicing vehicle movements is thus proposed. I would appreciate confirmation as to if, and how courier deliveries are regarded in relation to this cap.

I should also note that I am also unaware of any confirmation having been provided in response to the 12<sup>th</sup> August letter in regard to the following comment *"We would encourage the applicant to commit to all vehicles travelling between the consolidation centre and the site to be at least FORS Silver accredited."*

I trust that the above provides you with a better understanding of TfL's updated position on the application. Please do not hesitate to contact me if you have any questions or need clarification on any of the points raised.

I should also note that I would welcome an all parties meeting to address the above points and any outstanding matters that you have raised with the applicant.

Yours sincerely,

**Richard McEllistrum**  
Principal Borough Planner  
020 3054 8966  
[richardmcellistrum@tfl.gov.uk](mailto:richardmcellistrum@tfl.gov.uk)

cc:

Phil de Jongh – WSP  
Jonathan Smith – DP9  
Anne Crane, James Marshall, Oliver Benford – TfL  
Graham Clements – GLA  
Lucy Cannell

**Ms Sonia Williams**  
Principal Planning Officer  
Department of the Built Environment  
City of London  
Guildhall  
London  
EC2P 2EJ



Date 20 October 2015  
Ref: FOL05/459

Dear Ms Williams

RE: 22 Bishopsgate, City of London - Consultation ref. 15/00764/FULEIA

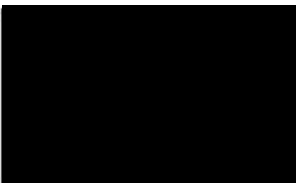
As per our correspondence in regards to this proposal, I can confirm that the Royal Parks submits an Objection to this planning application.

The excessive height of the new building and its impact upon strategic and general views from St James's Park and general views from Greenwich Park are of concern to us. The view from Blue bridge facing east is a protected view, and we also see affects to views from The Mall near it's junction with Marlborough Road, the Queen Victoria Memorial at the west end of the Mall, and the west side of the Park near Duke of Wellington Place.

We as an organisation adhere to the statutory spatial development strategy of the London Plan (2004) and through this, would deem the footprint to have an adverse impact on the views from the above mentioned Royal Parks. 150m AOD is the total height considered acceptable at this distance from the Park, with the this application measuring 123m over this, at 273m in total.

I would also point to previous objections and concerns raised in 2006 by the Royal Parks and additionally by ICOMOS (the International Council on Monuments and Sites) which spoke of the impact of the overshadowing cast by the development. Given the height of the development, we feel that these concerns continue to be valid 9 years on.

Yours sincerely



**Mathew Oakley**  
Estates Officer

**Sehmi, Amrith**

---

**From:** Williams, Sonia  
**Sent:** 15 October 2015 13:15  
**To:** Sehmi, Amrith  
**Subject:** FW: Comments for Planning Application 15/00764/FULEIA

Please print and scan

Sonia Williams  
Principal Planning Officer  
Department of the Built Environment  
020 7332 1763

[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

**From:** PLN - Comments

**Sent:** 15 October 2015 11:32

**To:** Williams, Sonia

**Subject:** Comments for Planning Application 15/00764/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 11:31 AM on 15 Oct 2015 from Mr David O'Reilly .

### **Application Summary**

**Address:** 22 Bishopsgate London EC2N

**Proposal:** Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (200,527sq.m GEA). REVISIONS TO SCHEME AND ENVIRONMENTAL STATEMENT AS DETAILED IN DP9 LETTERS 18/09/2015 AND 24/09/15 AND IN FURTHER DOCUMENTS AND DRAWINGS RECEIVED FROM 18/9/15 to 05/10/15.

**Case Officer:** Sonia Williams

[Click for further information](#)

### **Customer Details**

**Name:** Mr David O'Reilly

**Email:** Not specified

**Address:** 116 High Holborn London

### **Comments Details**

**Commenter Type:** Member of the Public

**Stance:** Customer objects to the Planning Application

**Reasons for comment:**

**Comments:** A poor design. Far, far too wide. The planning committee really should look out for London and object this design. The planning documents do not fully show the impact of the building from some angles. A wireline is used instead. This is not acceptable for such a large building and important site. It seems like the architects themselves realise that this is a flawed design.

Sonia Williams  
City of London  
PO Box 270  
Guildhall  
London  
EC2P 2EJ

Our Ref: **2015/5677/P**  
Your Ref:  
Please ask for: **Raymond Yeung**  
Telephone: 020 7974 **4546**

15 October 2015

Dear Sir/Madam

## **DECISION**

Town and Country Planning Act 1990 (as amended)

### **Request for Observations to Adjoining Borough - No objection**

Address:  
**22 Bishopsgate**  
**London**  
**EC2N**

Proposal:

Request for observations from the City of London for revisions to scheme & environmental statement regarding the Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (200,527sq.m GEA).

Drawing Nos: Letter from Ted Rayment dated 7th October 2015.

The Council, as a neighbouring planning authority, has considered your request for observations on the application referred to above and hereby raises no objection.



Informative(s):

- 1 The current iteration is a minor amendment to the fourth application of a scheme for the site, in which these observation forms a response to address the submitted revisions to the current application originally submitted in July 2015 .

London Borough of Camden were consulted on the original proposal for the Bishopsgate Tower in August 2005; the second scheme in January 2006; and third scheme in January 2007 and most recently for a new building on this site in August 2015 (ref: 2015/4530/P). On all occasions, no objections were raised by Camden.

Following the latest revisions, the essential design of the new building in its height, bulk and massing is considered to remain materially unaltered. It is considered that the proposal would not cause any direct impact on views of St Paul's Cathedral from the three relevant London Borough of Camden viewpoints, namely Parliament Hill, Primrose Hill and Kenwood. Although the proposal will be highly prominent upon the London skyline from these views, it is in the context of an already established cluster of high buildings, and as such it is not considered to be inappropriate nor affect the borough in terms of further impact on these views. It is considered that there is sufficient distance between the site and Camden borough for there not to be any impacts in terms of transport, cultural heritage and flood risk. Thus no objection is raised.

As such the proposal is in accordance with policies CS5, CS14 and CS15 of the London Borough of Camden Local Development Framework Core Strategy, and policies DP16, DP24, DP25 and DP26 of the London Borough of Camden Local Development Framework Development Policies. The proposed development also accords with policies 6.12, 7.4 and 7.6 of the London Plan March 2015 consolidated with alterations since 2011; and paragraphs 14, 17 and 56-66 of the National Planning Policy Framework.

Yours faithfully



Ed Watson  
Director of Culture & Environment



Your ref: TED RAYMENT  
My ref: 15/08622/OBS

Please reply to: David Clegg  
Tel No: 020 7641 3014  
Email: southplanningteam@westminster.gov.uk

Ted Rayment  
City of London  
PO Box 270  
Guildhall  
London  
EC2P 2EJ

Development Planning  
Westminster City Hall  
64 Victoria Street  
London · SW1E 6QP

15 October 2015

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990

The City Council has now considered the proposals described below and has decided to RAISE NO OBJECTION.

**SCHEDULE**

**Application No.:** 15/08622/OBS      **Application Date:** 14.09.2015

**Date Received:** 14.09.2015      **Date Amended:** 14.09.2015

**Plan Nos:** Photomontage from LVMF 26A.1, Information from City of LONDON website

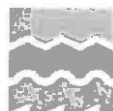
**Address:** Site At 4 Crosby Square 6-8 And, 22-24 Bishopsgate, City Of London, London

**Proposal:** Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (199,224sq.m GEA) (Site at 22 Bishopsgate)

Yours faithfully

  
John Walker  
Director of Planning

*wl*



## LONDON OFFICE

Ms Sonia Williams  
Corporation of London  
Department of Planning & Transportation  
PO Box 270  
Guildhall  
LONDON  
EC2P 2EJ

Direct Dial: 020 7973 3774

Our ref: **W:** P00470391

12 October 2015

Dear Ms Williams

**Arrangements for Handling Heritage Applications Direction 2015 & T&CP (Development Management Procedure) (England) Order 2015  
22 BISHOPSGATE , LONDON , EC2N  
Application No 15/00764/FULEIA**

Thank you for your letter of 6 October 2015 notifying Historic England of the application for planning permission relating to the above site. Our specialist staff have considered the information received and we do not wish to offer any comments on this occasion.

### Recommendation

**This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.**

It is not necessary for us to be consulted again on this application. However, if you would like further advice, please contact us to explain your request. We can then let you know if we are able to help further and agree a timetable with you.

In returning the application to you without comment, Historic England stresses that it is not expressing any views on the merits of the proposals which are the subject of the application.

Please note that this response relates to historic building and historic area matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3712).



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3700  
HistoricEngland.org.uk







Historic England

LONDON OFFICE

Yours sincerely



**Michael Dunn**

Principal Inspector of Historic Buildings and Areas

E-mail: [michael.dunn@HistoricEngland.org.uk](mailto:michael.dunn@HistoricEngland.org.uk)



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3700  
[HistoricEngland.org.uk](http://HistoricEngland.org.uk)



*Historic England is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.*



1 October 2015

The Assistant Director (Development Management)  
City of London  
PO Box 270  
Guildhall  
London  
EC2P 2EJ

*copy*

Historic Royal Palaces is the charity that looks after:

**Tower of London  
Hampton Court Palace  
Banqueting House  
Kensington Palace  
Kew Palace  
Hillsborough Castle**

We help everyone explore the story of how monarchs and people have shaped society, in some of the greatest palaces ever built.

We raise all our own funds and depend on the support of our visitors, members, donors, sponsors and volunteers.

Dear Sir

**Town and Country Planning Act 1990**

**15/00764/FULEIA 22 Bishopsgate, EC2N – new planning application**

Thank you for notifying Historic Royal Palaces of this application for development of the above site: we must apologise for our delay in responding (your original notification letter unfortunately went astray). We understand that the application is likely to be reported to the Council's planning committee in mid-November and trust therefore that our initial comments, below, can be taken into account.

Historic Royal Palaces was approached in June 2015 by the applicant's professional team, who subsequently provided us with a pre-application presentation of the draft proposals, on 02 July. The formal planning application was then submitted on 17 July. Since then, the applicant has asked for an opportunity to make a further presentation to Historic Royal Palaces and this is scheduled to take place on 06 October 2015. We will send you any additional comments that we might have after this meeting.

Historic Royal Palaces is aware that planning consent for a major development on this site (known as 'The Pinnacle') was granted in 2007 and is still extant. Construction work started on this scheme, but was abandoned in 2012. The extant consent is for a retail and office development, comprising 3 basement floors, a ground floor and 62 upper floors.

The consented scheme is within, and was intended to form the highest point of, the City's 'Eastern Cluster' of tall buildings. Historic Royal Palaces' view previously was that the proposed Cluster as a whole was sufficiently distant from the Tower of London and 'permeable' in configuration (at the upper levels, against the sky), not to impinge visually on the western setting of the World Heritage Site (WHS). We therefore did not object to the 2006 planning application for this site. As originally envisaged, the Cluster, which would provide the greatest density of businesses and jobs in the Square Mile, was to be a grouping of tall buildings (over 100m high) forming a distinctive element on the skyline, with visible sky between the buildings. The principle of the Cluster was, and remains, enshrined in the City's development plan (currently the *City of London Local Plan 2015*), although it is shown only as an indicative area populated with existing and currently consented tall buildings.

**Historic Royal Palaces**

Hampton Court Palace, Surrey, KT8 9AU

Tel 0844 482 7777 (from UK) +44(0)20 3166 6000 (from outside the UK) [www.hrp.org.uk](http://www.hrp.org.uk)

Historic Royal Palaces is a Registered Charity (No. 1068852) and Historic Royal Palace Enterprises Ltd, a company registered in England (No. 3418583). The registered office and address for services of both bodies is Hampton Court Palace, Surrey, KT8 9AU.

The new proposal for 22 Bishopsgate, the subject of the current application, is for 3 basement levels and approximately 60 storeys above, with public and private amenity space, but its form and design is very different from the consented scheme. The replacement building would be no taller than 'The Pinnacle', but, where the latter diminished to a slender point, the new building would be broad-shouldered, maintaining its width for much of its height, although stepping back from east to west towards the top. As shown in the visual representations supporting the application, it would present a relatively 'slender' profile to the City, but, unfortunately, a wider, square-topped silhouette towards the Tower to the south-east. At the pre-application presentation, Historic Royal Palaces was informed that the building would be some 30% larger in floor area than the consented scheme.

The profile of the proposed building would change the emerging form of the Eastern Cluster as seen from the south-eastern side, particularly in the London Views Management Framework (LVMF) 2012 views 25A.3 (from City Hall/Queens Walk) and 10A.1 (Tower Bridge/North Bastion). In the latter view, the tall, broad shape of the proposed building would overshadow the Tower in its setting, diminishing further the White Tower's once dominant scale in relation to the City, which is identified as one of the attributes of the Outstanding Universal Value (OUV) of the WHS. The LVMF comments on this view, "Some visual separation should be retained between the upper part of the White Tower and the emerging cluster of buildings in the background" (paragraph 186); and "Any proposed building which would add to the skyline must take account of the way in which it relates to existing features" (paragraph 187).

The proposed new building would also be dominant visually in the view north-west from the Inner Ward of the Tower, above the roof of St Peter ad Vincula; from the Inner Curtain Wall north (identified in the *Tower of London Local Setting Study 2010* as Local View 2); and from the Byward Tower entrance to the Tower (Local View 5). When viewed in this direction the building proposed would add to the effect of a general rise in the backdrop level of the city around the Cluster.

Historic Royal Palaces therefore urges the City Corporation to refuse the current application for 22 Bishopsgate and to engage in continuing discussions about the scale of the Eastern Cluster and tall buildings within it affecting the setting of the WHS.

Yours faithfully



**John Barnes**  
Conservation & Learning Director

020 3166 6363  
john.barnes@hrp.org.uk

Copy: Nigel Barker, Historic England

30 September 2015

Ms. Annie Hampson  
Chief Planning Officer and Development Director  
Department of the Built Environment  
City of London  
PO Box 270  
Guildhall  
LONDON  
EC2P 2EJ

By E-mail

Dear Annie Hampson,

**15/00764/FULEIA – 22 BISHOPSGATE**

I write on behalf of the Chapter of the Cathedral Church of St Paul in London (hereafter St Paul's Cathedral, or The Cathedral).

