

<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	25 January 2017
<b>Subject:</b> Leadenhall Court 1 Leadenhall Street London EC3V 1AB Demolition of the existing building and redevelopment to provide a 36 storey building with 28 floors for office use (Class B1) with retail floorspace (Class A1-A4), office lobby and loading bay at ground floor, 2 levels of retail floorspace (flexible Class A1-A4) at first and second floors, a publicly accessible terrace at second floor, 5 floors of plant and ancillary basement cycle parking, cycle facilities and plant (63,273sq.m GIA) (182.7m AOD).	<b>Public</b>
<b>Ward:</b> Lime Street	<b>For Decision</b>
<b>Registered No:</b> 16/00859/FULEIA	<b>Registered on:</b> 6 September 2016
<b>Conservation Area:</b> No	<b>Listed Building:</b> No

### Summary

Planning permission is sought for the demolition of the existing building and redevelopment to provide a 36 storey building.

The proposed building would be 182.7m AOD in height, approximately 165m above ground level. The accommodation comprises three basement levels, three storeys of retail space (including a public terrace on the second floor), a double height plant space (on the third floor), 28 floors of office space (incorporating two office terraces) and four levels of plant space (on the 32nd-35th floors). The accommodation would be arranged around a central core.

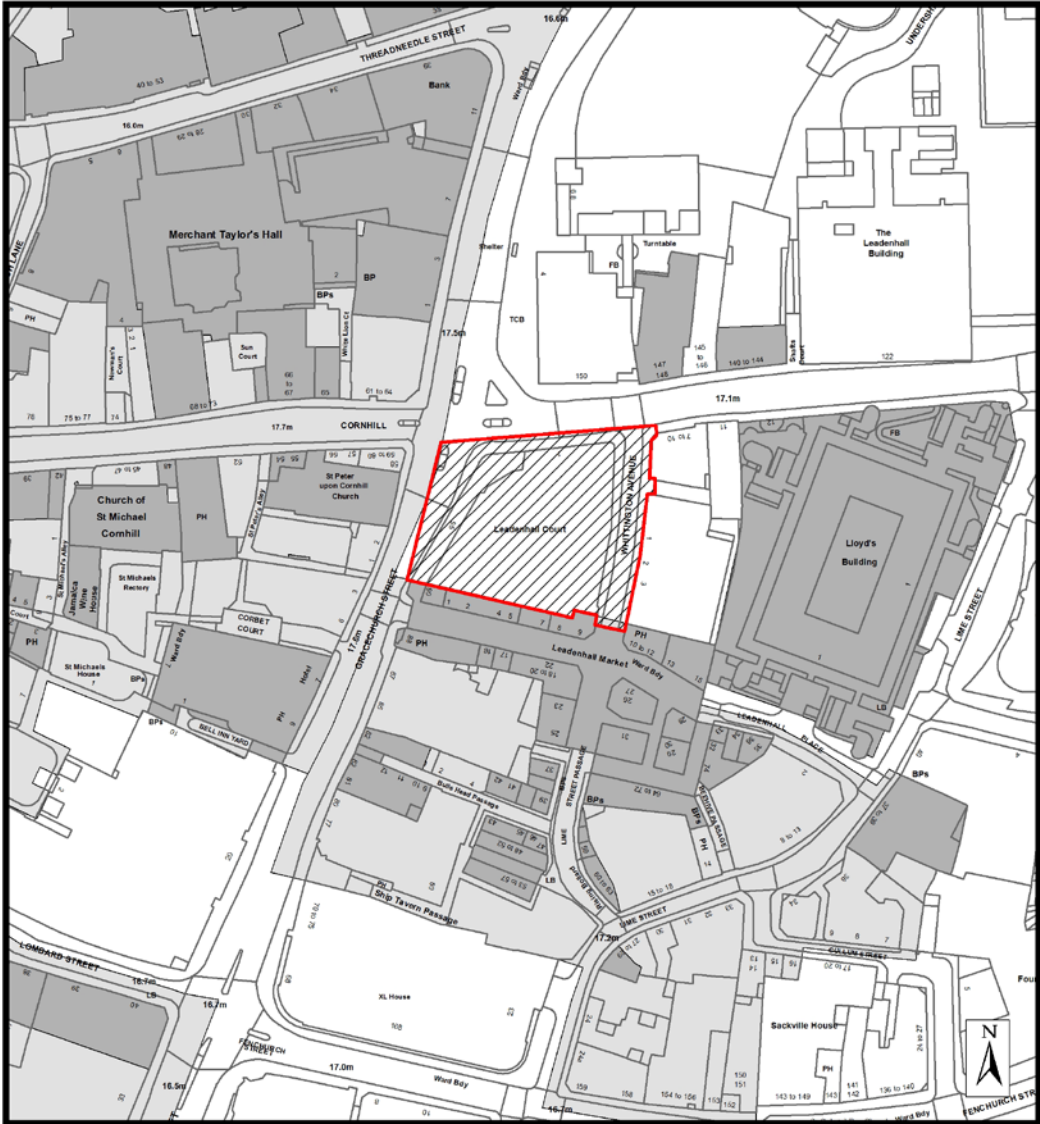
The Mayor of London supports the scheme in strategic planning terms. Historic England did not wish to offer any comment on this application. Historic Royal Palaces has objected to the scheme on the grounds of its impact on the World Heritage Site. The Victoria Society has objected to the application expressing concern about the impact the proposal would have on the setting and character of neighbouring listed buildings.

It is concluded that the proposal accords with the development plan as a whole, that it would preserve the setting of neighbouring listed buildings 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 address the matters set out in the report.

### **Recommendation**

- (a) The Mayor of London be given 14 days to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);
- (b) Planning permission be GRANTED for the above proposal in accordance with the details set out in the attached schedule subject to planning obligations and other agreements being entered into in respect of those matters set out in the report, the decision notice not to be issued until such obligations have been executed;
- (c) That your officers be instructed to negotiate and execute obligations in respect of those matters set out in the report under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

# Site Location Plan



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ADDRESS:  
Leadenhall Court, 1 Leadenhall Street

CASE No.  
16/00859/FULEIA

-  **SITE LOCATION**
-  **LISTED BUILDINGS**
-  **CONSERVATION AREA BOUNDARY**
-  **CITY OF LONDON BOUNDARY**



DEPARTMENT OF THE BUILT ENVIRONMENT



## **Main Report**

### **Environmental Statement**

1. 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.
2. The Local Planning Authority must take the Environmental Statement into consideration in reaching its decision as well as comments made by the consultation bodies and any representations from members of the public about environmental issues.
3. 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.
4. The Environmental Statement is available in the Members' Room, along with the application, drawings, relevant policy documents and the representations received in respect of the application.

### **Site Location and Current Buildings**

5. The site is approximately 0.3 hectares in size and is located at the junction of Bishopsgate, Leadenhall Street, Gracechurch Street (TfL road) and Cornhill. The site is bound by Leadenhall Street to the north, Whittington Avenue to the east, Gracechurch Street to the west and Leadenhall Market to the south.
6. The site comprises a seven storey office building with retail at ground floor, and two levels of basement. The building was constructed in 1988 and provides approximately 15,277sq.m (GIA) of floorspace, which includes 729sq.m of retail floorspace. At ground floor level the building has a low level colonnade onto Gracechurch Street. The site is located within the Leadenhall Market Principal Shopping Centre (PSC).
7. The existing building is not listed, however the Grade II\* Listed Leadenhall Market adjoins the southern boundary of the site, and the Grade I Listed Lloyds building and Church of St Peter Cornhill are located in close proximity. There are a number of Grade II Listed Buildings on Leadenhall Street, Gracechurch Street, Cornhill and Bishopsgate.
8. The site is not in a conservation area, but the Leadenhall Market Conservation Area is located immediately to the south of the site and the Bank Conservation Area is located to the west. Other conservation areas

located within 200m of the site include St Helen's Place Conservation Area, located to the north, and the Eastcheap Conservation Area located to the south.