I have been consulted directly by the applicants on 9 July 2015 and have subsequently met on two further occasions to study matters of detail. I have reviewed relevant materials in the applicant's submissions, especially the Design and Access Statement and Volume 3 of the EIS: Heritage and Townscape impacts.

I note that a number of the Statutory Consultees, the GLA and Historic England have endorsed the scale, massing and design of the proposed development and this application would replace a previously consented scheme for a building of a similar scale.

The primary interests of Chapter in this development are:

1. Safeguarding the St Paul's Heights and LVMF views.
2. More broadly, the stewardship of the internationally recognised profile and skyline of London
3. the preservation of the material and experiential qualities of the St Paul's Conservation Area and, within this context, the setting of the Grade 1 listed Cathedral.

Chapter is also deeply interested in the cultural, economic and social welfare or wellbeing of the City; an interest which has relevance in the context of this development, given its scale.

I will proceed by taking each of these areas of interest in turn.

**Safeguarding the St Paul's Heights and LVMF views.**

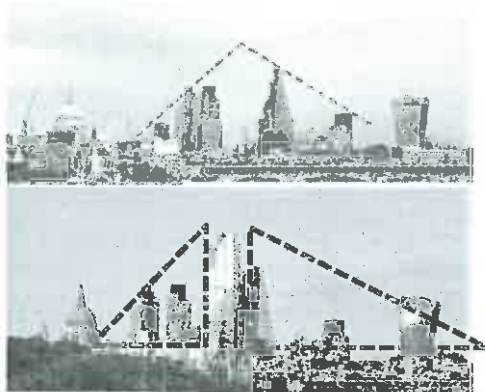
I concur with the applicant's analysis that there are no infringements or harmful impacts on views of St Paul's cathedral that are safeguarded by statutory protection.

**The internationally recognised profile and skyline of London**

The skyline of London is recognisable by iconic landmarks, including the dome, towers and parapets of the Cathedral, which offer a visionary image of hope and permanence with national and international projection and which is especially valued in London and by Londoners. The strategic views of the Cathedral were the first on the globe to receive protection by legislation from 1936. Despite this protection, there is still erosion of a significant and irreplaceable heritage value, often through subtle, incremental and cumulative erosion –or marginal (but very permanent) decisions against view protection in favour of development.

This application is within an area which has long been established in City policy as the 'Eastern tall buildings Cluster' and of itself, it is accepted that there is little significant impact on the prominence and setting St Paul's on the London skyline by the addition of 22 Bishopsgate.

Whilst the applicant's documentation often refers to this proposal as bringing 'coherence and order' to the agglomeration of tall buildings within the cluster, it is not necessarily beneficial to create one un-broken mass of imposing, clustered buildings; which I attempt to illustrate in the diagram below. I note this as a future concern, as the City contemplates the long term envelope and ultimate development potential of the Cluster, which should not be to the detriment of the recognisable profile of St Paul's in London.



If the cluster is allowed to expand, especially if there is infilling of the skyline to envelop 20 Fenchurch Street, the stand-out quality of St Paul's will diminish. (Image credit to PLP/Hayes Davidson, from applicant's D&A statement)

After careful enquiry I am satisfied that there is minimal impact on the Precinct and churchyard of the Cathedral within the Green Line defined by the Measure.

The NPPF specifically identifies the need for good design to mitigate and offset impacts on the historic environment. I am satisfied that this proposal can achieve the necessary design quality. The Policy Framework also considers material *public benefits* as a mitigating argument.

I have articulated an analysis of the impacts of this proposal because I do not concur with the applicants' EIS analysis that this building does not need to offer any mitigation. I suggest that there does need to be a tangible, material public benefit to offset the evident impacts. However it is also clear that this mitigation is achievable within the applicant's proposal and can be delivered by the proposed Public Viewing Gallery.

A Public Viewing Gallery (free to entry) can be a significant benefit for London. However I was concerned that there was not more detail within the application about the proposed viewing gallery and the benefits this should deliver. The programming and content of this new space is of great interest and concern and must be to a high standard to deliver the mitigating benefits. It has the potential to be a new space where Londoners and visitors can orient and situate themselves within the history, form and social context of the City. Chapter would be interested to explore possible partnerships with the managers for this space so that it can activate new experiences and understanding of the City, including sharing of collections artefacts and expertise.

As part of the approvals process (or conditions on an approval) please can the following matters can be clarified or conditioned:

1. Opening Hours, including an agreement that not all evenings are dedicated to private lettings as indicated in the application– some of the best experiences of the London skyline are at night.
2. How the space will be marketed; a definition of the audiences the space hopes to reach and a commitment to monitor who is coming (audience segmentation) so the public benefit is understood and managed.
3. The programme of events, education, interpretation and changing exhibitions and how such a programme will be funded and sustained.

At its best, this space can physically open up a new vantage point for understanding and appreciating London which is to be welcomed, if

The approach adopted for a 'quieter calmer design' for 22 Bishopsgate is to be encouraged. I recognise the skilful and thoughtful approach to the form and modelling of the tower. In a building which is to be wholly glazed, with the most minimal detail, the resolution of the technical detail and materials specification is of paramount importance. Given the importance of the relationship between 22 Bishopsgate and the Cathedral, City Planners must be satisfied that the design is of the best possible quality and will be enduring in both design and material qualities. From what I understand, there is faith in the outcome promised in the details, which must be suitably conditioned to live up to the promise.

**The setting of the Grade 1 listed Cathedral and its Environs.**

I have considered this matter with great care, and gratefully acknowledge the dialogue with the applicant and professional design team, who have responded patiently to my queries.

Although the development site is some distance from the Cathedral, there is a significant and direct relationship between the Cathedral and the proposal for 22 Bishopsgate and, in addition, a relationship between the Precinct of the Cathedral (which is designated under the Care of Cathedral's Measure) as well as the wider public realm within the St Paul's Conservation Area. There is one view within the EIS which appraises visibility from within the Conservation Area (Image 33), in which the proposed building emerges above the modelled roofscape of No 1 New Change. No doubt there are other locations where the tower will be visible. As the EIS notes, however, the primary and most telling relationship and inter-visibility between the proposed development and the Cathedral is from the upper viewing galleries. Not just from Golden Gallery (Image 32 of the EIS) but also from Stone Gallery, looking due East.

Given the scale and prominence of both the Cathedral and 22 Bishopsgate, these buildings will speak to one another. 22 Bishopsgate will become the new frontage of the Eastern cluster of tall buildings. My analysis of this relationship does not suggest that there will strictly be 'harm' to the setting of the Cathedral - harm as defined within the NPPF - but there is undoubtedly an *impact*, which is more than just a change to the skyline.

It is noted that the EIS does not include an analysis of the impacts on the St Paul's Conservation Area, nor the designated Precincts, perhaps because this area was considered too removed from the site. Your conservation officer may wish to appraise if there are unacknowledged impacts.

achieved to the highest standards: an opportunity which must be benchmarked, monitored and enforceable.

**Conclusion:**

I have carefully reviewed this application on behalf of St Paul's Cathedral and have concluded that Chapter should offer no objection to the proposal for 22 Bishopsgate, subject to the comments above concerning the Public Viewing Gallery.

**Afterword:**

I record here a concern about the interpretation methods used within the EIS which is discordant. This does not affect the conclusion, but I wish to articulate a growing unease concerning the impact analysis methodology I encounter. I am impressed by the care the applicant has taken with the application and the extensive EIS analysis but I do not agree with the suggestion that the:

"Development will reinforce the silhouette of the visual centre of the Eastern Cluster, simply, elegantly and boldly. It will enhance not harm the heritage assets in view: **Significance of Likely Effect: major, beneficial**". [my emphasis in red]

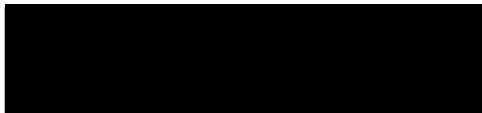
I have encountered this presumption in more than a few EIS and similar Heritage statements, which suggest that a new building – even a building which could be considered 'good' – can have a *beneficial* effect on heritage assets – or a *major beneficial* effect. I simply do not support this analysis and suggest that are no recognised national or international heritage management protocol which would support this conclusion either. An EIS should be conducted with greater critical precision. The proposed new building is not removing a harm; St Paul's and its historic environs is not going to be better as a consequence of this development. In any material assessment the impact cannot be 'beneficial', it may be 'neutral'. I conclude that St Paul's is not significantly harmed by this proposal but cannot continue to allow unsupported statements within authoritative EIS documentation to pass without comment.

I hope that it will be possible to engage with the City at some future date on some guidance to developers and their professional advisors to address these concerns.



Thank you for consulting us on this application. If you have any queries,  
please do not hesitate to ask.

Yours sincerely,



**Oliver Caroe**  
Surveyor to the Fabric

CC  
Historic England  
Dame Fiona Reynolds: Chair; Cathedral Fabric Commission for England  
The Bishop of London  
The Greater London Assembly

**Director:**  
Oliver Caroe RIBA AABC

**Managing Principal:**  
Suzi Pendlebury RIBA

**Associates:**  
Chris Davis

**Consultants:**  
Peter Rawlings CA RIBA  
Carl Andrews AABC  
Rena Pitsilli-Graham AABC

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registered number 06927269

**Sehmi, Amrith**

---

**From:** Williams, Sonia  
**Sent:** 28 September 2015 17:23  
**To:** Sehmi, Amrith  
**Subject:** FW: Comments for Planning Application 15/00764/FULEIA



Please acknowledge, print and scan

Thanks

Sonia Williams  
 Principal Planning Officer  
 Department of the Built Environment  
 020 7332 1763  
[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

**From:** PLN - Comments  
**Sent:** 28 September 2015 16:11  
**To:** Williams, Sonia  
**Subject:** Comments for Planning Application 15/00764/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 4:11 PM on 28 Sep 2015 from Ms Diana Warren.

### Application Summary

**Address:** 22 Bishopsgate London EC2N

**Proposal:** Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (200,527sq.m GEA). REVISIONS AND ENVIRONMENTAL STATEMENT ADDENDUM AS DETAILED IN DP9 LETTER 18/09/2015. FURTHER REVISED WIND ASSESSMENT ES CHAPTER AVAILABLE TO VIEW FROM 25/09/15.

**Case Officer:** Sonia Williams

[Click for further information](#)

### Customer Details

**Name:** Ms Diana Warren  
**Email:** Not specified  
**Address:** 179 Holland Park Ave London

### Comments Details

**Commenter Type:** Member of the Public  
**Stance:** Customer objects to the Planning Application  
**Reasons for**

**comment:**

**Comments:**

I have read the London plan which clearly states that tall buildings must be of excellent design. I work in the city and went to visit the public exhibition for 22 Bishopsgate. I am disappointed with the plans for such a wide glass behemoth. Of course, I knew a tall building would be built on the site, but this proposed wall of glass really is a poor design. Some pictures in the planning document showing the impact it will have on the area which are called 'significant improvements' is laughable and quite insulting to the public who live and work in the area. I believe that if this building is built in its current design, it will be referred to as a carbuncle, and the same mistake that gave us the Walkie-Talkie will be repeated. Ms D Warren

Sehmi, Amrith

**From:** Williams, Sonia  
**Sent:** 25 September 2015 11:56  
**To:** Sehmi, Amrith  
**Subject:** FW: 3rd Party Planning Application - 15/00764/FULEIA (amended comments)

Please scan and print

Sonia Williams  
Principal Planning Officer  
Department of the Built Environment  
020 7332 1763  
www.cityoflondon.gov.uk



-----Original Message-----

**From:** BCTAdmin@thameswater.co.uk [mailto:BCTAdmin@thameswater.co.uk]  
**Sent:** 25 September 2015 11:43  
**To:** Williams, Sonia  
**Subject:** 3rd Party Planning Application - 15/00764/FULEIA (amended comments)

Corporation of London  
4382  
Department of Planning & Transportation  
15/00764/FULEIA (amended comments)  
PO Box 270  
Guildhall  
London  
EC2P 2EJ

Our DTS Ref:

Your Ref:

25 September 2015

Dear Sir/Madam

Re: 22, BISHOPSGATE, LONDON, EC2N 4AF

**Waste Comments**

Thames Water requests that the Applicant should incorporate within their proposal, 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.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative

attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwgriskmanagement@thameswater.co.uk](mailto:wwgriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."

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.

#### Water Comments

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

Yours faithfully  
Development Planning Department

Development Planning,  
Thames Water,  
Maple Lodge STW,  
Denham Way,  
Rickmansworth,  
WD3 9SQ  
Tel:020 3577 9998  
Email: [devcon.team@thameswater.co.uk](mailto:devcon.team@thameswater.co.uk)

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We provide the essential service that's at the heart of daily life.

**From:** PLN - Comments  
**Sent:** 24 September 2015 20:48  
**To:** PLN - Comments  
**Subject:** Comments for Planning Application 15/00764/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 8:47 PM on 24 Sep 2015 from Mr John Glenday.

## Application Summary

**Address:** 22 Bishopsgate London EC2N

**Proposal:**

Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (200,527sq.m GEA). REVISIONS AND ENVIRONMENTAL STATEMENT ADDENDUM AS DETAILED IN DP9 LETTER 18/09/2015. FURTHER REVISED WIND ASSESSMENT ES CHAPTER AVAILABLE TO VIEW FROM 25/09/15.

**Case Officer:** Sonia Williams

[Click for further information](#)

## Customer Details

**Name:**

Mr John Glenday

**Email:**

**Address:** Flat 3/2 25 Dorset Street Glasgow

## Comments Details

**Commenter Type:**

Member of the Public

**Stance:**

Customer objects to the Planning Application

**Reasons for comment:**

**Comments:**

This is raw profiteering, dumbing down a decent design to maximise floorplates at the expense of appearance, this is unacceptable for a building of such prominence which will come to define the city. If any building, anywhere deserves the highest quality architecture this is it. The scheme as now proposed does not achieve that in any form beyond raw height. The disproportionate mass will smother other buildings in the city, significantly wider than any other tower. The sheer walls will funnel significant downdrafts to surrounding streets. It flies in the face of attempts to build a city of spires. Lastly, if approved, this will signal to other developers that design is no longer a material consideration suggesting we can expect more banal designs in future, London is no longer a city of ambition.



15/00764

City Of London Corporation  
Department of Planning & Transportation  
Development Control Team East  
P O Box 270  
Guildhall, London  
EC2P 2EJ

Development & Renewal  
Development Management  
Town Hall, Mulberry Place  
5 Clove Crescent  
London  
E14 2BG  
[www.towerhamlets.gov.uk](http://www.towerhamlets.gov.uk)

PODD	
TPD	
CV	18 SEP 2015
No	
FILE	125698

**Application Number:** PA/15/02154

**Enquiries to:** Shay Bugler  
**Tel:** 020 7364 5009  
**Email:** [shay.bugler@towerhamlets.gov.uk](mailto:shay.bugler@towerhamlets.gov.uk)

14 September, 2015

Dear [Sir/Madam](#),

**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)  
THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT  
PROCEDURE) (ENGLAND) ORDER 2010**

**OBSERVATIONS TO A NEIGHBOURING PLANNING AUTHORITY**

<b>Location</b>	22 Bishopsgate London EC2N
<b>Proposal</b>	Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (199,224sq.m GEA)

Thank you for your letter requesting the observations of the London Borough Tower Hamlets on the above application. LBTH object to the proposal on the following grounds:

**1. Harm on the Setting of the Tower of London**

The proposed redevelopment of 22 Bishopsgate has potentially significant implications for the setting of the Tower of London World Heritage Site (WHS). The Townscape, Built Heritage and Visual Impact Assessment (TBHVIA) submitted in support of the application illustrates that the proposed development would be a dominant feature in a number of views both of and from within the WHS. It is noted that other tall buildings (both constructed and consented) are also present in these views. Nonetheless, it is not agreed that the proposed development will have a beneficial impact on these views, as found by the TBHVIA. The City of London should be encouraged to give careful consideration to the impacts on the WHS, and the individual heritage assets within it, to determine whether, at best, the impacts can be considered neutral or whether they do cause any harm.

Where harm is caused to the setting of designated heritage assets, the National Planning Policy Framework requires that 'great weight' should be given to the assets conservation, and that the more important the asset the greater the weight should be. In this instance, the WHS is of the highest importance and appropriate weight should be given to its conservation accordingly.

## **2. Inconclusive Townscape, Built Heritage and Visual Assessment**

Unfortunately, LBTH was not consulted on the list of views to be included in the ES, as requested. The views that lie within LBTH are 6, 19, 23, 24, 25, 48, 49 and 50. Views that are also of interest to LBTH are 16.1, 16.2, 16.3, 22 and 46. LBTH has the following comments:

- Views 23 and 25 should be provided as rendered, not wireline, given the importance of these views.
- Views 16.2, 16.3, 22 should be provided as rendered, not wireline, given the importance of these views (LVMF and WHS).
- The TBHVIA concludes that the effects on all views within LBTH will be moderate or major beneficial – LBTH does not agree with this, and does not consider that this provides a balanced subjective assessment of the development.
- The assessment provides no explanation as to how the effect has been determined in relation to the views sensitivity, or the magnitude of change. For example, for viewpoint 25 it states *The Proposed Development will rise beyond the Leadenhall Building, which masks part of its eastern elevation. However, the top remains clearly visible stepping up towards the south. The addition of the Proposed Development will reinforce the shape of the cluster, such that it will have its own urban identity of high quality buildings separate from the Tower of London WHS. Consequently, the settings of all relevant heritage assets will be enhanced and left unharmed*. The assessment does not explain why the heritage assets will be enhanced (this should be as part of the built heritage assessment) or why the view is major beneficial.

## **3. Lack of assessment of the cumulative impacts of this development with neighbouring large scale developments within the submitted Environmental Statement.**

LBTH was not consulted on the cumulative developments from with LBTH, as requested. With respect to cumulative developments, the following schemes are missing and need to be included:

- Bishopsgate Goodsynd PA/14/2011;
- Fruit and Wool Exchange PA/11/02220;
- 14 to 20 Alie Street PA/09/02135;
- Goodmans Fields PA/11/03587 and PA/14/02817;
- 3-11 Goulston Street PA/12/02045;
- Aldgate Place PA/13/00218;
- Beagle House PA/15/1209; and
- 15 to 17 Leman Street, PA/14/00286

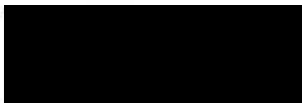
LBTH is particularly concerned about cumulative effects during both construction and operation, including effects on traffic/transportation and water (clean and waste) capacity. LBTH previously requested that this information be included within the Environmental Statement. However, it appears to be excluded from the assessment. LBTH request that a cumulative impact assessment with the above properties is undertaken and submit to LBTH Officers.



I trust the above information is of assistance and addressed accordingly.

If you require any further information please contact the officer named at the top of this letter.

Yours sincerely,

A solid black rectangular box used to redact the signature of the sender.

**Owen Whalley, Head of Planning and Building Control**



**Sehmi, Amrith**

---

**From:** Williams, Sonia  
**Sent:** 10 September 2015 10:47  
**To:** Sehmi, Amrith  
**Subject:** FW: 22 Bishopsgate

**From:** Dunn, Michael [<mailto:Michael.Dunn@HistoricEngland.org.uk>]  
**Sent:** 13 August 2015 11:01  
**To:** David Graham  
**Subject:** 22 Bishopsgate

David,

Our formal advice on the submitted application is copied below.

Regards,

Mike

Ms Sonia Williams  
Corporation of London  
Department of Planning & Transportation  
PO Box 270  
Guildhall  
LONDON  
EC2P 2EJ

Direct Dial: 020 7973 3774

Our ref: P00470391

13 August 2015

Dear Ms Williams

**22 BISHOPSGATE , LONDON , EC2N**

Thank you for consulting us on the current application for the redevelopment of the 22 Bishopsgate site. We have been in correspondence with you at pre-application stage over the past year on the design approach for this tall building, and have been supportive of the principle. Our most recent pre-application letter from 3 December, 2014 welcomes the design approach as a positive addition to the Eastern Cluster.

The current submitted proposals have been amended since then, but our position remains unchanged. We therefore have no objection to the application and are content for the City of London to determine it as you see fit.

If you have any further queries at this stage, please do not hesitate to contact me.

Yours sincerely

  
**Michael Dunn**  
Principal Inspector of Historic Buildings and Areas  
E-mail: [michael.dunn@HistoricEngland.org.uk](mailto:michael.dunn@HistoricEngland.org.uk)

cc: David Graham, DP9

GREATER LONDON AUTHORITY  
Development, Enterprise and Environment



**Ted Rayment**

Assistant Director (Development Management)  
City of London Corporation  
PO Box 270  
Guildhall  
London EC2P 2EJ

**Our ref:** D&P/3704/GC/02  
**Your ref:** 15/00764/FULEIA  
**Date:** 9 September 2015

For the attention of Sonia Williams (case officer)

PLANNING	14 SEP 2015	PP
TPD		DE
FILE	125647	

Dear Mr Rayment,

**Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008**  
**22 Bishopsgate, London EC2N**  
**Local Planning Authority reference: 15/00764/FULEIA**

I refer to the copy of the above planning application, which was received from you on 5 August 2015. On 9 September 2015, the Mayor considered a report on this proposal, reference D&P/3704/01. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order.

The Mayor considers that whilst the scheme is broadly supported in strategic planning terms, the application does not fully comply with the London Plan for the reasons set out in paragraph 63 of the above-mentioned report. In particular, the Mayor seeks to emphasise the public realm concerns associated with encroachment of the development onto existing footway at Bishopsgate, and expects a satisfactory resolution to this issue prior to his decision making stage. Furthermore, with respect to the proposed viewing gallery, the Mayor stated that he expects the size of the gallery, and the commitment to provide free public access to it, to be appropriately secured as part of any planning permission. The resolution of the above issues could lead to the application becoming compliant with the London Plan.

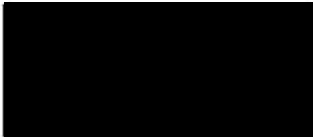
The application represents EIA development for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, as amended. The environmental information made available to date has been taken into consideration in formulating these comments.

If your Council subsequently resolves to make a draft decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any

officer's report, together with a statement of the decision your authority proposes to make, and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

Please note that the Transport for London case officer for this application is Richard McEllistrum, e-mail: richardmcellistrum@tfl.gov.uk, telephone 020 3054 8966.

Yours sincerely,



 **Colin Wilson**  
Senior Manager – Development & Projects

cc John Biggs, London Assembly Constituency Member  
Nicky Gavron, Chair of London Assembly Planning Committee  
National Planning Casework Unit, DCLG  
Alex Williams, TfL  
David Graham, DP9 Ltd., 100 Pall Mall, London SW1Y 5NQ

## 22 Bishopsgate

in the City of London

planning application no.15/00764/FULEIA

### Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

### The proposal

High-rise office building arranged as three basement floors, ground and 61 upper floors (plus mezzanines and plant) up to 295 metres A.O.D., comprising 185,424 sq.m of B1 office floorspace; 4,977 sq.m. restaurant/bar; 481 sq.m. retail; 3,482 sq.m. publicly accessible viewing gallery and facilities; and, hard and soft landscaping works.

### The applicant

The applicant is **22 Bishopsgate General Partner Ltd.** and the architect is **PLP Architecture.**

### Strategic issues

The proposal is supported in strategic planning terms. This is an appropriate location for a **tall building** of such **high design quality**, and the proposed **office** development would support the function of the **Central Activities Zone** and London's position as a **World City**.

Various outstanding matters with respect to **mix of uses, sustainable development** and **transport** should, nevertheless, be addressed prior to the Mayor's decision making stage.

### Recommendation

That the City of London Corporation be advised that whilst the application is broadly supported in strategic planning terms, the application does not fully comply with the London Plan for the reasons set out in paragraph 63 of this report. The resolution of those issues could, nevertheless, lead to the application becoming compliant with the London Plan.

### Context

1 On 5 August 2015 the Mayor of London received documents from the City of London Corporation notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 15 September 2015 to provide the City Corporation with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under the following categories of the Schedule to the Order 2008:

- 1B 1.(a) *“Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings - in the City of London and with a total floorspace of more than 100,000 square metres”*; and,
- 1C 1.(b) *“Development which comprises or includes the erection of a building of... more than 150 metres high and is in the City of London”*.

3 Once the City Corporation has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or, allow the City Corporation to determine it itself.

4 The environmental information for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) has been taken into account in the consideration of this case.

5 The Mayor of London’s statement on this case will be made available on the GLA website [www.london.gov.uk](http://www.london.gov.uk).

## **Site description**

6 The 22 Bishopsgate site is a plot of 0.5 hectares located within the Central Activities Zone (CAZ), and situated centrally within the City of London’s eastern cluster of tall buildings. The primary frontage of the site is onto Bishopsgate and its junction with Threadneedle Street to the west. The northern boundary of the site extends across Great St. Helen’s to the southern elevation of 42-44 Bishopsgate. The eastern boundary runs south, around the existing building at 1 Great St. Helen’s and along Undershaft. The southern boundary extends up to the existing building at 6-8 Bishopsgate as well as land adjacent to The Leadenhall Building.

7 The site formerly comprised three buildings known as 22-24 Bishopsgate, 38 Bishopsgate (Crosby Court) and 4 Crosby Square. However, since 2011 the site has been occupied by three basement levels and a 9-storey core, along with construction apparatus, following the cessation of works on an extent planning permission for a scheme known as ‘The Pinnacle’ (refer to paragraph 11 below).

8 With respect to the historic environment, there are no Listed Buildings at the site, however, a small part of the highway at the north of the site is located within the St. Helen’s Place Conservation Area. Furthermore, Bank Conservation Area is located immediately to the west of the site, and there are various other Conservation Areas and Listed Buildings in the wider area (including St. Helen’s Bishopsgate Church (Grade I), Westminster Bank (Grade I) and Leadenhall Market (Grade II\*)). Whilst the site is not over-sailed by any designated viewing corridors, given the scale of the proposal it would be visible in panoramic strategic views as well as in the context of various other heritage assets (including Bank of England (Grade I), St. Paul’s Cathedral (Grade I) and the Tower of London World Heritage Site (Grade I)).

9 In transport terms Bishopsgate forms part of the Transport for London Road Network, and Camomile Street and Leadenhall Street (a short distance away) form part of the Strategic Road Network. Various London Underground services are available at Bank, Monument and Liverpool Street stations, all of which are within a five minute walk of the site. National Rail services are also available at Liverpool Street, as well as Moorgate, Fenchurch Street and Cannon Street stations – which are all within a twelve minute walk (960 metres). Furthermore, Crossrail

services are due to serve Liverpool Street station from 2018. There are 28 bus services available within a 640 metre radius of the site (an eight minute walk) and the closest cycle hire docking station is located at St. Mary Axe, approximately 150 metres away. Overall the site registers a public transport accessibility level of 6b, on a scale of 0 to 6b, where 6b denotes the most accessible locations in the capital.

## Details of the proposal

10 High-rise office building arranged as three basement floors, ground and 61 upper floors (plus mezzanines and plant) up to 295 metres A.O.D. comprising 185,424 sq.m of B1 office floorspace; 4,977 sq.m. restaurant/bar; 481 sq.m. retail; 3,482 sq.m. publicly accessible viewing gallery and facilities; and, hard and soft landscaping works.

## Case history

11 This site is subject to partly implemented planning permission (05/00546/FULEIA) for a high-rise office scheme known as 'The Pinnacle' (refer to GLA report PDU/0201/02). The permission allows for a building of 304.9 metres A.O.D. and was approved in December 2006. Following the approval of a revised scheme (06/01123/FULEIA) in November 2007, works commenced on site before ceasing in late 2011. On 16 July 2015 GLA planning officers met with the new applicant team to discuss the current proposal for the site. GLA officers advised that the scheme was broadly supported in strategic planning terms, and stated that the future application would need to address London Plan policy with respect to: CAZ office development; mix of uses; urban design (including views and the historic environment); inclusive access; sustainable development; and, transport.

## Strategic planning issues and relevant policies and guidance

12 The relevant strategic issues and corresponding policies are as follows:

- Central Activities Zone *London Plan;*
- Offices *London Plan;*
- Mix of uses *London Plan;*
- Urban design *London Plan; Shaping Neighbourhoods: Character and Context SPG;*
- Tall buildings and views *London Plan, London View Management Framework SPG;*
- Historic environment *London Plan; World Heritage Sites SPG;*
- Inclusive access *London Plan; Accessible London: achieving an inclusive environment SPG;*
- Sustainable development *London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy;*
- Transport and parking *London Plan; the Mayor's Transport Strategy;*
- Crossrail *London Plan; Mayoral Community Infrastructure Levy; and, Use of planning obligations in the funding of Crossrail and the Mayoral Community infrastructure levy SPG.*

13 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the 2015 City of London Local Plan and the 2015 London Plan (Consolidated with Alterations since 2011).