9. The site has a Public Transport Accessibility (PTAL) rating of 6b. It is located in close proximity to Liverpool Street Station, Fenchurch Street Station, Aldgate Underground Station and Bank Underground Station. The site is located in close proximity to several cycle routes.
10. The site is located within Flood Zone 1 and is in an Air Quality Management Area.

### **Proposal**

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

*Demolition of the existing building and redevelopment to provide a 36 storey building with 28 floors for office use (Class B1) with retail floorspace (Class A1-A4), office lobby and loading bay at ground floor, 2 levels of retail floorspace (flexible Class A1-A4) at first and second floors, a publicly accessible terrace at second floor, 5 floors of plant and ancillary basement cycle parking, cycle facilities and plant (63,273sq.m GIA) (182.7m AOD)*

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

Use Class	GIA (sq.m)	GEA (sq.m)
Retail (A1-A4)	4187	4758
Office (B1)	48,511	49,949
Ancillary (basement and plant)	10,575	10,301
<b>TOTAL</b>	<b>63,273</b>	<b>65,008</b>

13. The proposed building would be 182.7m AOD in height, which is approximately 165m above ground level, and would have a total of 36 storeys (including ground level).
14. The accommodation comprises three basement levels, three storeys of retail space (including a public terrace on the second floor), a double height plant space (on the third floor), 28 floors of office space (incorporating two office terraces) and four levels of plant space (on the 32<sup>nd</sup>-35<sup>th</sup> floors). The accommodation would be arranged around a central core.
15. The proposed massing comprises of three vertical elements which step in height and sit on a 'base' forming a new 'street block'. The articulation of the facades includes projecting vertical fins, which transition into a colonnade at ground level.

16. The office floorspace is accessed from a lobby on Leadenhall Street and Whittington Avenue. The Whittington Avenue entrance ensures that the office accommodation within the building relates to the insurance district to the east. This connectivity would be of key importance to occupiers, many of whom are anticipated to work within this industry.
17. Retail floorspace is provided at part ground floor level, which would provide an active frontage within the double height colonnade. Retail units are also proposed at first and second floors. These upper floors would be accessed via a dedicated retail entrance on Gracechurch Street.
18. A publicly accessible terrace and winter garden is proposed at second floor level, which would overlook the roof of Leadenhall Market, and would also afford views of the Lloyds Building, St Michael's Cornhill and St Peter upon Cornhill churches. The terrace would be accessed via the dedicated retail entrance at ground floor on Gracechurch Street and a secondary exit would be provided via lifts and stairs to Whittington Avenue.
19. Cycle parking and cyclist shower facilities would be provided within the basement.
20. Service vehicles and couriers would access the ground floor loading bay from Whittington Avenue.

### **Consultations**

21. The views of other City of London departments have been taken into account in considering the scheme and detailed matters will be covered under conditions and the Section 106 agreement. These include matters relating to environmental controls such as noise, fume extract and ventilation, controls during construction activities, and security matters.
22. No objections or comments were raised as a consequence of consultation with statutory bodies and other London Boroughs.
23. The GLA states that *the "London Plan policies on Central Activities Zone; offices; mix of uses; urban design; strategic views; the historic environment; inclusive access; climate change; air quality 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.*  
*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 and the CAZ retail frontage. However, an affordable housing contribution should be made as per the tariff established within the City of London Corporation Planning Obligation SPD to ensure the requirements of London Plan policy 4.3 are met.

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 development provides for high quality office as well as enhancement to the existing public realm along Whittington Avenue. Accordingly the application accords with London Plan policies 7.1, 7.4, 7.3, 7.5, 7.6 and 7.7.

Strategic Views: The development would reinforce and enhance the characteristics of strategic views through an improved consideration of the City's eastern cluster and complies with London Plan policy 7.12.

Historic Environment: The development would not compromise the ability to appreciate the Outstanding Universal Value of World Heritage Sites. Accordingly the application complies with London Plan policy 7.10. The development would have an adverse impact upon the Grade I Listed Chapel Royal of St Peter ad Vincula (Tower of London), however the harm is considered to be less than substantial and this harm is considered to be outweighed by the public and townscape benefits of the proposal.

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 falls short of the 35% target within London Plan 5.2. The applicant should consider scope for additional measures aimed at achieving further carbon reductions. (The applicant has provided further information and the GLA are satisfied)

Transport: TfL's main concern relates to the proposed changes to the building line on the corner of Gracechurch Street and Leadenhall Street and the resultant impacts on pedestrians and further clarifications are sought. Otherwise the proposal is broadly acceptable in strategic transport terms; however the applicant should address the matters discussed in this report and the detailed TfL response in respect to the kerbline on Gracechurch Street, the travel plan, trip generation and short term cycle parking in order to ensure accordance with London Plan policies 6.3, 6.5, 6.9, 6.10, 6.13 and 6.14." (Comments attached). These comments have been addressed in the relevant part of the report.

24. Historic England did not wish to offer any comments on this application.
25. The Victorian Society object to the application expressing concern about the impact the proposal would have on the setting and character of the Grade II\* Listed Leadenhall Market, the setting of Grade I Listed St Peter's Cornhill, the setting of the Grade I Listed Lloyds Building's and the character of the Leadenhall Conservation Area and the Bank Conservation Area. (Letter attached). These comments have been addressed in the relevant part of the report. It is considered that the setting of the market is already characterised by the close proximity of large modern buildings including Leadenhall Court, the Lloyds Building



and the visual presence of other office towers to the north, east and south.

26. Historic Royal Palaces object to the application stating that *“Historic Royal Places is extremely alarmed by the steady build-up in both density and height of the Eastern Cluster, to which the proposed development at 1 Leadenhall Street would contribute. Despite the distance between the WHS and the Cluster, the latter is becoming visually dominant in the iconic views of the Tower from the Queen’s Walk and Tower Bridge and posing a serious threat to a key attribute of the Outstanding Universal Value of the WHS, a matter of considerable concern to us.”* (Email attached). These comments have been addressed in the relevant part of the report. It is considered that the proposed tower would appear as a peripheral feature on the skyline decreasing in height from the highest point of the cluster, a considerable distance from the World Heritage Site, and would not harm the setting or outstanding Universal value of the World Heritage site in any of these views.

### **Policy Context**

27. The development plan consists of the London Plan 2016 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.
28. 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 to 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. Where appropriate they should have accessible public areas on the upper floors. 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.