14 The following are also relevant material considerations:

- The National Planning Policy Framework, Technical Guide to the National Planning Policy Framework and National Planning Practice Guidance;
- Draft Minor Alterations to the 2015 London Plan; and,
- City of London Corporation Planning Obligations SPD (2014).

## **Principle of development (CAZ office)**

15 London Plan policies 2.10 and 4.2 recognise the established long-term demand for office space in the CAZ, and strongly promote the renewal of office sites within the CAZ in order to meet this demand and support London's continuing function as a World City. Accordingly, the proposed office scheme is strongly supported in principle planning terms.

## **Offices**

16 The proposal would provide 185,424 sq.m of high quality B1 office floorspace in what is envisaged to be a flexible and multi-tenanted building. Strategically situated at the heart of the eastern cluster, the scheme is particularly well positioned to support the insurance and financial services districts of the City, and could accommodate one or more large anchor tenants, as well as a variety of small to medium sized companies. In this way the scheme has significant potential to contribute to the diversity of workspace and businesses within the CAZ, and is supported in accordance with London Plan Policy 4.2.

## **Mix of uses**

17 In order to support the vibrancy and vitality of the CAZ, London Plan policies 2.11 and 4.3 promote mixed use development, including housing, to support increases in office floorspace. The London Plan approach (refer to London Plan paragraph 4.17) nevertheless allows a degree of flexibility with respect to the provision of mixed uses in the CAZ - in recognition of the fact that it may not always be suitable to provide housing on-site. Having considered the characteristics of this scheme, which would help to sustain an important cluster of CAZ business activity, GLA officers accept an absence of on-site housing in this case. Under these circumstances, contributions to off-site housing/affordable housing are normally sought as a planning obligation.

18 In this case the applicant proposes to make an affordable housing contribution as per the tariff established within the City of London Corporation Planning Obligations SPD. The associated financial contribution (sum to be confirmed at the Mayor's decision making stage) will be secured by way of the Section 106 agreement. Noting also the proposed on-site provision of mixed uses (comprising 4,977 sq.m. of restaurant/bar space; 481 sq.m. of retail space; and, a 3,482 sq.m. publicly accessible viewing gallery on the 59/60th floor), the application is supported in accordance with London Plan policies 2.11 and 4.3.

## **Urban design**

### Tall building

19 The 22 Bishopsgate site is located at the heart of the eastern cluster of tall buildings within the City of London, and (as discussed in paragraph 11) there is extant permission at this site for an office building of 304.9 metres A.O.D. Accordingly, this is a location where a tall



building is acceptable in principle, subject to the highest standards of architecture and urban design - as prescribed by London Plan Policy 7.7.

20 The proposed building is 62-storeys / 295 metres A.O.D. The applicant is proposing a bold and simple design approach, with the building massing articulated as a series of stepped 'facets' that are designed to emphasise the situation of the site at the centre of the eastern cluster, and to respond to a range of contextual considerations across the various townscape scales at which the building will be seen. To complement this approach, the base, middle and top of the building are also proposed to be carefully distinguished to enhance the contextual response, and to support the articulation of their particular functions (i.e. front of house/public realm, office workspace and public viewing gallery, respectively). Having considered the submitted townscape, built heritage and visual impact assessment (refer also below), GLA officers are of the opinion that the proposed building scale, design and massing strategy ensures that the base of the scheme would relate well to the height of existing (smaller-scale) buildings along Bishopsgate (including Westminster Bank (Grade I)), whilst, in longer views, the proposal would reinforce and enhance the established characteristics of the City cluster, as well as its relationship with other strategic London landmarks.

21 The proposed provision of a publicly accessible viewing gallery at the upper levels of the building is strongly supported, and noting also the considerations associated with architectural quality, strategic views and the historic environment (refer below), GLA officers are satisfied that the application accords with London Plan Policy 7.7.

#### Layout

22 The layout of the ground floor and base of the building has been generally well considered. Entrances are well situated and distributed in order to respond to key pedestrian desire lines as well as the need to manage the dispersal of peak pedestrian flows in and out of the building. Furthermore, a new east-west pedestrian route from Bishopsgate through to Undershaft would be created to the south of the main building – helping to enhance the permeability of the area. A high proportion of active frontage, in conjunction with the accompanying landscaping strategy, would also ensure that the quality of public realm around the building would be substantially enhanced. This is particularly evident to the north and east of the building, at the interfaces with Great St. Helen's and Undershaft respectively).

23 It is noted that the proposed 'saw tooth' building line at the Bishopsgate frontage would result in a degree of encroachment onto the existing footway in certain areas (albeit the approach also results in compensatory gains in other areas). Further to discussions at pre-application stage, it is recognised that this feature is proposed as part of a necessary wind mitigation strategy. Nevertheless, as discussed in the transport section below, TfL has raised a concern with respect to the proposed extent of encroachment on to highway. Following joint discussions GLA officers understand that the applicant team is currently preparing revised plans with a view to addressing TfL's concern in this regard. This is supported, and whilst it is accepted that there may need to be a degree of compromise in order to achieve an optimised balance between pedestrian space and pedestrian wind comfort, GLA officers expect the quality of the public realm to be prioritised as far as reasonably possible.

#### Architectural quality

24 The submitted townscape assessment demonstrates that the proposed massing and faceted elevations would help to create a simple yet subtly distinctive building. The proposed use of low-iron glazing as the principal facade treatment is supported, and would help to ensure a light appearance to the building, as well as presenting an opportunity to reveal internal spaces

and structures – adding to the interest and animation of the building. Overall the proposed architectural response is supported in strategic planning terms in accordance with London Plan Policy 7.6.

## **Strategic views**

25 The site is not over-sailed by any strategic viewing corridors, however, given the scale of the proposal, the building would be visible in various strategic view panoramas and river prospects as defined by the Mayor's London View Management Framework (LVMF) SPG. As part of the environmental assessment which accompanies the scheme, the applicant has presented a wide range of verified view studies (including visualisations of the proposal from LVMF views 1A.1 & 2; 2A.1; 3A.1; 4A.1; 5A.2; 6A.1; 10A.1; 11B.1 & 2; 15B.1 & 2; 16B.1 & 2; 17B.1 & 2; 19A.1; 25A.1, 2 & 3; and, 26A.1).

26 Having considered these visualisations, GLA officers conclude that whilst the scheme would in many cases be a prominent feature on the capital's skyline, it would be perceived as part of an established grouping of tall buildings at the heart of the City of London's eastern cluster, and would preserve the ability to appreciate the various strategic landmarks identified by the LVMF SPG. Indeed, GLA officers are of the opinion that the proposal would reinforce and enhance the characteristics of strategic views through an improved consolidation of the eastern cluster. Accordingly, the application complies with London Plan Policy 7.12.

## **Historic environment**

27 London Plan Policy 7.10 states that development should not cause adverse impacts on World Heritage Sites or their settings, and, in particular, should not compromise the ability to appreciate Outstanding Universal Value, integrity, authenticity or significance. The submitted townscape, built heritage and visual impact assessment (which includes the abovementioned views study) considers the impact of the proposal on World Heritage Sites and Outstanding Universal Value. Whilst the verified views study demonstrates that the proposal may be seen in the wider setting of a number of World Heritage Sites (including Maritime Greenwich), its impact is most significant at the Tower of London – which is the World Heritage Site in closest proximity to the site.

28 Accordingly, the submitted assessment finds that the principal effect on the Tower of London would be a visual change to its setting. The submitted views study (which includes verified visualisations of the proposal from within the Inner Ward of the Tower of London) therefore provides the basis for considering the impact proposed. In this regard views 25A and 10A demonstrate that the proposal would not impact on the clear sky space around the White Tower of the Tower of London, with the proposed building featuring amongst various other tall buildings within the eastern cluster. Similarly, views from within the Inner Ward of the Tower of London demonstrate that the proposal would be seen in the context of existing tall buildings in the City. Guidance within the Mayor's LVMF SPG and the Tower of London World Heritage Site management plan acknowledges that the juxtaposition between the Tower and the City cluster is a key characteristic of these views, and a relationship that may be seen as positive. Accordingly, GLA officers conclude that the proposal would reinforce the positive characteristics of the existing setting to the Tower of London, and would not compromise the ability to appreciate the Outstanding Universal Value of this World Heritage Site, or indeed the other World Heritage Sites in the capital.

29 This exciting juxtaposition between old and new (a defining and positive characteristic of the City of London) is representative of the response of the scheme to designated heritage assets more generally. As mentioned in paragraph 8 (and audited within the submitted built

heritage and visual impact assessment), there are numerous heritage assets in the immediate vicinity of the site (including St. Helen's Place and Bank Conservation Areas, and St. Helen's Bishopsgate Church (Grade I), Westminster Bank (Grade I) and Leadenhall Market (Grade II\*)) as well as various others which the proposal would be seen in conjunction with in longer townscape and strategic views (including Bank of England (Grade I with associated Conservation Area), St. Paul's Cathedral (Grade I with associated Conservation Area) and Tower of London (Grade I with associated Conservation Area)).

30 Having carefully considered the townscape, built heritage and visual impact assessment, and having had special regard to the desirability of preserving the setting of Listed Buildings, GLA officers are of the view that the proposal would not harm the setting of Listed Buildings, and would not harm the character/setting of the above-mentioned Conservation Areas. Accordingly, GLA officers are satisfied that the application accords with London Plan Policy 7.8.

### **Inclusive access**

31 This scheme represents an important opportunity to promote equal and convenient access to employment opportunities in accordance with the principles of London Plan Policy 4.12. The applicant has set out its response to access and inclusion within the design and access statement, and, in particular, GLA officers support the intention to deliver a high quality workplace environment with an emphasis on occupier well-being.

32 Based on the submitted material it is evident that the layout of the ground floor has been informed by prevailing pedestrian desire lines, and that the relationship of the proposal with the public realm would ensure that access to the building would be achieved in comfort. The main building entrances are legible and uncluttered, and whilst energy efficient revolving doors are proposed for the office reception, adjacent power-assisted pass doors would ensure an accessible solution for wheelchair users and other disabled people. The internal floorplans are spacious and well laid out, and it is clear that the proposed office renewal would enhance the accessibility of employment space at this site in line with London Plan Policy 4.12.

33 The opportunity to enhance the public realm adjacent to the site is also a key benefit of the scheme in accessibility terms, and the stated commitment to contribute towards upgrades to Bishopsgate, Great St. Helen's and Crosby Square / Undershaft is strongly supported.

### **Sustainable development**

#### Energy strategy

34 For the purposes of assessing applications against the carbon dioxide savings target within London Plan Policy 5.2, the Mayor now applies a 35% reduction target beyond Part L 2013 of Building Regulations. In accordance with the principles of Policy 5.2 the applicant has submitted an energy strategy for the development, setting out how the scheme proposes to reduce carbon dioxide emissions in accordance with the London Plan energy hierarchy. In summary, the submitted energy strategy confirms: the proposal to exceed Part L of Building Regulations 2013 by 26% through efficiency measures (including passive design measures, heat loss measures, automatic blinds and low energy lighting); potential connection to the Citigen district heating network is being appropriately prioritised; and, a single energy centre (proposed to include a combined heat and power system engine, and futureproofed for district network connection) would achieve a further 9% carbon dioxide saving. Overall therefore, the energy strategy would meet the 35% carbon reduction target within London Plan Policy 5.2.

35 Having investigated the feasibility of a range of renewable energy technologies in line with London Plan Policy 5.7, none are proposed to be included by the applicant. On the basis that the proposal would meet the 35% carbon reduction target within Policy 5.2 GLA officers accept this.

36 Whilst the proposed energy strategy is broadly supported in strategic planning terms, GLA officers seek further information with respect to the proposed cooling measures in line with London Plan Policy 5.9 (comprising details of the expected 'actual' cooling demand relative to 'notional' demand, and the envisaged long-term management arrangements for the integrated blinds). GLA officers would also welcome an update with respect to the progression of discussions with Citigen.

#### Climate change adaptation

37 London Plan Policy 5.10 seeks a 5% increase in green infrastructure within the CAZ by 2030 in order to support urban greening and the capital's response to climate change. In this case the applicant has set out the proposed climate change adaptation measures within the design and access statement and flood risk assessment. Whilst the nature of the proposed development presents a number of challenges with respect to the incorporation of urban greening and biodiversity measures, GLA officers support the proposed provision of street trees, a green roof at level three, and various planted terrace areas (at levels 49 and 51). The flood risk assessment also sets out the key principles of the sustainable drainage strategy - demonstrating that attenuation tanks and rain water harvesting measures (in conjunction the green roof) would notably enhance the run-off characteristics of the site. GLA officers are of the view that the proposed response is acceptable given the characteristics of the scheme and the site, and the City Corporation is encouraged to secure detailed approval of the climate change adaptation measures by way of planning condition in line with London Plan policies 5.10, 5.11 and 5.13.

### **Transport**

#### Access and public realm

38 The pedestrian access strategy for the scheme seeks to maximise the number of entry/exit points for the building on Bishopsgate, Great St. Helens and Undershaft. A new east-west pedestrian connection between Bishopsgate and Undershaft would also be created. These measures will help to disperse pedestrian flows across the local street network, and are strongly supported. Vehicle access (including for cyclists) is to be taken from Undershaft (on the eastern boundary of the site) and any taxi or private hire pick up/drop off should also take place here. This is supported, and more generally TfL understands that the City Corporation has aspirations to enhance the public realm along Undershaft, and to better control vehicle access to it for reasons of security. In conjunction with the public realm measures proposed as part of this scheme, such an approach would help to improve the environment for pedestrians and cyclists in the area, and would be supported by TfL.

39 Site cycle access from Undershaft would be taken via cycle channels set into steps. There would also be a dedicated cycle lift. Whilst a predominant reliance on stepped access is not TfL's preferred approach, given the constraints associated with the proposed reuse of the existing basement, this approach is accepted.

40 The proposal to improve the quality of public realm along the Bishopsgate frontage is strongly supported in principle. The detailed design of this will, nevertheless, need to be agreed by the applicant, the City Corporation and TfL. This will be formalised through a Section 278 agreement (with TfL as the highway authority), and will also need to include a commuted sum to cover additional maintenance costs.