29. 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.
30. 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.
31. There is relevant City of London supplementary planning guidance in respect of: Planning Obligations, Protected Views, Leadenhall Market and Bank, 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.
32. 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**

33. The Corporation, in determining the planning application has the

following main statutory duties to perform:-

To have regard to the provisions of the development plan, so far as material to the application, any local finance considerations so far as material to the application, and other material considerations. (Section 70(2) Town & Country Planning Act 1990);

To determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);

To pay special attention to the desirability of preserving or enhancing the character or appearance of the Leadenhall Market Conservation Area and the Bank Conservation Area (S 72(1) Planning, Listed Buildings and Conservation Areas Act 1990), which adjoin the site;

34. 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.
35. 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.
36. 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...'*.
37. 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**

38. The principal issues in considering this application are:
  - The economic benefits of the scheme;
  - Impact on retail and the public realm including provision of a 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; and
- The extent to which the proposals comply with Government policy advice (NPPF) and with the relevant policies of the Development Plan.

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

39. The City of London, as one of the world's leading international financial and business centres, contributes significantly to the national economy and to London's status as a 'World City'. Rankings such as the Global Financial Centres Index (Z/Yen Group) and the Cities of Opportunities series (PwC) consistently score London as the world's leading financial centre, alongside New York. The City is a leading driver of the London and national economies, generating £45 billion in economic output (as measured by Gross Value Added), equivalent to 13% of London's output and 3% of total UK output. The City is a significant and growing centre of employment, providing employment for over 450,000 people.
40. 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.
41. Alongside changes in the mix of businesses operating in the City, the City's workspaces are becoming more flexible and able to respond to changing occupier needs. Offices are increasingly being managed in a way which encourages flexible and collaborative working and provides a greater range of complementary facilities to meet workforce needs. There is increasing demand for smaller floor plates and tenant spaces, reflecting this trend and the fact that a majority of businesses in the City are classed as Small and Medium Sized Enterprises (SMEs).
42. 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.
43. The City of London lies within the Central Activities Zone (CAZ), which is London's geographic, economic and administrative core and contains London's largest concentration of financial and business services. The London Plan 2016 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and

enhance it as a strategically important, globally-oriented financial and business services centre' (policy 2.10). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity and policies 2.11 and 4.3 provide for exemptions from mixed use development in the City in order to achieve this aim.

44. The London Plan projects future employment growth across London, projecting an increase in City employment of 151,000 between 2011 and 2036, a growth of 35.6%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.
45. 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.
46. The proposed development would result in an additional 33,963sqm GIA of additional B1(a) office floorspace, further consolidating the nationally significant cluster of economic activity in the City and contributing to its attractiveness as a world leading international financial and business centre. This amount of floorspace would contribute towards meeting the aims of the London Plan for the CAZ. The development would accommodate approximately 3,763 office workers.
47. The proposed development includes large uniform floor plates (typically 1794sq.m GIA) which maximise internal usable areas, which addresses the needs of international business in accordance with Local Plan policy DM1.2.

### **Provision of office accommodation**

48. 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.
49. The proposed development would add a substantial amount of B1 office floorspace to the City's office stock (33,963sqm net increase in GIA), which is supported in accordance with Local Plan Policy CS1. This

additional floorspace will make a significant contribution towards meeting the Local Plan's overall office floorspace targets to 2026.

### **Retail Provision**

50. The application site is located within the Leadenhall Market Principal Shopping Centre (PSC), as defined in Policy CS20. PSCs are the main areas of the City where new retail is promoted and existing retail is protected.
51. The proposed development increases the total amount of retail on site from 729sqm GIA to 4,187sqm GIA, an increase of 3,458sqm GIA overall. At ground level, the proposed retail space would comprise three separate ground floor double height units dispersed around the base of the building on the Gracechurch Street and Whittington Avenue frontages and a small kiosk at the southern end of Whittington Avenue. The whole of the usable 1<sup>st</sup> floor area is proposed to be utilised for retail uses. At second floor level the usable floor area would be split with the southern half of the floor being occupied by the open terrace and winter garden, with the remainder to the north being used for retail. The large increase in retail floorspace provided by the scheme is beneficial, even at above ground floor level, and Policy DM20.1 supports uses other than A1 at higher levels.
52. However, there would be a net loss of retail space and frontage on the ground floor with the space being used for office entrances instead. A large loading bay is proposed on Whittington Avenue, a PSC frontage which leads into the covered area of Leadenhall Market.
53. Policy DM20.1 seeks to protect street level retail frontage and prevent significant breaks in the frontage of PSCs'. The existing building has 5 ground floor retail units, providing about 75m of retail frontage; 63.3m of the frontage is in A1 use (84%). The proposed scheme would provide about 59m of retail frontage in 4 separate units and the application seeks flexible A1 – A4 permission, which could potentially lead to a loss in all A1 frontage in an important section of the PSC. The proposed ground floor layout would also result in the loss of a retail unit on the key junction in the PSC between Leadenhall Street and Whittington Avenue, which helps improve the character leading up to the entrance to Leadenhall Market.
54. The existing retail units are hidden behind a colonnade on Gracechurch Street and are not clearly visible to passers-by. The proposal includes a colonnade, but due to the increase height of the colonnade and the provision of retail on the upper floors the prominence of the retail units would be improved. The quality of the retail space proposed would be improved over the existing in terms of the quality of accommodation and the amount of retail overall would increase significantly. In these circumstances it is considered that the proposed loss of the existing retail frontage is acceptable.

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

55. The scheme has been developed with two key factors informing the bulk and massing of the current proposals. These are; the base element that effectively fills the street block; and the more slender three vertical tower elements that rise above.

### **Street block**

56. The height and massing of the “street block” has been carefully profiled to respect the general height of development within the street frontages to the east, south and west and adheres to the established building line along these streets. The purpose of this lower element of the building is to create an impression in views from the east, west and south of a low rise building addressing the street with a tower element rising behind. This block is also seen as the base from which the tower rises in views from the north when the full height of the building from ground to top can be seen.
57. The street block has been kept low (five storeys) and given a stone clad framework with a strong vertical emphasis to blend into the succession of buildings when seen in oblique views from distance. The façade would comprise a fully glazed double height lobby set back behind an arcade on its north and western sides rising the full height of the lobby space whose principal entrance would be from Leadenhall Street. The lobby would have a secondary entrance from Whittington Avenue that would allow the lobby to be physically split between two occupiers if required. The arcade would provide a significantly more generous height and width in comparison to the existing arcaded walkway with new stone pavement finishes and would provide access to four ground floor retail areas and the entrance to the public terrace. The route through the arcade would link through to the arcaded section of the adjoining Leadenhall Market buildings. The lobby glazing would return around on to the Whittington Avenue frontage. A loading bay entrance would be located towards the southern end of Whittington Avenue. Above the double height ground floor would rise two floors faced in a stone grid with a metal fin detailing to the vertical columns and frameless windows. The columns would project forward of the horizontal transoms to provide interest to the roofline of the street block. The upper sections of the final three bays at the southern end of the Gracechurch Street façade would be open and unglazed to provide a more respectful relationship to the Leadenhall Market buildings and these openings indicate the position of the public terrace that allow unobstructed views out to the south and west.

### **Viewing Gallery**

58. The public terrace, accessible from the Gracechurch Street frontage extends along the south side of the street block overlooking the

attractive glazed roof of the market building. From this raised position users of the terrace would be able to enjoy new views of City landmarks that include the Lloyds Building, the spires of the churches of St Michael's Cornhill and St Peter Upon Cornhill, and the rooftops of other buildings in the vicinity. It would provide an alternative viewing experience to other high level viewing galleries recently approved. The terrace would be accessed via two dedicated lifts and a staircase located halfway along the Gracechurch Street frontage, and could also be exited using a dedicated single lift opening onto Whittington Avenue.