41 As discussed in the urban design section above, it noted that the design of the proposed building line at the Bishopsgate frontage would require parts of the footway on Bishopsgate to be stopped up. TfL has a concern with respect to this aspect of the proposal given that, when taken in conjunction with proposed street tree planting, a number of pinch points/pedestrian capacity constraints may arise. Nevertheless, following various discussions on this point it is acknowledged that the applicant is reviewing the scheme design in this location with a view to minimising impact on the pedestrian environment. This is supported, and a formal response from the applicant is awaited in due course.

42 It is also noted that the proposed building overhangs the public highway on Bishopsgate to some extent. As discussed with the applicant team, in order to secure the necessary Section 177 licence from TfL, some minor design changes may be required. Based on related discussions to date the applicant has indicated that it would be willing in principle to make any such changes as reasonably required. This is welcomed, and TfL seeks continuing discussion in this regard in order to resolve the matter. TfL also requests that a detailed facade maintenance plan is secured by way of planning condition.

#### Car and cycle parking

43 It is noted that car parking is proposed to be limited to four basement level Blue Badge spaces, of which one will be provided with an electric vehicle charging point. This is supported.

44 However, the proposed provision of cycle parking is below London Plan standards. Whilst it is acknowledged that there are a number of constraints in this case (including reuse of the existing basement) TfL is not satisfied that the under provision of cycle parking proposed has been justified by the transport assessment. Following discussions on this matter a further explanatory note from the applicant (providing further details on the nature on the proposed provision and the considerations which have influenced this) is being reviewed by TfL. In any event, TfL seeks a minimum 5% provision of long-stay cycle parking spaces that are suitable for non-standard bicycles.

45 In terms of the publically accessible short stay cycle parking, it is accepted that a provision in excess of 30 spaces may impact on pedestrian flow in and around buildings. However, should the City Corporation's public realm aspirations for Undershaft be brought forward, TfL would encourage a greater provision of public cycle parking to be provided in the vicinity.

#### Trip generation

46 The trip generation approach is largely accepted, however, GLA officers understand that as part of joint discussions with the applicant team, TfL is seeking clarifications in a number of areas.

#### Public transport impact

47 TfL is not in a position to fully establish the impact on the public transport network until the above-mentioned trip generation clarifications have been provided. Nevertheless, the development is anticipated to result in significant demand on London Underground services (in particular on the Central, Northern and Waterloo and City lines) which already experience very high levels of crowding during peak times. On the basis of the trips generated by the consented scheme at this site, a £2.3m contribution was secured towards mitigation for London Underground (it is understood that a large proportion of this contribution has already been paid to the City Corporation). Noting that the current proposal would result in a significant uplift in

trips over the consented scheme, TfL is of the view that additional mitigation is required. Accordingly, TfL seeks further discussion with the applicant and the City Corporation in order to determine the nature and scale of any additional mitigation required.

### Walking

48 As part of the application a detailed pedestrian capacity assessment has been carried out. This demonstrates that in the existing situation the majority of footways can accommodate pedestrians comfortably throughout the day (although during the morning peak there are some locations on Bishopsgate where the level of walking comfort drops from comfortable to acceptable).

49 Under the development scenario, whilst there would be some diversion of pedestrians along the proposed new east-west route, the number of pedestrians using Bishopsgate would increase. Furthermore, and with reference to paragraph 41 above, it is noted that the proposed building line and tree planting would result in a reduction in footway width to just over 2 metres (whereas TfL would typically expect an effective width of 2.5 metres). Considering the expected increase in footfall, and the relative narrowing in pavement width in conjunction, TfL has a concern that the level of pedestrian comfort during peak times may fall below what would typically be acceptable. Accordingly, as discussed in paragraph 41, a further review and analysis of the scheme design in this location is currently being undertaken.

50 As part of the approach to public realm more generally, it is noted that the applicant has investigated ways in which the existing pedestrian crossing over Bishopsgate (close to Great St. Helens) could be improved to better serve the existing pedestrian desire line. Having reviewed the submitted material, TfL is of the view that only 'Option 2' (as presented within the transport assessment) is a workable solution. TfL expects a Stage 1 Road Safety Audit of this design to be submitted prior to the application being determined, with the associated works to be subsequently secured via a Section 278 agreement.

### Cycling

51 Notwithstanding the above-mentioned position with respect to cycle parking provision, it is acknowledged that the applicant has put significant effort into incorporating high quality facilities for cyclists as part of the scheme. This is welcomed. The corresponding facilities and measures proposed should be secured by way of planning condition and as part of the Travel Plan accordingly.

52 Following discussions at pre-application stage, it is noted that the applicant has considered opportunities to introduce further cycle hire docking stations around the site. Additional provision in this location would be supported given the current levels of peak hour demand, and TfL is currently in joint discussions with the City Corporation with respect to a cycle hire strategy for the area (expected to be agreed later this year). Whilst specific locations are still to be finalised, given the number of new employees expected at this site, TfL seeks to secure a Section 106 contribution towards future provision of cycle hire facilities in the immediate vicinity.

### Servicing and construction

53 As the scheme would largely retain the previously constructed basement, the proposals for service vehicle access remains largely unchanged from the 2006 consent - with two vehicle lifts to be provided on Undershaft. It is, nevertheless, welcomed that the specification of these

lifts has been revised in order that they could accommodate 10 metre service vehicles. It is noted that there would also be a concierge facility on Undershaft for courier deliveries.

54 The applicant accepts that with the increase in floorspace proposed, the provision of two lifts is unlikely to provide sufficient service vehicle capacity for the development under normal circumstances. Accordingly, an off-site consolidation approach is proposed. This is strongly supported by TfL, and should deliver significant benefits including a reduction in the number of freight trips, control over vehicle types and delivery timings, security benefits (including driver and load screening) and backfilling of vehicles leaving the site. It is nevertheless acknowledged that not all goods can be consolidated (particularly food), so a vehicle booking system will still be required for deliveries that fall outside of the consolidation strategy. More generally it is also understood that the applicant proposes to offer the use of the consolidation centre to other nearby buildings, this is strongly supported.

55 Given the physical constraints on-site, it will be necessary to ensure that the consolidation arrangements are secured in perpetuity, monitored and enforced. The applicant has proposed that the simplest way of doing this would be to impose a condition or planning obligation on the maximum number of service vehicles that would be permitted to visit the site. TfL is of the view that this would be a pragmatic approach, but seeks further discussion on how this cap would be set. It is expected that, in conjunction with the cap, a Delivery and Servicing Plan would also be secured that would specify requirements for matters such as vehicle types and routings to and from the site etc.

56 Consolidation is also proposed for construction logistics. This is strongly supported and should be secured by way of planning condition. TfL encourages the City Corporation to consider extending the hours during which construction work/logistics can take place - in order to minimise the number of construction vehicle trips during peak times. Similarly, the applicant is encouraged to commit to ensuring that all vehicles travelling between the consolidation centre and the site (both during construction and normal operation of the development) are at least 'FORS Silver' accredited.

#### Travel plan and demand management

57 A framework Travel Plan has been submitted with the application, and this is of a good quality. In particular, the variety of soft measures that the applicant proposes to commit to in order to encourage cycling (and achieve a 15% mode share five years after opening) are strongly supported. The applicant should, nevertheless, respond to the issue of cycle parking under provision (discussed above) in order that on-site facilities could comfortably support a shift of this scale. A detailed Travel Plan should be secured through a Section 106 agreement.

#### Strategic transport contributions

58 The City of London Corporation adopted its Community Infrastructure Levy (CIL) charging schedule in July 2014. A full charging schedule is available from the City Corporation, but both office and retail uses are charged at £75 per square metre. The Regulation 123 list identifies that this levy may be spent on 'transport improvements'. TfL is keen to explore the possibility of using a proportion of the CIL money collected to relieve pressure on the cycle hire network, and for the introduction of step free access at the Liverpool Street Metropolitan line platforms.

59 In accordance with London Plan Policy 8.3 the Mayor commenced CIL charging for developments on 1 April 2012. Within the City of London, the charge is £50 per square metre. This site is also in the area where Section 106 contributions for Crossrail are sought in

accordance with London Plan Policy 6.5 and the associated Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy SPG. In these situations, the Mayoral CIL is to be treated as a credit towards the section 106 Crossrail liability, and this should be reflected in the wording of the Section 106 agreement. In this case TfL has calculated the charge generated under the SPG as £26,450,580.

## Local planning authority's position

60 The City of London Corporation has been involved in extensive pre-application discussions on this scheme and is understood to support the proposal in principle. The City Corporation is expected to formally consider the application at a planning committee meeting in October/November 2015.

## Legal considerations

61 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application and any connected application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

## Financial considerations

62 There are no financial considerations at this stage.

## Conclusion

63 London Plan policies on Central Activities Zone; offices; mix of uses; urban design (including views and the historic environment); inclusive access; sustainable development; and, transport are relevant to this application. Whilst the application is broadly supported in strategic planning terms, the application does not fully comply with the London Plan as set out below.

- **Central Activities Zone:** The proposed development would respond to established demand for office space within the CAZ, and would support London's continuing function as a World City in accordance with London Plan policies 2.10 and 4.2.
- **Offices:** The proposal would provide high quality, flexible office accommodation that would contribute to the diversity of workspace and businesses within the CAZ in accordance with London Plan Policy 4.2
- **Mix of uses:** The proposed mix of on-site uses is appropriate given the characteristics of this scheme in terms of supporting an important cluster of CAZ business activity. An affordable housing contribution should, nevertheless, be secured by way of planning obligation in line with London Plan policies 2.11 and 4.3, and the City Corporation's Planning Obligations SPD.



- **Urban design:** This is an appropriate location for a tall building, and the high architectural quality proposed is fitting for a development of this scale and prominence. The scheme would reinforce and enhance the characteristics of strategic views through an improved consolidation of the City's eastern cluster, and would not cause harm to the historic environment. Accordingly the application accords with London Plan policies 7.1, 7.6, 7.7, 7.8, 7.10 and 7.12.
- **Inclusive access:** The approach to access and inclusion is supported in accordance with London Plan policies 4.12 and 7.2.
- **Sustainable development:** The proposed energy strategy and climate change adaptation measures are broadly supported in accordance with London Plan policies 5.2, 5.10, 5.11 and 5.13. Notwithstanding this GLA officers seek further information with respect to cooling measures, as well as an update with respect to discussions with Citigen. The City Corporation is encouraged to secure the details of the energy strategy and climate change adaptation measures by way of planning condition.
- **Transport:** Whilst the proposal is broadly acceptable in strategic transport terms, the applicant should address the matters discussed in this report with respect to access and public realm; cycle parking; trip generation; public transport impact; walking; cycling; servicing and construction; travel plan and demand management; and, strategic transport contributions in order to ensure accordance with London Plan policies 6.3, 6.5, 6.9, 6.10, 6.13 and 6.14.

64 The resolution of outstanding issues with respect to mix of uses; sustainable development; and, transport could lead to the application becoming compliant with the London Plan.

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for further information, contact GLA Planning Unit (Development & Projects Team):

**Colin Wilson, Senior Manager – Development & Projects**

020 7983 4783 email colin.wilson@london.gov.uk

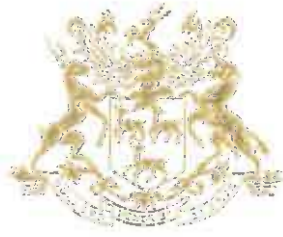
**Justin Carr, Strategic Planning Manager (Development Decisions)**

020 7983 4895 email justin.carr@london.gov.uk

**Graham Clements, Senior Strategic Planner (case officer)**

020 7983 4265 email graham.clements@london.gov.uk

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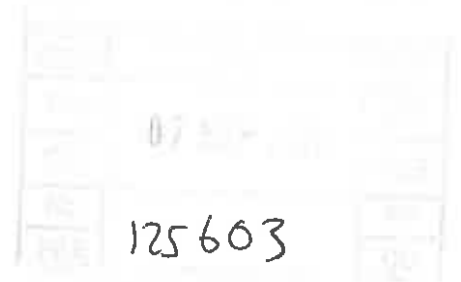


15/00764



**THE LEATHERSELLERS' COMPANY**  
21 Garlick Hill, London, EC4V 2AU

City Planning Officer  
Department of Planning and Transportation  
City of London  
PO Box 270, Guildhall  
London  
EC2P 2EJ



4<sup>th</sup> September 2015

Dear Sir

**22 Bishopsgate, London, EC2N (Application ref. Ref. No: 15/00764/FULEIA)**

We write to object to the recent planning application in respect of 22 Bishopsgate.

The proposed development has a substantially larger mass than the previous proposal for the Pinnacle with the result that, if the development goes ahead as proposed, the impact to the Leathersellers properties will be unacceptably high. The Leathersellers Company own the following freeholds:

- 3, 5, 6, 7, 15, 16 and 17 St Helen's Place
- 33 Gt St Helens
- 12/20 Camomile Street
- 25- 51 and 61 St Mary Axe
- 52-68 and 88 Bishopsgate

Although the height of the proposal would be acceptable if the building was slimmer, it is the width and depth that once taken up to the full height produces a massive barrier in the skyline. The effect of this is so great that our low rise properties in and around St Helen's Place will suffer a major loss of light and will be detrimental to ambience and character of the St Helen's Place Conservation Area.

We would welcome a slimmer proposal.

Yours sincerely



Ray Coleman  
Head of Property

Head of Property: Ray Coleman

Tel 020 7330 1442

E-mail [rcoleman@leathersellers.co.uk](mailto:rcoleman@leathersellers.co.uk)

[www.leathersellers.co.uk](http://www.leathersellers.co.uk)

## Williams, Sonia

---

**From:** Emma Worby <Emma.Worby@londoncityairport.com>  
**Sent:** 27 August 2015 13:01  
**To:** PLN - Comments  
**Subject:** 15/00764/FULEIA

Dear Sonia,

Apologies for the delay in replying to the consultation for the application 15/00764/FULEIA.

Due to the development's size and proximity to London City Airport we will require some further time to carry out an in-depth assessment of the development and consult with various external bodies. We will endeavour to complete this as quickly as possible.

It is therefore, our advice that this development should not proceed to the next stage until London City Airport's assessment is complete.

Please let me know if you have any questions.

Kind regards

Emma

**Emma Worby**  
**Technical Operations Coordinator**

Phone: 0203 203 2523

Mobile: [REDACTED]

Email: [Emma.Worby@londoncityairport.com](mailto:Emma.Worby@londoncityairport.com)

Website: [www.londoncityairport.com](http://www.londoncityairport.com)

  
**London City Airport**  
Get closer.



Please consider the environment before printing this e-mail.



**ACKNOWLEDGED**

26 AUG 2015

# CITY HERITAGE SOCIETY



35 Eagle Court  
Hermon Hill  
London E11 1PD



12 07 2015

City of London,  
Dep. of the Built Environment,  
PO Box 270 Guildhall,  
London EC2P 2EJ.

Dear Sirs,

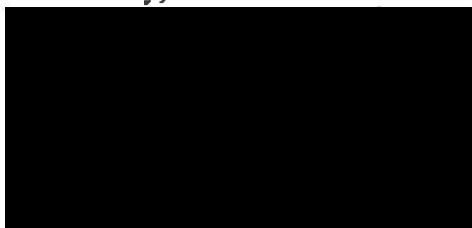
**TOWN AND COUNTRY PLANNING ACT 1990  
22 BISHOPSGATE, LONDON EC2N**

I am writing to you on behalf of the City Heritage Society.

We are unable to assess the technical aspects of this application such as the overshadowing or wind effects but, given that this development is in the area of the City designated for tall buildings, we consider that the present designs are an improvement on the previous proposal which was called "The Spire".

Our only caveat would be that the window cleaning gear should not be visible when not in use which would mar the sleek appearance of the building. This may be the case but it is difficult to determine from the data we have been able to access.

Yours Faithfully,



Peter Luscombe [CHS Chairman]

## Sehmi, Amrith

---

**From:** Williams, Sonia  
**Sent:** 25 August 2015 13:18  
**To:** Sehmi, Amrith  
**Subject:** FW: Comments for Planning Application 15/00764/FULEIA

**From:** PLN - Comments  
**Sent:** 20 August 2015 13:58  
**To:** Williams, Sonia  
**Subject:** Comments for Planning Application 15/00764/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 1:57 PM on 20 Aug 2015 from Mr Oliver Harman.

### Application Summary

**Address:** 22 Bishopsgate London EC2N

**Proposal:** Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (199,224sq.m GEA)

**Case Officer:** Sonia Williams

[Click for further information](#)

### Customer Details

**Name:** Mr Oliver Harman

**Email:** [REDACTED]

**Address:** Flat 10 7 Valentia Place London

### Comments Details

**Commenter Type:** Member of the Public

**Stance:** Customer objects to the Planning Application

**Reasons for comment:**

**Comments:** Frank Gehry infamously said the other day that '98% of what gets built today is s\*\*t'. We have the opportunity to stop this becoming 98.1%. The designs for 22 Bishopsgate epitomise form following function, the function being maximising returns for investors and the form resulting in a visual stain upon the City of London's skyline. I waited excitedly for the renewed designs on this site to reach the public domain but was left bitterly disappointed. The name says it all, we have moved from 'The Pinnacle' to '22 Bishopsgate'. A building no longer

fit to stand tall over its peers, but instead an unexciting structure, bland facade and hulking floorplates casting a bulky shadow over them. The acceptance of this planning application would not only set a poor precedent for the world class skyline of City of London, but also for further projects in the pipeline. I implore you to remember the importance of exceptional design for this exceptional city and ensure 22 Bishopsgate in its current form remains only that - a design.



## PLANNING DECISION NOTICE

City of London - Sonia Williams  
 Department of the Built Environment  
 PO Box 270  
 Guildhall  
 London  
 EC2P 2EJ



## ISLINGTON

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

**Case Officer:** Victor Grayson  
**T:** 020 7527 6726  
**E:** [planning@islington.gov.uk](mailto:planning@islington.gov.uk)

**Issue Date:** 14 August 2015  
**Application No:** P2015/3115/OBS

*(Please quote in all correspondence)*

Dear Sir or Madam

### TOWN AND COUNTRY PLANNING ACTS

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

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

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

<b>Location:</b>	22 Bishopsgate, London, EC2
------------------	-----------------------------

<b>Application Type:</b>	Observations to Adjoining Borough		
<b>Date of Application:</b>	30 July 2015	<b>Application Received:</b>	30 July 2015
<b>Application Valid:</b>	12 August 2015	<b>Application Target:</b>	02 September 2015

#### DEVELOPMENT:

Observations to the City of London in respect of the proposed construction of a building arranged on 3 basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing; and other works incidental to the development (199,224sqm GEA).

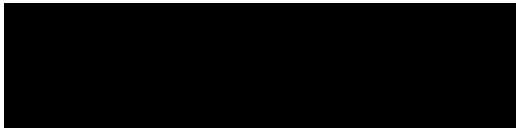
#### OBSERVATIONS:

1. LB Islington have previously responded to the City of London's consultation on an EIA Scoping Report (LBI ref: P2015/1750/OBS, CoL ref: SJW/5251) relating to this development. Some of LBI Islington's points have been taken into account by the applicant team.
2. The main planning matters of relevance to Islington in relation to the proposed development are design and impacts upon heritage assets.

3. The proposed development would have a bland, bulky and inelegant appearance, and would not achieve the high quality of design that is essential for tall buildings (and is required by London Plan policy 7.7). Due to its poor design, height and prominence, the proposed development would substantially harm the setting of the Bunhill Fields and Finsbury Square Conservation Area, and heritage assets within it. The applicant's views 42 and 44 in particular demonstrate these harmful impacts, and the applicant's suggestion that the effects upon these views would be "moderate" and "beneficial" is not accepted. Reference to the impact of the proposal upon the Bunhill Fields and Finsbury Square Conservation Area is not included in the applicant's submissions, despite LB Islington requesting at EIA scoping stage that this conservation area be acknowledged by the applicant.
4. The provision of free-of-charge public access to a proposed viewing gallery, while welcome, would not outweigh the substantial harm the proposed development would cause.

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

Yours faithfully



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



15/00764

Transport for London



Your ref: 15/00764/FULEIA  
Our ref: 15/2403

Sonia Williams

Via email only  
[sonia.williams@cityoflondon.gov.uk](mailto:sonia.williams@cityoflondon.gov.uk)

Transport for London  
Group Planning

Windsor House  
42 – 50 Victoria Street  
London SW1H 0TL

Phone 020 7222 5600  
Fax 020 7126 4275  
[www.TfL.gov.uk](http://www.TfL.gov.uk)

12th August 2015

Dear Sonia,

**Land formerly occupied by 22-24 Bishopsgate, 28 Bishopsgate (Crosby Court) and 4 Crosby Square, London**

This letter follows the recent submission of the above planning application to replace the existing buildings with a predominantly office based development with ancillary retail and restaurant uses as well as a publically accessible pavilion. The following comments are on a 'without prejudice' basis only and are intended to ensure that this development is successful in transport terms and in line with relevant London Plan policies. It is understood that the Mayor of London will consider these proposals shortly and a formal Mayoral response will also be made.

The site is bounded to the west by the A10 Bishopsgate, to the north by Great St Helens, and to the south and west by existing development including the recently completed 'Cheesegrater' development at 122 Leadenhall Street and the site at 6-8 Bishopsgate and 150 Leadenhall Street an application for which has recently been given a resolution to grant permission by the City at committee. Undershaft is a road that runs from St Mary Axe in the east to the site and provides service and car parking access for a number of buildings. Bishopsgate forms part of the Transport for London Road Network (TLRN) and Camomile Street and Leadenhall Street, a short distance to the north and south respectively, form part of the Strategic Road Network (SRN).

It should be noted that the proposed building overhangs the public highway on Bishopsgate and as such a Section 177 licence will be required to regulate this. However, the vertical clearance must be no less than 2.6m above the footway and we understand that the design of one escalator may need to be altered to achieve this. We would also request that a detailed facade maintenance plan is secured by condition on any consent, to be approved in consultation with TfL prior to occupation. This will set out what measures are necessary to protect users of Bishopsgate when cleaning or other maintenance to the overhanging parts of the

MAYOR OF LONDON



VAT number 756 2770 08

building take place. In the interim, it is noted that the lower levels of the building will be cleaned from 'Mobile Elevating Work Platforms' from ground floor level and we would need to see how this would work in practice – for example if there is a need to close off parts of the footway on Bishopsgate during this operation.

The site is highly accessible by public transport, with underground services on the Central, Northern, Waterloo & City, District, Circle, Metropolitan and Hammersmith & City lines available at Bank, Monument and Liverpool Street stations, all within a five minute walk from the site. National rail services are also available at Liverpool Street as well as Moorgate, Fenchurch Street and Cannon Street stations within a 12 minute walk (960m) from the site. Furthermore Crossrail services are due to commence at Liverpool St from 2018. Within 640m of the site (an eight minute walk), 28 bus services are also available. As such, the site records the highest possible Public Transport Access Level (PTAL) of 6b.

There are no cycle hire docking stations immediately adjacent to the site, the nearest being a small station to the east of St Mary Axe approximately 150m to the east of the site.

#### **Access and Public Realm**

The pedestrian access strategy has been designed with input from Space Syntax and looks to maximise the number of points of access available, including from points on Bishopsgate, Great St Helens and Undershaft. A new pedestrian route from Bishopsgate through to Undershaft to the south of the main building will also be created through the proposals. These measures will help to spread pedestrian demand around the local network and are welcomed.

Vehicle access, including for cyclists, is to be taken from Undershaft and any taxi or private hire pick up or drop off should also take place from here rather than on Bishopsgate. This is consistent with other development proposals in the area, and is therefore considered sensible. However, we do understand that the City has aspirations to enhance the public realm along Undershaft and to better control vehicle access to it for reasons of security. This would help to improve the environment for pedestrians and cyclists and is welcomed, particularly in light of the findings of the PERS audit submitted with the application which scores this area poorly.

Cycle access from Undershaft would be primarily stepped, with four cycle channels set into the steps. There would also be a dedicated cycle lift. Whilst stepped access is not ideal, given the constraints inherent in the reuse of the existing basement this approach to cycle access is sensible and we accept this represents an improvement over and above the consented scheme.

Along the Bishopsgate frontage there are aspirations to improve the quality of the public realm, and the detailed design of this area and the choice of materials used will need to be agreed by the applicant, the City of London and TfL to ensure a consistent treatment throughout the area. This will need to be formalised through a

Section 278 agreement with TfL to deliver the proposed changes to Bishopsgate and the timing and detail of such an agreement will need to be discussed further. We may also require money to be secured through the Section 278 process to cover any additional maintenance costs.

It is also noted that the design of the Bishopsgate façade as submitted would require parts of the footway on Bishopsgate to be stopped up. TfL have concerns over this aspect of the proposals as this in conjunction with the proposed tree planting may cause pedestrian capacity issues. This was discussed prior to the application being submitted and is discussed in more detail later in this letter but on the basis of the existing designs stopping up could not be supported. However, we acknowledge that the applicant is currently revising parts of the design to address these concerns, which is welcomed.

### **Parking**

Car parking will be limited to four blue badge spaces, of which one will be provided with an electric vehicle charging point, which is welcomed.

Table 7.2 in the Transport Assessment sets out the requirements for cycle parking if the minimum London Plan (2015) standards are applied, although the calculations used appear to be based on floor areas that are not the same as those given in the application form (or indeed in Table 7.1 of the Transport Assessment). Based on these floor areas, the minimum requirement is as follows:

Land Use	Type	London Plan Standard	Floor Area (GIA)	Requirement
B1 (Office)	Long Stay	1 space per 90sqm	185,424	2,060
	Short Stay	First 5,000 sqm: 1 space per 500 sqm. Thereafter: 1 space per 5,000 sqm		47
A1 (non-food retail)	Long Stay	First 1,000 sqm: 1 space per 250 sqm. Thereafter: 1 space per 1,000 sqm	481	1
	Short Stay	First 1,000 sqm: 1 space per 125 sqm. Thereafter: 1 space per 1,000 sqm		3
A3 (cafes & restaurants)	Long Stay	1 space per 175 sqm	4,977	28
	Short Stay	1 space per 40 sqm		124
<b>Total Long Stay</b>				<b>2,089</b>
<b>Total Short Stay</b>				<b>174</b>

The application proposes fewer cycle parking spaces than the minimum standards for both long and short stay, although the exact numbers provided would depend on the mixture and type of spaces proposed (discussed in more detail below). The applicant has attempted to justify this with reference to a Cycle Parking Technical Note, attached as an appendix to the Transport Assessment. However, as discussed a number of times at pre-application stage the conclusions of this technical note are not accepted by TfL. London Plan cycle parking standards have been very recently adopted and were backed by a detailed technical note looking

at patterns of travel, current and aspirational future mode shares and existing demand for cycle parking in a range of development types including central London offices. The adoption process has included an Examination in Public where this work was not challenged and indeed the conclusions of the technical work recommended a higher minimum standard for central London office locations. As such we continue to feel that the London Plan standards are correct and appropriate for central London office developments.

However, we do accept that there are a number of constraints on this site including the fact that the existing basement is to largely be reused. As such, should the applicant be able to submit a technical note that shows how different cycle parking solutions and arrangements have been explored to demonstrate that cycle parking has been maximised, this may be acceptable to TfL. This is understood by the applicant and is currently being produced.

In any circumstance for this development we would seek a minimum 5% provision of long-stay cycle parking spaces such as Sheffield stands that are suitable for non-standard bicycles, which could be Sheffield stands or the end spaces of normal cycle racks.

In terms of the publically accessible short stay cycle parking, it is accepted that it has been demonstrated that a provision in excess of 30 public cycle parking spaces may impinge on pedestrian flow in and around buildings although should the City of London's aspirations for Undershaft discussed earlier in this letter be brought forwards, we would expect a greater provision of public cycle parking to be provided within the area.

### **Trip Generation**

Trip generation is based on a first principles approach discussed and agreed with TfL at the pre-application stage. The approach takes into account trip generation from both employees in the proposed building and visitors to the office, retail and viewing gallery floorspace. The net change from the previously consented scheme is also considered.

Trip distribution and mode share are based on census data for the City of London as a whole, which is considered reasonable. However, census data will only give results for main mode share and as such the transport assessment also considers final mode share (which looks at, for example, employees getting underground services from Waterloo to the site if they arrived there by rail). However, the methodology for this isn't clear and appears to result in a reduction in the number of bus trips, which seems counter-intuitive given the explanatory text in the transport assessment talks about reallocation from rail to bus. It also seems that final mode share has also only been considered for rail stations a long distance from the site such as Victoria and Paddington and not those that are closer but outside the normally accepted maximum walk distance of 960m such as London Bridge and City Thameslink. Although we accept that many employees will choose to walk from these stations, a reasonable proportion will choose to use buses to

continue their journey and this should be considered.