59. The western half of the terrace area would be sheltered by the soffit of the tower above but would have an outdoor nature with seating and landscaping. A winter garden would be positioned at the eastern half of the terrace area that would create a pleasant public space that could be used all year round. Cafes, restaurants and bars could potentially open out onto the terrace to further enliven the space.

### Tower

60. The tower element would relate satisfactorily to the heights and profiles of neighbouring tall buildings and would reinforce the character of the Eastern Cluster and has been set back from the frontage of the street block to reduce its presence in ground level views from the east and west. The mass of the tower itself is sub-divided into three vertical elements with the centre element rising highest and the two flanking vertical masses each finishing at different height below. The final height of these three masses has been determined following consideration of the appearance of the building within the context of the other buildings within the City cluster. At the transition from the street block building to the tower, metal fins of alternating height extend upwards across the two plant levels up to the office floors. The main facades of the tower above would be formed of unitised cladding that would be given a vertical emphasis that would be achieved by downplaying the horizontal floor slab divisions by continuing the glazing across their edges and by the use of a recessed mullion every 4.5m to create vertical "score lines" up and down the façade. The metal fin treatment would be repeated as an embellishment at the top of the building over the plant floors

### **London Views Management Framework and Tower of London Local Setting Study**

61. The Mayor of London's View Management Framework (LVMF) is Supplementary Planning Guidance to the London Plan and sets out the strategic context for the protection of identified landmarks. The site falls outside all of the Protected Vistas of the London Views Management Framework. However, the tower would impact on a number of Assessment points in the LVMF.
62. The tower would be clearly visible on the City skyline from all three assessment points at Waterloo Bridge (15B) and from Gabriel's Wharf



(16B). From all of these vantage points, the tower would be seen adjacent to the Leadenhall Building. The tower would relate well to the profile of the cluster and would not harm the setting or appreciation of St. Paul's Cathedral or other important landmarks.

63. From the three assessment points at City Hall (25A) and the north bastion of Tower Bridge, the tower would relate satisfactorily to the compact profile of the City cluster of towers located to the left of the Leadenhall Building. From these vantage points the tower would not harm the setting or views of the Tower of London or other important landmarks.
64. The tower would be concealed in both summer and winter by the trees on the Duck Island in the view from St James's Park and would, therefore, not affect this view.
65. In terms of wider views (e.g. Alexandra Palace, Parliament Hill, Kenwood and Primrose Hill) the tower would be fully integrated within the City's cluster of tall buildings and would not compromise the setting of St. Paul's Cathedral.

#### Setting of the Tower of London World Heritage Site

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

#### Other Key Views

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

House, the Bank of England or the Royal Exchange.

### **Setting of Conservation Areas**

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

### **Setting of Listed Buildings**

73. The site is located adjoining, adjacent to and near a number of listed buildings.
74. To the north of the site is the grade II listed 147-148 Leadenhall Street and further to the east is the grade II listed 140-144 Leadenhall Street. These buildings form part of a short terrace of masonry buildings to which the street block of the proposed development has been designed to relate to in a positive manner in terms of materials, cornice height, maintaining a consistent street frontage etc.
75. The setting of 140-144 and 147-148 Leadenhall Street is already defined by a backdrop of neighbouring tall buildings and the proposed tower would not additionally harm their setting. Similarly, the setting of the

grade I listed St. Peter upon Cornhill, the grade II\* listed Leadenhall Market and other buildings along Gracechurch Street, such as, the grade II listed 7-9 Gracechurch Street and 81-82 Gracechurch Street would not be harmed by the proposal. All of these buildings are appreciated in views northwards along Gracechurch Street with the backdrop of existing towers to the north east. The tower would create a new relationship to the Grade II\* Leadenhall Market buildings. The lower height of the street block building would mitigate some of the visual impact regarding the change in scale between the market buildings and the tower. The details of the junctions between the two buildings would be the subject of a condition.

76. The setting of listed buildings along Cornhill to the west that include; The Royal Exchange, and numbers 33-35, 39, 42, 48, 54-55, 65, 66-67 have been given very careful consideration in terms of the parapet height of the proposed building, its facing materials and the vertical emphasis given to the street block, and the degree to which the tower element has been set back from the Cornhill/Leadenhall Street building line, to ensure that the setting of these buildings is not unduly harmed.
77. The proposed building would sit immediately adjacent to Leadenhall Market on Whittington Avenue and Gracechurch Street. The arrangement of façade elements, alignments and proportions has been carefully developed by the architects with the aim of creating a harmonious relationship between the market entrances and the proposed building. The façade of the proposed building would align with the face of the market buildings. The arcade columns are dimensionally set out so that the closest column is set away from the market buildings by 600mm, forming a recessed shadow gap between the two buildings, between the arcade soffit and the public terrace above. This arrangement would create an appropriate visual separation between both buildings. A similar approach is proposed to form the junction with the market on Whittington Avenue. A recessed element would sit between the façade of the market buildings and the proposed building. The gap would be 350mm wide which would respond to the similar proportions of the market façade compared to the Gracechurch Street entrance.
78. The design of the proposed buildings has been the subject of much discussion to reduce its impact on the character of the surrounding streets. The appearance of the building and its impact on local townscape views proposals are considered to be acceptable and are of an appearance that can be recommended for approval.

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

### **Highways Alterations**

79. The development will involve the stopping up of the footprint of the structural columns which are considered to be existing areas of public

highway on the Gracechurch Street and Leadenhall Street frontages of the building, of approximately 9.05sqm in total. It will also involve the dedication of replacement areas of public highway on both of these frontages, up to the façades of the new building and including the areas within the new arcades, which will total approximately 275sqm of adopted public highway. Although Gracechurch Street is a Greater London Authority road, the City, as the local planning authority, will be responsible for effecting all of the stoppings up and accompanying dedications through a stopping up order. The new areas of public highway that will form part of Gracechurch Street will vest in Transport for London and those that will form part of Leadenhall Street will vest in the City. All areas dedicated will be adopted by the relevant local highway authorities once they are formed to the relevant authority's standards. In the City's case, and also probably in Transport for London's case, this will involve the use of York stone footway paving to ensure a high quality and robust finish. A plan is attached.

#### Delivery and Servicing

80. The proposed development includes three servicing bays, and in order to accommodate all of the servicing activity in the hours allowed a consolidation strategy is proposed whereby vehicle deliveries are made to an off-site location where freight is consolidated and then transferred to the site. This delivery consolidation is proposed to reduce servicing trips in the vicinity of the site, manage peak demand and reduce potential conflicts between servicing traffic and pedestrians/cyclists.
81. A detailed Delivery and Servicing Plan would be required through the S106 agreement.

#### Framework Travel Plan

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

#### Waste Management

83. The commercial waste in the operational phase would be collected from the offices and retail units and transferred to a skip compactor located in the ground floor servicing area of the building. When the compactor is full any residual waste would be transferred to the bins located in the basement waste store. All recyclable waste would be transferred from the offices and retail units to the bins located in the basement waste store.
84. With regards to waste collection, the internal management team would

transfer the bins from the basement waste store to the temporary holding store at ground level at ground floor level, using the servicing lifts. The internal management team would then transfer the bins from the temporary holding store to the servicing area at a pre-arranged collection time.