Changes to mode split are then made to reflect the opening of Crossrail prior to the opening of the development. Whilst the principle of this is accepted, the methodology by which trips have been reallocated should be clarified. A comparison of the two 'Trip Generation (Main Mode)' tables provided at Appendix F of the Transport Assessment shows reductions in demand at stations that are not significantly affected by Crossrail (demand at London Bridge in the AM peak drops from 458 to 34 people) and increases at other non-Crossrail stations (Kings Cross demand increases from 19 to 758 people).

### **Public Transport Impact**

Notwithstanding the above comments on trip generation, the transport assessment currently predicts a total net increase in London Underground trips over and above the consented scheme of 647 trips in the AM peak hour and 730 in the PM peak hour. In particular, significant increases are predicted on the Central, Northern and Waterloo and City lines which already experience very high levels of crowding in the peaks.

Table 11.4 of the Transport Assessment shows existing passenger flows on London Underground services, but some spot checks against 2013 RODS data show some discrepancies (for example AM peak hour westbound Central line flows between Bethnal Green and Liverpool Street shown as 28,444 whereas the correct figure is 28,641). These figures should be checked. It should also be noted that two statements in paragraph 11.3.9 are incorrect – the Northern line does not have spare capacity as stated as it cannot be assumed that the demand profile across the hour is flat, and although it is correct that there are programmed improvements to increase capacity on the underground these will not be completed before the development is opened with the exception of Crossrail which will primarily have the effect of freeing up capacity on the Central line.

It is noted that on the basis of the trips generated by the previous proposals on site a £2.3m contribution was secured towards mitigation for London Underground, namely upgrades at Bank station, of which we understand we have received £2m. As the current proposals will result in a significant uplift in trips over and above the consented scheme, we feel that it is appropriate for additional funding to be provided. The nature and scale of any contribution will need to be discussed further.

Bus impact will need to be discussed in greater detail when the issue identified above over main and final mode is resolved. However, it should be noted that although the City benefits from an extensive bus network some routes in the area are close to or at capacity, in particular the 8, 25, 43, 21 and 133.

### **Walking**

As part of the application a detailed Pedestrian Comfort Modelling assessment has been carried out. This demonstrates that in the existing situation the majority of

footways can accommodate pedestrians comfortably throughout the day although during the AM peak there are some locations on Bishopsgate where the level of comfort drops from comfortable to acceptable. Notably, at the narrowest point on Bishopsgate immediately outside the site (location 'B-East') the footway comfort in the AM peak is rated as B-, defined as 'normal walking speed is still possible but conflicts are becoming more frequent'. This is based on an effective footway width (i.e. the amount of footway that is available for use by pedestrians and not occupied by street furniture) of just over 2.5m.

In the with development scenario, even allowing for some diversion of pedestrians along the new route created by the proposals, the number of pedestrians using Bishopsgate increases. However, because of the proposals for tree planting along Bishopsgate and the proposed building façade encroaching into the footway, the effective footway width is reduced by 20%, to just over 2m. As a result, the predicted level of pedestrian comfort drops two grades to C, or with other committed development taken into account, a further grade to C-. A level of comfort of C or below is defined as being 'at risk', with 'the pedestrian environment becoming increasingly uncomfortable, with the majority of people experiencing conflict or closeness with other pedestrians and bi-directional movement becoming difficult'.

In such a busy pedestrian environment this level of pedestrian comfort is not considered acceptable and this has been discussed with the applicant. We understand that they are in the process of reviewing the design of the Bishopsgate façade to minimise the amount it encroaches on the public highway. This issue will require further discussion prior to the application being determined.

In addition, there are some pedestrian crossings in the vicinity of the site that score poorly for pedestrian comfort, although one of these (across Gracechurch Street) will see improvements delivered through the neighbouring 6-8 Bishopsgate application, assuming this consent is granted and implemented. The applicant has also looked at improvements to crossings on Bishopsgate and Threadneedle Street, as discussed below.

A PERS audit has also been carried out, looking at the quality of the pedestrian environment, and a number of issues particularly relating to footway widths and crossing facilities have been identified. As a result, improvements to the pedestrian crossings over Bishopsgate by Great St Helens and over Threadneedle Street by Bishopsgate are proposed and discussed in more detail below. Notwithstanding these comments, the proposals are supported in principle and would need to be secured via a Section 278 agreement. In addition, improvements to the route of Great St Helens are proposed to provide a stronger link between Bishopsgate and Undershaft and St Mary Axe which is welcomed.

The Transport Assessment considers ways in which the existing pedestrian crossing over Bishopsgate, close to Great St Helens, can be improved to better serve the existing pedestrian desire line. Three options have been put forward and

discussed prior to the application being submitted. The first of these is to relocate the crossing to the south of Great St Helens but TfL have concerns over the impact of this on the junction of Bishopsgate and Threadneedle Street, and are also concerned that it would leave a 150m stretch of Bishopsgate between Great St Helens and Wormwood Street without a crossing facility. The third option would be to signalise the Bishopsgate / Great St Helens junction but this would again have a significant impact on Bishopsgate and would be unlikely to meet TfL's justification criteria for new signalised junctions. As such, we feel the only option that could be considered in more detail would be a relocation of the existing crossing that retained it to the north of Great St Helens. However, as discussed at pre-application stage for both this change to the highway network and the proposed reorientation of the crossing point at Threadneedle Street we do require a Stage 1 Road Safety Audit of the design to be submitted prior to the application being determined.

### **Cycling**

Notwithstanding the above comments on cycle parking, it is acknowledged that the applicant has put significant effort into incorporating facilities for cyclists into the building and this includes showers, lockers, maintenance areas, dry cleaning and pooled bikes. Measures such as this could be secured through the Travel Plan but the amount of attention given to supporting infrastructure to encourage cycling by employees is very welcome. It is also noted that visitors to the offices may be able to book in to the long term cycle parking facilities given the lack of space in the public realm for short term cycle parking.

As requested at pre-application stage, the applicant has also considered opportunities to introduce further cycle hire docking stations around the site given the current levels of peak hour demand experienced in the City of London. TfL and the City are currently in discussions over a cycle hire strategy, which we aim to agree later this year. Although no locations for further docking stations are agreed, given the number of new employees this site will introduce to the area we would seek to secure a Section 106 contribution towards future provision of cycle hire in the immediate vicinity should a site be identified through this process and we would welcome further discussion on this.

### **Servicing and Construction**

As the proposals will largely retain the previously constructed basement the proposals for service vehicle access remains unchanged from the 2006 consent, with two vehicle lifts to be provided on Undershaft. It is however welcomed that these have been changed to accommodate two 10m service vehicles, as previously only one lift could accommodate a vehicle of this size. A concierge facility will also be provided on Undershaft for courier deliveries.

However, the applicant has accepted that with the increase in floorspace proposed the provision of two lifts is unlikely to provide sufficient service vehicle capacity and therefore the application proposes off-site consolidation for operational servicing.

Consolidation will take place outside of the City and the Congestion Charge zone, potentially in a location to the east. This is strongly supported by TfL and should deliver significant benefits including a reduction in the number of freight trips, control over vehicle types and timings of deliveries, backfilling of waste and security benefits including driver and load screening. It is acknowledged that not all goods can be consolidated in this way, particularly food, but that any deliveries outside of this system would still be expected to utilise a vehicle booking system. It is also understood that use of the consolidation centre would be opened up to other nearby buildings, and this is also strongly supported.

However, it will be necessary to ensure that these arrangements can be secured in perpetuity, monitored and enforced. The applicant has suggested that the simplest way of doing this would be to impose a condition or planning obligation on the maximum number of service vehicles that would be permitted to visit the site, which in principle seems sensible. However, further discussion would need to take place around the level at which a cap is set, particularly as the Transport Assessment gives two different numbers of anticipated daily service vehicle trips, with Figure 8.2 suggesting a daily maximum of 85 trips and Table 9.6 suggesting 131. The time period for any cap would also need to be discussed as it could be in the form of weekly, daily or hourly maxima, particularly given that one of the benefits of consolidation is the spreading of trips outside of network peak hours. Please also note that Figure 8.2 suggests that for consolidation to be effective servicing would need to be permitted at all times of the day.

It is expected that alongside this condition a Delivery and Servicing Plan would also be secured that would specify requirements for issues such as vehicle types and routings to and from the site. We would encourage the applicant to commit to all vehicles travelling between the consolidation centre and the site to be at least FORS Silver accredited.

Consolidation is also proposed for construction, as outlined in the submitted Construction Logistics Plan (CLP). This is again strongly welcomed by TfL and should be secured by condition. We would however request that the applicant commits to ensuring that all vehicles travelling to site during construction are again at least FORS Silver accredited, which we understand is accepted by the applicant. However, we acknowledge that we will need to provide further guidance on how any foreign registered vehicles are treated. The applicant has also acknowledged that the vehicle routing shown in the CLP which would require vehicles leaving the site to turn left from Bishopsgate into Leadenhall Street may not be possible should the construction of this site and 6-8 Bishopsgate overlap. We would also encourage the City to consider extending the hours during which construction work can take place in order to minimise the number of construction vehicle trips in the peaks.

A Construction Management Plan has also been submitted, which shows a pit lane being used for the majority of the main works on Bishopsgate. We had previously expressed some reservations around these arrangements and since submission of



the application have been in dialogue with the applicant over this. We understand that although it is unlikely to be possible to shorten the pit lane, the applicant has been able to both reduce the amount of width needed for it and widen the footway behind the pit lane to 2m. This is welcomed although as the length of the pit lane has remained at 38m we do have some concerns over the potential for conflict between cyclists and vehicles leaving the pit lane adjacent to the advanced cycle stopline at the Threadneedle Street junction. However, this risk can be minimised through careful management and use of banksmen.

#### **Travel Plan and Demand Management**

A framework Travel Plan has been submitted with the application and is of a good quality. In particular, the variety of soft measures that the applicant is willing to commit to in order to encourage cycling and achieve a 15% mode share five years after opening are strongly welcomed. This Travel Plan should be secured through the Section 106 agreement for the development.

#### **Mitigation – Section 106 and Community Infrastructure Levy**

The City of London adopted its Community Infrastructure Levy (CIL) charging schedule in July 2014. A full charging schedule is available from the council, but both office and retail uses are charged at £75 per square metre. The Regulation 123 list identifies that this levy can be spent on 'transport improvements'. We will be seeking to discuss this further with the Corporation in particular over the potential for some of this funding to be allocated towards London Underground mitigation as discussed above.

In accordance with London Plan policy 8.3 the Mayor commenced CIL charging for developments on 1st April 2012. Within the City of London, the charge is £50 per square metre. The site is also in the area where section 106 contributions for Crossrail will be sought in accordance with London Plan Policy 6.5 and the associated Supplementary Planning Guidance (SPG) 'Use of planning obligations in the funding of Crossrail' (April 2013). In these situations, the Mayoral CIL will be treated as a credit towards the section 106 Crossrail liability and this should be reflected in the wording of the section 106 agreement. The charge under the SPG that should be secured through the section 106 is £26,450,580, calculated as follows:

Land Use	Existing (sqm)	Proposed (sqm)	Net change (sqm)	Crossrail charge per sqm	Crossrail charge
Office	0	185,424	185,424	£140	£25,959,360
Retail	0	5,458	5,458	£90	£491,220
Hotel	0	0	0	£61	£0
<b>Total Crossrail charge payable on commencement to TfL</b>					<b>£26,450,580</b>

In summary, the key issues for TfL for this application revolve around pedestrian impacts and cycle parking. The applicant is aware of these issues and is looking at

alternative designs for the Bishopsgate façade as well as preparing further information on cycle parking. As well as this, more information to support the proposed relocation of the pedestrian crossing over Bishopsgate is needed, as well as some further work on trip generation.

I hope this information is useful and please get in touch with us if we can be of any further assistance.

Yours sincerely,

Mark Day  
**Principal Planner, TfL Borough Panning**  
Email: [mark.day@tfl.gov.uk](mailto:mark.day@tfl.gov.uk)  
Phone: 020 3054 7025

Copy to:  
Phil de Jongh – WSP  
Jonathan Smith – DP9  
Anne Crane, Richard McEllistrum, James Marshall - TfL  
Graham Clements – GLA

[REDACTED]

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**From:** Kieran Thomas Wardle [REDACTED]  
**Sent:** 13 August 2015 19:31  
**To:** Hampson, Rebecca  
**Subject:** RE: 22 Bishopgate

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Rebecca,

Thank you for your email.

My home address is:

27 Wray Crescent,  
Islington,  
London  
N4 3LN.

ACKNOWLEDGED

Kind regards,  
Kieran

---

**From:** [Rebecca.Hampson@cityoflondon.gov.uk](mailto:Rebecca.Hampson@cityoflondon.gov.uk)  
**To:** [REDACTED]  
**CC:** [REDACTED]  
**Subject:** RE: 22 Bishopgate  
**Date:** Wed, 12 Aug 2015 10:27:19 +0000

Dear Kieran Wardle

In order to help acknowledge your comment could you please provide us with your home address?  
We will only be sending you updates for instance the application's committee dates.

Kind regards  
Rebecca

---

**From:** Kieran Thomas Wardle [REDACTED]  
**Sent:** 06 August 2015 14:25  
**To:** PLN - Comments  
**Subject:** 22 Bishopgate

Dear Joanna,

I'm writing with regards to your proposed development at 22 Bishopgate. I have seen the plans and various press articles relating to the development.

I would like to express my sincere disappointment that such a high profile opportunity to enhance the skyline of this magnificent city has been misspent. The plans released for this development are a prime example of poor quality, super-high density architecture undertaken by a practice that is seemingly incapable of the task of designing a world-class building.



Building such a large development in the heart of the city gives the developer a huge responsibility. You have a responsibility to ensure the highest quality architecture that both seamlessly weaves into the rich fabric of central London and enhances the skyline of this city. The massing, form and facade treatment of the images released for this development look ill-thought through and brutish, wholly inappropriate for such a location.