85. The proposed Waste Management Strategy meets the City's requirements.

### Parking

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

### Cycle parking and facilities

88. To comply with the London Plan standards the development would need to provide 692 long stay cycle parking spaces and 162 short stay cycle parking spaces. Short stay cycle parking spaces are not proposed due to the constraints of the site. Provision of cycle parking on Gracechurch Street or Leadenhall Street would impede pedestrian flow and safety, as they are busy thoroughfares. Leadenhall Market is serviced from Whittington Avenue, as the proposed building would be, which means that it would not be appropriate to provide cycle parking here.
89. All of the proposed cycle parking spaces would be long stay cycle parking spaces located at basement level one of the building, accessed via dedicated lifts from Whittington Avenue. Short stay cycle parking spaces are not proposed due to the constraints of the site. Provision of cycle parking on Gracechurch Street, Leadenhall Street or Whittington Avenue would impede pedestrian flow and safety, as they are busy thoroughfares. It is proposed that 25% of the short stay cycle parking spaces are provided as long term cycle parking spaces in the basement, increasing the provision from 692 spaces to 736 spaces. The applicants transport consultant are looking again at the basement cycle parking to determine whether it would be possible to provide short stay parking here. To be successful this would need to be separate to the long stay parking.
90. A total of 736 cycle parking spaces would be provided. 702 cycle parking

spaces would be provided in two-tier racks, 32 cycle parking spaces would be provided as Sheffield stands and two accessible cycle parking spaces would be provided for off gauge cycles.

91. A total of 73 showers would be provided at basement level, including three accessible showers. This equates to one shower per 10 cycle parking spaces which, while slightly less than our advice of one per 8 spaces, is considered acceptable. 740 lockers would be provided.
92. It is considered that the proposal achieves a significant provision of cycle spaces together with associated facilities which is acceptable for the development. The details of the provision, range, type and location of the cycle spaces, showers and lockers would be dealt with under planning conditions to ensure general compliance with policy.

### **Public Transport and Pedestrian Movements**

93. The site is highly accessible by public transport, with services on the Jubilee, Northern, Central, District, Circle, Metropolitan and Hammersmith and City lines and the Docklands Light Railway and from 2018 the Elizabeth Line available at Bank, Monument, Liverpool Street and London Bridge stations, all within walking distance of the site. National rail services are also available at Liverpool Street and London Bridge, as well as Fenchurch Street and Cannon Street stations within a 12 minute walk from the site. Within 640m of the site (an eight minute walk), 26 bus services are also available. As such, the site records the highest possible Public Transport Accessibility Level (PTAL) of 6b. There are no cycle hire docking stations immediately adjacent to the site, the nearest being available approximately 400m away on St Mary Axe and Great Tower Street.
94. A review of pedestrian movements and pedestrian comfort levels has been undertaken. This assessment demonstrates that a Pedestrian Comfort Level (PCL) of over C is maintained on Gracechurch Street, Leadenhall Street and Whittington Avenue, which is the acceptable level for an office and retail area, in line with TfL's Pedestrian Comfort Guidance, and in accordance with Local Plan policy DM16.2.
95. With regard to trip generation, it is anticipated that the majority of users would arrive by public transport or cycle.

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

#### **Wind Microclimate**

96. A full assessment of the proposed development's effects on wind conditions at the site and in the surrounding area has been undertaken by the applicant. Computational Fluid Dynamics (CFD) studies and extensive wind tunnel tests have been undertaken to assess the effect of the proposal on the wind microclimate, which looks at average and gust

wind conditions around the existing building and the proposed development and also assesses the cumulative impact with other proposed developments.

97. The mitigation measures have been formulated on the basis that the wind levels would be suitable for 'leisure walking' on the Lawson Criteria and the main objective has been to achieve wind levels suitable for 'sitting' and 'standing' scenarios, especially within the terraces.
98. The proposed development would result in an increase in wind speeds along Gracechurch Street and Whittington Avenue, from levels suitable for 'standing/entrances' to levels suitable for 'leisure walking', which is acceptable. The proposal would improve conditions at the perimeter of the 122 Leadenhall Street building.
99. The public terrace would experience wind levels suitable for 'standing' and would require mitigation. The office terrace situated on level 28 on the southern side of the building would experience wind levels suitable for 'leisure walking' and the office terrace situated on level 32 on the northern side of the building would experience wind levels suitable for 'standing'. Mitigation would also be required for these terraces. The incorporation of landscape on all three terraces, consisting of low and high level planting (shrubs and trees), would reduce wind speeds to an acceptable level for the intended use.
100. This testing has informed the mitigation proposals and the resultant wind microclimate complies with relevant wind microclimate policies including Local Plan policies DM10.1 and London Plan policies 7.6 and 7.7.

#### Daylight and Sunlight

101. An assessment of the impact of the development on daylight and sunlight to surrounding buildings has been undertaken in accordance with the Building Research Establishment (BRE) Guidelines and considered having regard to Policies 7.6 and 7.7 of the London Plan and DM 10.7 of the Local Plan. While the assessment has been carried out for all the surrounding buildings including commercial offices, only those considered as sensitive in terms of daylight and sunlight are evaluated in this report. These include residential properties at 2-4 Bull's Head Passage, 88 Gracechurch Street, 3 Castle Court, Jamaica Buildings, 74 Cornhill, Merchant Taylor Hall, 14 Lime Street and 33 Great St Helen; and other sensitive sites including St Helen's Church (front and rear courtyards), 30 St Mary's Axe (concourse), St Andrew's Undershaft (entrance courtyard), St Katherine's Church (rear courtyard), 25-30 Fenchurch Street (concourse), St Peter's Church (courtyard), Church of St Peter's (courtyard), Merchant Taylor Hall (central courtyard), 1 Threadneedle Street (roof terrace), Royal Exchange (thoroughfare), Bank of England (central courtyard) and 25 Old Broad Street/15 Bishopsgate (existing courtyard).

102. The assessment of daylight and sunlight is a comparative one measured against the current base conditions.

### Daylight

103. There are 117 windows serving 49 residential rooms surrounding the site. These have all been assessed in terms of both VSC (Vertical Sky Component) and NSL (No Sky Line). Whilst not residential in nature, consideration has also been given to the potential effect the proposed development may have on the closest church, St Peter-upon-Cornhill. The church windows facing the site, however, are predominantly blocked so it is unlikely that the proposed development would have any material effect on this building.
104. There are no properties which would experience a moderate or major adverse effect on their levels of daylight.

### *Jamaica Buildings*

105. Within Jamaica Buildings there is one room served by four windows. One of the four windows would experience a minor adverse effect in VSC and the other three windows would either experience no VSC change or a change that is BRE compliant. The room would experience an NSL alteration of 0.9%. BRE guidance advises that a less than 20% reduction is unlikely to be noticeable. It is therefore clear that the occupants of this room are unlikely to perceive any change in the level of daylight. The effect is considered to be negligible.

### *88 Gracechurch Street*

106. Due to their low level and enclosed locations, the residential windows facing the site in 88 Gracechurch Street have very low baseline levels of sky visibility (VSC). The small actual VSC alterations, which these windows experience as a consequence of the proposed development, therefore present themselves as disproportionate percentage reductions, which would technically, fall into the moderate to major adverse categories. The actual level of VSC alteration to all except one room does not however cause any alteration in the level of daylight distribution within the rooms (NSL) served by these windows, which breaches BRE guidance. Some rooms would experience an improvement due to the open terrace through which additional skylight at working plane height can be derived.