Building large, profitable and attractive developments in central London is not impossible and without nearby precedent; 10 St Mary's Axe, the Leadenhall Building, the Shard and even 20 Fenchurch Street demonstrate a far more successful combination of ambitious architecture with financial viability. I would implore you to reconsider the proposed plans, if necessary reconsider the architects you have employed and ensure that the potentially damaging plans for 22 Bishopgate do not become a permanent blemish on the face of the City of London.

Kind regards,  
Kieran Thomas Wardle

## Williams, Sonia

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**From:** Hampson, Rebecca  
**Sent:** 05 August 2015 11:39  
**To:** Williams, Sonia  
**Cc:** Hampson, Rebecca  
**Subject:** FW: 22 Bishopsgate [15/00764/FULEIA]

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Sonia

Done and in your in-tray

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**From:** Peter Rose [REDACTED]  
**Sent:** 04 August 2015 21:10  
**To:** PLN - Comments  
**Subject:** 22 Bishopsgate [15/00764/FULEIA]

FAO Sonia Williams

I am a concerned local resident.

I attended the exhibition on this project which made a virtue of nighttime lorry movements during the remedial site works and construction phase.

We suffered from nighttime noise during the construction of 20 Fenchurch Street and Leadenhall Tower buildings, particularly the latter.

We would ask that restrictions are put on noisy working between 11pm and 7am.

Kind Regards,

Peter Rose

Jamaica Buildings,  
St. Michael's Alley  
London  
EC3V 9DS

[REDACTED]

## Williams, Sonia

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**From:** PLN - Comments  
**Sent:** 02 August 2015 16:56  
**To:** Williams, Sonia  
**Subject:** Comments for Planning Application 15/00764/FULEIA

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 4:55 PM on 02 Aug 2015 from Mr Paul Walton.

### Application Summary

**Address:** 22 Bishopsgate London EC2N

**Proposal:** Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.  
(199,224sq.m GEA)

**Case Officer:** Sonia Williams

[Click for further information](#)

### Customer Details

**Name:** Mr Paul Walton

**Email:** [REDACTED]

**Address:** 16 Manorville Rd Hemel Hempstead

### Comments Details

**Commenter Type:** Member of the Public

**Stance:** Customer objects to the Planning Application

**Reasons for comment:**

**Comments:** This is an awful proposal and will ruin the new skyline that has been emerging over the City during the past decade. I understand the need for a practical design that will make the developers a profit but surely there needs to be a balance between those considerations and aesthetics. The main problem with this design is that it is just too wide from certain aspects, many of the iconic towers such as the Gherkin and Cheese grater will be obstructed or overwhelmed by this hulking mass. Is there even a need for such large floor plates in the City anyway given the cancellation of the Riverside South towers at Canary Wharf? Does that not indicate there may be trouble finding tenants for this tower? Given the size and shape of the plot could not two more slender towers be built on this site instead, maybe joined at the

lower levels for larger floor plates if that is what some businesses require? Either way the current proposal seems to be entirely motivated by corporate greed with little thought given to London's standing as one of the world's great cities. Does one of it's tallest buildings have to be one of it's worst? This tower should be a bold, confident and innovative statement about our fantastic city. Please refuse permission for this embarrassment of a building and tell the developers to come back with something more befitting of world city like London.

## Williams, Sonia

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**From:** PLN - Comments  
**Sent:** 02 August 2015 14:10  
**To:** Williams, Sonia  
**Subject:** Comments for Planning Application 15/00764/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 2:09 PM on 02 Aug 2015 from Mr Darren Lewis.

### Application Summary

**Address:** 22 Bishopsgate London EC2N

**Proposal:** Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.  
(199,224sq.m GEA)

**Case Officer:** Sonia Williams

[Click for further information](#)

### Customer Details

**Name:** Mr Darren Lewis

**Email:** Not specified

**Address:** 3E Shillington Old School 181 Este Road Battersea

### Comments Details

**Commenter Type:** Member of the Public

**Stance:** Customer objects to the Planning Application

**Reasons for comment:**

**Comments:** Whilst I appreciate the reasons for the change in design from the original Pinnacle proposal, this latest scheme is a truly abysmal piece of architecture that goes against every notion of the City of London's 'world-class' skyline. London is a city of spires and domes, and its towers and skyscrapers are meant to represent the highest design quality and create positive and memorable additions to the capital. This design unfortunately does not meet those requirements, it has a distinct lack of refinement, a lack of character and detailing that would elevate the design to become a true icon akin to the previous Pinnacle for the City and the further boroughs beyond. I am truly concerned by the blank flat facades, creating sheer walls of glass from certain angles, as well as the hard edging from base to crown that makes the building arrogant and somewhat forced into its plot. The City has so far tried to create towers that are delicate insertions into the City's medieval fabric, this tower proposal



unfortunately reverses that direction and potentially paves the way for more overbearing blocks that maximise space to the detriment of the City's tight streets and alleyways. I would seriously consider the notion of softening this tower with either curvature or a facade detailing that results in a true world class tower for London.

**Hampson, Rebecca**

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**From:** PLN - Comments  
**Sent:** 29 July 2015 22:57  
**To:** PLN - Comments  
**Subject:** Comments for Planning Application 15/00764/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 10:56 PM on 29 Jul 2015 from Dr Petr Witz.

**Application Summary**

**Address:** 22 Bishopsgate London EC2N

**Proposal:** Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (199,224sq.m GEA)

**Case Officer:** Sonia Williams

[Click for further information](#)

**Customer Details**

**Name:** Dr Petr Witz  
**Email:** [REDACTED]  
**Address:** Husova 44 Domazlice

**Comments Details**

**Commenter Type:** Member of the Public  
**Stance:** Customer objects to the Planning Application

**Reasons for comment:**

**Comments:** Dear Sir/Madam As a regular visitor and supporter I am deeply concerned about the future of the City of London skyline. The design of 22 Bishopsgate tower is clearly inferior and threatens to damage the City of London attractiveness and appeal not only to its residents but also to tourists who are sensitive about aesthetic qualities of places they decide to visit. I would like to urge you to stop the development of this tower whose poor design is otherwise going to ruin London's reputation around the world. Thank you! Yours faithfully Petr Witz



**Hampson, Rebecca**

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**From:** PLN - Comments  
**Sent:** 29 July 2015 16:58  
**To:** PLN - Comments  
**Subject:** Comments for Planning Application 15/00764/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 4:58 PM on 29 Jul 2015 from Mr Lee Mayne.

**Application Summary**

**Address:** 22 Bishopsgate London EC2N

**Proposal:** Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.  
(199,224sq.m GEA)

**Case Officer:** Sonia Williams

[Click for further information](#)

**Customer Details**

**Name:** Mr Lee Mayne  
**Email:** [REDACTED]  
**Address:** 4 Lockhart Street London

**Comments Details**

**Commenter Type:** Member of the Public  
**Stance:** Customer objects to the Planning Application

**Reasons for comment:**

**Comments:** The proposals for 22 Bishopsgate are truly awful! This design is terribly depressing and downright bad! This site should be the defining glory of the current London skyline, something to make all us Londoners proud of our city. This instead is ugly, bulky, greedy, boring, dull and basically a terrible design. Please do not allow this to be built! I love this city and welcome many of it's iconic buildings (you guys after all signed off the gherkin) but this building will spoil our skyline.

**Hampson, Rebecca**

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**From:** PLN - Comments  
**Sent:** 29 July 2015 15:48  
**To:** PLN - Comments  
**Subject:** Comments for Planning Application 15/00764/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 3:47 PM on 29 Jul 2015 from Mr Will Chaffin.

**Application Summary**

**Address:** 22 Bishopsgate London EC2N

**Proposal:** Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.  
(199,224sq.m GEA)

**Case Officer:** Sonia Williams

[Click for further information](#)

**Customer Details**

**Name:** Mr Will Chaffin

**Email:** [REDACTED]

**Address:** Flat 12, Barrle House 29 St.Edmunds Terrace London

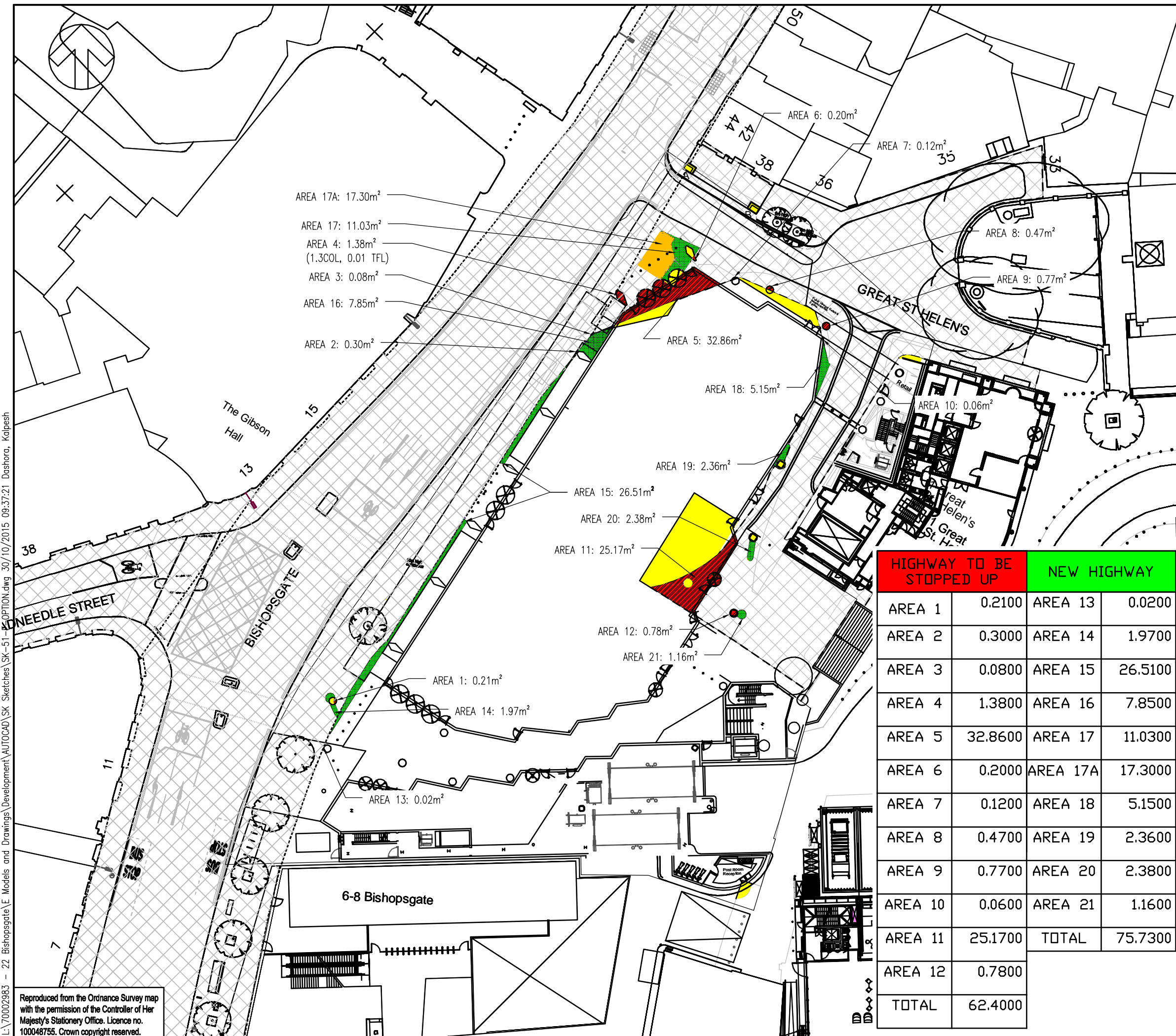
**Comments Details**

**Commenter Type:** Member of the Public

**Stance:** Customer made comments neither objecting to or supporting the Planning Application

**Reasons for comment:**

**Comments:** I have no objection to the aesthetics or scale of the development. I believe the jobs provided during construction and operation will be great for the economy. However, provision of only 7 Santander cycle spaces (against TfLs request for 28) for a building housing 12000 seems shortsighted? Surely more spaces could be found?



**DO NOT SCALE**

**KEY**

- EXISTING HIGHWAY BOUNDARY
- ..... EXTENT OF TLRN HIGHWAY
- HIGHWAY TO BE STOPPED UP
- EXISTING HIGHWAY
- NEW HIGHWAY (PREVIOUSLY STOPPED UP AS PART OF PINNACLE CONSENT)
- HIGHWAY STOPPED UP AS PART OF PINNACLE CONTENT TO REMAIN STOPPED UP
- NEW HIGHWAY (CURRENTLY PRIVATE LAND)

REV	DATE	BY	DESCRIPTION	CHK	APD
F	29/10/15	MC	MINOR AMENDMENTS	TM	PJ
E	20/10/15	MC	MINOR AMENDMENTS	TM	PJ
D	09/10/15	FI	MINOR AMENDMENTS	TM	PJ

DRAWING STATUS: **FOR INFORMATION ONLY**

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 www.wspgroup.com www.pbworld.com

CLIENT: **LIPTON ROGERS DEVELOPMENT LIMITED**

ARCHITECT: **PLP**

PROJECT: **22 BISHOPSGATE**

TITLE: **STOPPING-UP OF HIGHWAYS PLAN**

SCALE @ A3: <b>1:500</b>	CHECKED: <b>TM</b>	APPROVED: <b>PJ</b>
CAD FILE: <b>SK-51-F-OPTION</b>	DESIGN-DRAWN: <b>MC</b>	DATE: <b>October 2015</b>
PROJECT No: <b>70002983</b>	DRAWING No: <b>SK-51</b>	REV: <b>F</b>

HIGHWAY TO BE STOPPED UP		NEW HIGHWAY	
AREA 1	0.2100	AREA 13	0.0200
AREA 2	0.3000	AREA 14	1.9700
AREA 3	0.0800	AREA 15	26.5100
AREA 4	1.3800	AREA 16	7.8500
AREA 5	32.8600	AREA 17	11.0300
AREA 6	0.2000	AREA 17A	17.3000
AREA 7	0.1200	AREA 18	5.1500
AREA 8	0.4700	AREA 19	2.3600
AREA 9	0.7700	AREA 20	2.3800
AREA 10	0.0600	AREA 21	1.1600
AREA 11	25.1700	TOTAL	75.7300
AREA 12	0.7800		
<b>TOTAL</b>	<b>62.4000</b>		

L:\70002983 - 22 Bishopsgate - E Models and Drawings\Development\AUTOCAD\SK Sketches\SK-51-F-OPTION.dwg 30/10/2015 09:37:21 Dashora, Kalpesh

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