### Sunlight

107. There are 85 windows serving 30 residential rooms surrounding the site that are relevant to the sunlight amenity assessment. These windows have all been assessed in terms of APSH (Annual Probable Sunlight Hours). In situations where the construction of the proposed



development will result in APSH alterations to the rooms assessed, which are within the BRE guidelines the effect of the proposed development on the sunlight levels to that room is considered to be of negligible significance. The following properties would experience APSH alterations that are beyond BRE guidance and so require more detailed consideration:

#### *74 Cornhill*

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

#### Sun on the Ground

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

#### Transient Overshadowing

111. Transient overshadowing plots show a comparison of the path of the shadows cast by the existing building on site and the proposed building. These plots show the shadows cast at hourly intervals from the sun's highest, lowest and mid-height altitudes, namely 21<sup>st</sup> June, 21<sup>st</sup> December and 21<sup>st</sup> March.
112. The analysis results show that the proposed development would cause no additional overshadowing during the winter months.
113. In the spring and autumn months (shown as 21<sup>st</sup> March) the roof terrace of 1 Threadneedle Street would experience some additional shadow between the hours of 8am and 9am. The courtyard of 25 Old Broad Street/15 Bishopsgate would experience some additional overshadowing from the proposed development between the hours of 11am and 12pm.
114. During the summer months, the central courtyard of Merchant Taylor Hall would experience some additional overshadowing between the hours of 9:45am and 11:45am.

115. Overall the additional shadows cast by the proposed development are considered to be of minor adverse significance.

### Solar Glare

116. The assessment results show that any instances of solar glare, which are visible at street level occur either for only a short period of time or over a small area of the proposed facade. The instances of solar glare identified are considered to be of no greater than temporary, direct and of minor adverse significance. This will be ensured through condition.

### Light Pollution

117. The closest building to the proposed development that contains residential accommodation that has the potential to be affected by light pollution is 88 Gracechurch Street.
118. As there is currently no detailed internal lighting design for the proposed development the assessment has been based on the worst case scenario. Using the level of light spillage from a typical office; with light internal finishes and 0.68 transmittance glazing, with the working plane illuminated to 400 lux with no blinds or curtains. A light level of 100 lux has been applied to the retail at the lowest level and the public terrace has been lit to 200 lux as it is understood that this would be lit for social events.
119. The analysis results show that, in this worst case scenario, when the terrace is unlit there is approximately 10 lux at the upper floor windows of 88 Gracechurch Street, and when the terrace is lit this increases to 20 lux.
120. It should be considered, that in the unlit terrace scenario, the light spillage extent is only marginally above guidance and it does not take into consideration any existing upward light spillage from Leadenhall Market. It is likely that light spill from the roof of Leadenhall Market already have an effect on the façade of 88 Gracechurch Street. Therefore, the level of light spillage from the proposed development when the terrace is unlit is unlikely to be noticeable.
121. When the terrace is lit there would be a higher level of light spillage, but taking account of the light spill from the roof of Leadenhall Market, the level of the light spillage from the proposed development when the terrace is lit has the potential to be only marginally noticeable and not expected to give rise to an effect above minor adverse significance.

### Energy and Sustainability

122. The NPPF, London Plan and the Local Plan seek to ensure that sustainability is integrated into designs for all development.

123. The sustainability statement demonstrates 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

124. The Energy Strategy provides evidence that this development should achieve a 21% improvement in carbon emissions compared to the Part L 2013 Building Regulations requirement. This will be achieved through energy efficiency, on-site CHP and photovoltaic (PV) panels. This is below the London Plan Policy 5.2 target for a 35% improvement over the 2013 Building Regulations therefore a carbon offsetting contribution is required, secured through the S106 agreement.
125. An indicative array of up to 25.2sqm of PV (20 panels) is proposed to be located on the roof of the development, leaving additional space for maintenance access and to prevent overshadowing.
126. The panels are proposed to be inclined at 10° and be south facing, which is considered an optimised angle and orientation for maximising output for this scheme and the number of panels that can fit on the roof. The electrical output from the PV is to be connected into the landlord's supply and it is not anticipated that the PV panels will produce more electricity than is used within the building.

#### BREEAM

127. The Sustainability Statement provides evidence that this development has been designed to achieve a BREEAM "Excellent" rating. A post construction assessment is required by condition to ensure that this rating is achieved.

#### Drainage

128. The existing drainage assets within the area are Thames Water combined sewers. The proposed conceptual drainage includes a separate foul and surface water drainage system up to the outfalls of the combined sewer. Flow control measures would be used to restrict the surface water flow downstream of the network to achieve 50% reduction of existing discharge rate in accordance with the Mayor's requirement, by providing attenuation within the site.

#### Air Quality

129. 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.

130. During construction dust emissions would increase and would require control through the implementation of good practice mitigation measures in the Construction Method Statements to be approved under conditions attached to the planning permission.
131. An Air Quality Neutral Assessment has been undertaken in accordance with the GLA's Sustainable Design and Construction SPG.
132. The development does not include the provision of any car parking spaces. The traffic generation associated with the operation of the proposed development is expected to mainly relate to movement of taxis and vehicles servicing the building.
133. The Total Benchmarked Building Emissions are higher than the Total Building Emissions giving a negative score. The proposed development is therefore considered to be air quality neutral for building emissions.

#### Noise and Vibration

134. The EIA assesses the impact from noise and vibration on the surrounding area, including noise and vibration from the enabling works, demolition and construction; noise from the proposed development during operation; and noise associated with increases in road traffic, which could be attributed to the development.
135. In most City redevelopment schemes most noise and vibration issues occur during demolition and early construction phases. Noise and vibration mitigation, including control over working hours and types of equipment to be used, would be included in a Construction Management Plan to be approved under condition.
136. Worst case daily construction movements of approximately 54 vehicles per day (108 movements) during the demolition phase have been used to assess potential construction traffic noise. It has been calculated that worst case construction traffic activity would result in an increase in road traffic noise of minor adverse significance for a medium term duration on Lombard Street and Cornhill. However, it is not anticipated that haul routes would use these road links but would access the site using Gracechurch Street, Bishopsgate and Leadenhall Street as these roads have higher traffic densities. If construction traffic avoids Lombard Street and Cornhill the change in road traffic noise due to construction traffic would be of negligible significance.
137. Noise and vibration during demolition and construction would be controlled through conditions as outlined above. These would require the submission of a Construction Logistics Plan (CLP) to manage all freight

vehicle movements to and from the site and, a Construction Management Plan (CMP) that includes a scheme for protecting nearby residents, churches and commercial occupiers from noise, dust and other environmental effects attributable to the development.

- 138. During the operational phase of the development it is predicted that the increased cumulative traffic flow would result in a negligible change in road traffic noise.
- 139. 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.
- 140. The impacts on noise and vibration would be managed through conditions and provisions in the S106 agreement to control any adverse effects.

#### Archaeology

- 141. The site is at the centre of the Roman city on the site of the Roman Basilica Forum and medieval buildings including the 15<sup>th</sup> century Garner. An archaeological desk based assessment has been submitted with the application. The site was archaeologically excavated prior to the construction of the existing building and there is no potential for archaeological remains to survive within the building footprint.
- 142. Any works outside the basement footprint are likely to have an archaeological impact and a condition is recommended to record any archaeological remains revealed.

#### Security

- 143. Following extensive engagement with the City Police both throughout the development of the scheme and following the submission of the application, a number of internal and external security measures are to be employed to address security issues which arise with a development of this size, location and nature.
- 144. Externally, perimeter protection would be provided by the facade construction and other measures to be agreed.
- 145. The final details of the security measures would be sought by condition and any alterations on the highway would be secured through a Section 278 agreement.

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

146. The development would require planning obligations in a Section 106 agreement to mitigate the impact of the proposal and make it acceptable in planning terms and to contribute to the improvement of the City's environment and facilities. It would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.

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

148. The planning obligations and CIL contributions are set out below.

#### **Mayoral CIL and planning obligations**

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution</b>	<b>Forwarded to the Mayor</b>	<b>City's charge for administration and monitoring</b>
Mayoral Community Infrastructure Levy payable	£2,399,800	£2,303,808	£95,992
Mayoral planning obligation net liability*	£4,104,740	£4,104,740	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>£6,508,040</b>	<b>£6,408,548</b>	<b>£99,492</b>

\*Net liability on the basis of the CIL charge remaining unchanged and subject to variation.

### City CIL and S106 Planning Obligations

<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 CIL	<b>£3,599,700</b>	<b>£3,419,715</b>	<b>£179,985</b>
City Planning Obligation Affordable Housing	<b>£959,920</b>	<b>£950,321</b>	<b>£9,599</b>
City Planning Obligation Local, Training, Skills and Job Brokerage	<b>£143,988</b>	<b>£142,548</b>	<b>£1,440</b>
City Planning Obligation Monitoring Charge	<b>£4,250</b>	<b>Nil</b>	<b>£4,250</b>
<b>Total liability in accordance with the City of London's policies</b>	<b>£4,707,858</b>	<b>£4,512,584</b>	<b>£195,274</b>

### City's Planning Obligations

149. The obligations set out below are required in accordance with the City's SPD. They are necessary to make the application acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development and meet the tests in the CIL Regulations and government policy.

- Highway Reparation and other Highways obligations
- Local Procurement Strategy
- Local Training Skills and Job Brokerage Strategy
- Carbon Off-Setting
- Any Site Specific Mitigation (if necessary)
- Travel Plan
- Delivery Service Management Plan
- TV Interference Survey – To be confirmed
- Wind Mitigation Survey – To be confirmed
- Freight Consolidation
- Start-up Incubator Space
- Counter-Terrorism
- Monitoring
- Off-Site Cycle Rack Contribution - TfL
- Utilities Connections
- Solar Glare Survey – To be confirmed
- Public Terrace Access

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

### Monitoring and Administrative Costs

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

### Site Specific Mitigation

153. The City will use CIL to mitigate the impact of development and provide necessary infrastructure but in some circumstances it may be necessary additionally to seek site specific mitigation to ensure that a development is acceptable in planning terms. Other matters requiring mitigation are still yet to be fully scoped.

### Conclusions

154. The proposal accords with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre and with the strategic objective to focus and promote a significant increase in office floorspace in the Eastern Cluster in accordance with policy CS1 of the Local Plan. The scheme would provide 48, 511sqm (GIA) of office floorspace.
155. The scheme would provide 4,187sqm (GIA) of new retail floorspace, which would equate to 3,458sqm of additional retail floorspace. This substantial increase in retail space would be beneficial and in accordance with policy DM20.1 of the Local Plan, but there would be a net loss of retail space and retail frontage at ground floor level. Considering that the quality of the retail space provided would be improved and the amount of retail overall would increase significantly it is considered that the proposals are acceptable.
156. The design of the proposed buildings has been the subject of much discussion to reduce its impact on the character of the surrounding streets. The appearance of the building and its impact on local townscape views proposals are considered to be acceptable and are of an appearance that can be recommended for approval.
157. The scheme would deliver a public viewing gallery which would be free of charge and an important contribution to the public benefit of the scheme.
158. The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and, other than one space for disabled car parking, would be car free. 692 long stay cycle parking



spaces associated facilities would be in provided in accordance with Development Plan standards, and an additional 44 long stay cycle parking spaces would be provided in long stay cycle parking spaces would be provided in lieu of short stay cycle parking spaces.

159. The scheme would not result in any significant adverse environmental impacts on daylight and sunlight, overshadowing, light pollution or wind on surrounding areas. Wind speeds on the terraces can be mitigated through a landscaping scheme secured by condition.
160. The scheme would provide significant benefits through the CIL and S106 where relevant for improvements to the public realm, housing and other local facilities and measures. That payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general there would be site specific measures sought in the S106 Agreement. Together these would go some way to mitigate the impact of the proposal.
161. 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.
162. 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, 6<sup>th</sup> October 2016, Waste and Amenity Planning Manager  
Email, 11<sup>th</sup> October 2016, City Transportation Section  
Memo, 18<sup>th</sup> November 2016, Waste and Amenity Planning Manager  
Memo, 6<sup>th</sup> October 2016, Department of Markets and Consumer Protection

### **External**

Letter, 28<sup>th</sup> September 2016, Historic England  
Email, 28<sup>th</sup> September 2016, Crossrail Ltd  
Email, 29<sup>th</sup> September 2016, Natural England  
Email, 29<sup>th</sup> September 2016, NATS Safeguarding  
Email, 30<sup>th</sup> September 2016, Network Rail  
Email, 5<sup>th</sup> October 2016, Thames Water  
Email, 10<sup>th</sup> October 2016, NATS Safeguarding  
Letter, 10<sup>th</sup> October 2016, City of Westminster  
Letter, 11<sup>th</sup> October 2016, Heathrow Airport Ltd  
Letter, 11<sup>th</sup> October 2016, London Borough of Camden  
Letter, 13<sup>th</sup> October 2016, London Borough of Islington  
Letter, 17<sup>th</sup> October 2016, Environment Agency  
Letter, 18<sup>th</sup> October 2016, Transport for London  
Letter, 19<sup>th</sup> October 2016, Victorian Society  
Letter, 21<sup>st</sup> October 2016, London Borough of Haringey  
Email, 31<sup>st</sup> October 2016, National Planning Casework Unit, DCLG  
Letter, 31<sup>st</sup> October 2016, Greater London Authority  
Email, 3<sup>rd</sup> November 2016, Historic Royal Palaces  
Email, 8<sup>th</sup> November 2016, London City Airport  
Letter, 21<sup>st</sup> November 2016, London Borough of Tower Hamlets  
Email, 13<sup>th</sup> December 2016, Greater London Authority

## Documents

Energy Statement, Hurley Palmer Flatt, August 2016  
Statement of Community Involvement, Field Consulting, August 2016  
Sustainability Statement, Field Consulting, August 2016  
Environmental Statement Volume I: Main Assessment, Aecom, August 2016  
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## Drawings

Site Location Plan  
Dwg no. P1798  
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Dwg no. P2028  
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Dwg no. P2203  
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Dwg no. P2250  
Dwg no. P2251  
Dwg no. P2260  
Dwg no. P4000  
Dwg no. P4001  
Dwg no. P4002  
Dwg no. P4003  
Dwg no. P4010  
Dwg no. P4011  
Dwg no. P4012

## **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 4.8 Support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need

and the broader objectives of the spatial structure of this Plan, especially town centres.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles  
provide parking for disabled people in line with Table 6.2  
meet the minimum cycle parking standards set out in Table 6.3  
provide for the needs of businesses for delivery and servicing.

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

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

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

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

Policy 7.6 Buildings and structures should:

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

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

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

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

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

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

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

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

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

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

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

### Relevant Local Plan Policies

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

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

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



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

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

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

- 1) Developers will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity, both on and off the site, to serve the development during construction and operation. Development should not lead to capacity or reliability problems in the surrounding area. Capacity projections must take account of climate change impacts which may influence future infrastructure demand.
- 2) Utility infrastructure and connections must be designed into and integrated with the development wherever possible. As a minimum, developers should identify and plan for:
  - a) electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers, Temporary Building Supply (TBS) for the construction phase and the estimated load capacity of the building and the substations and routes for supply;
  - b) reasonable gas and water supply considering the need to conserve natural resources;
  - c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;
  - d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;
  - e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.
- 3) In planning for utility infrastructure developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe subway routes wherever feasible. Sharing of routes with other nearby developments and the provision of new pipe subway facilities adjacent to buildings will be encouraged.
- 4) Infrastructure provision must be completed prior to occupation of the development. Where potential capacity problems are identified and no improvements are programmed by the utility company, the City Corporation will require the developer to facilitate appropriate

improvements, which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- 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.

#### ***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.

#### ***DM20.4 Retail unit sizes***

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

***CS17 Minimising and managing waste***

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

***CS18 Minimise flood risk***

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

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

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

***CS20 Improve retail facilities***

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

***CS21 Protect and provide housing***

To protect existing housing and amenity and provide additional housing in the City, concentrated in or near identified residential areas, as shown in Figure X, to meet the City's needs, securing suitable, accessible and affordable housing and supported housing.

## SCHEDULE

APPLICATION: 16/00859/FULEIA

**Leadenhall Court 1 Leadenhall Street London**

**Demolition of the existing building and redevelopment to provide a 36 storey building with 28 floors for office use (Class B1) with retail floorspace (Class A1-A4), office lobby and loading bay at ground floor, 2 levels of retail floorspace (flexible Class A1-A4) at first and second floors, a publicly accessible terrace at second floor, 5 floors of plant and ancillary basement cycle parking, cycle facilities and plant (63,273sq.m GIA) (182.7m AOD).**

## CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.  
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following:

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

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

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

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



work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 4 Before any works hereby permitted are begun additional details and information in respect of the following shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:  
(a) Details of the measures proposed to mitigate the impacts of solar glare.  
REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.
- 5 Before any works including demolition are begun a site survey and survey of highway and other land at the perimeter of the site shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces. The development shall be carried out in accordance with the approved survey unless otherwise agreed in writing by the local planning authority.  
REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order that a record is made of the conditions prior to changes caused by the development and that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 6 Development should not be commenced until impact studies of the existing water supply infrastructure have been submitted to and approved in writing by the local planning authority in consultation with Thames Water. The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.  
REASON: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand. Policy DM2.1 of the Local Plan.
- 7 No piling shall take place until a piling method statement (detailing the depth and type and piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage and water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation

with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

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

- 8 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site during deconstruction of the existing building(s) has been submitted to and approved in writing by the Local Planning Authority. The Deconstruction Logistics Plan shall include relevant measures from Section 3 of the Mayor of London's Construction Logistics Plan Guidance for Developers issued in April 2013, and specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. The demolition shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

REASON: To ensure that demolition works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to demolition work commencing in order that the impact on the transport network is minimised from the time that demolition starts.
- 9 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition taking place on the site. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme.

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that development starts.
- 10 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site during construction of the development has been submitted to and approved

in writing by the Local Planning Authority. The Construction Logistics Plan shall include relevant measures from Section 3 of the Mayor of London's Construction Logistics Plan Guidance for Developers issued in April 2013, and specifically address [driver training for] the safety of vulnerable road users through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

REASON: To ensure that construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.

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

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

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

REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1. These details are required prior to piling or construction work commencing in

order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 13 A. No work except demolition to basement slab level shall take place until an investigation and risk assessment has been undertaken to establish if the site is contaminated and to determine the potential for pollution in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. The risk assessment must be submitted to and approved in writing by the Local Planning Authority.  
B. Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the local planning authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.  
C. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.  
REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the following policy the Core Strategy: CS15
- 14 No works except demolition to basement slab level shall take place until arrangements have been made for an archaeological "watching brief" to monitor development groundworks and to record any archaeological evidence revealed. Details of these arrangements shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the work.  
REASON: To ensure an opportunity is provided for the archaeology of the site to be investigated and recorded in accordance with the following policy of the Local Plan: DM12.4.
- 15 Before any construction works hereby permitted are begun details of rainwater harvesting and grey water recycling systems shall be submitted to and approved in writing by the local planning authority.  
REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policy of the Local Plan: CS18. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 16 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) Particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
  - (b) Large scale (1:10) details of the proposed new facade(s) including typical details of the fenestration, retail frontages and entrances;
  - (c) Large scale (1:10) details of ground floor elevations;
  - (d) Large scale (1:5) details of soffits, hand rails and balustrades;
  - (e) Details of junctions with adjoining premises;
  - (f) Details of the integration of cleaning equipment, cradles and the garaging thereof;
  - (g) Details of all ground level surfaces including materials to be used;
  - (h) Details of external surfaces within the site boundary including hard and soft landscaping;
  - (i) Details of all external lighting;
  - (j) Details of the pedestrian colonnade/arcade including lighting, soffit details, ground level surfaces, and column finishes.
  - (k) Details of the loading bay doors and cycle entrance doors.
- REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, DM10.5, DM10.8, DM12.1, DM12.2, DM15.7.
- 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) Details of the access and egress arrangements relating to the upper level public viewing platform including details of staircases, lifts and other circulation space.
  - (b) Particulars and samples of the surfacing, planting, lighting, column finishes, seating, balustrades and soffit of the public viewing terrace and associated areas.
  - (c) Large scale (1:10) details of the proposed elevations including retail frontages around all sides of the public viewing terrace and associated areas.
- REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, DM10.5, DM10.8, DM12.1, DM12.2, DM15.7.
- 18 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.

- 19 Before any works thereby affected are begun full details of the Sustainable Drainage Systems shall:
  - (a) be submitted to and approved in writing by the Local Planning Authority. The details submitted must demonstrate compliance with the NPPF policies and practice guidance on flood risk and the Non-Statutory Technical Standards for sustainable drainage systems (DEFRA March 2015); and
  - (b) thereafter be maintained as approved throughout the lifetime of the building.REASON: To improve sustainability, reduce flood risk and water run-off rates in accordance with the following policies of the Local Plan: DM15.5 and DM18.1.
- 20 Details of the position and size of the green roof(s) and other landscaping features, the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.  
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2.
- 21 The proposed office development sharing a party element with non-office premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the proposed office premises due to noise from the neighbouring non-office premises and shall be permanently maintained thereafter.  
A test shall be carried out after completion but prior to occupation to show the criterion above have been met and the results shall be submitted to and approved in writing by the Local Planning Authority.  
REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7.
- 22 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour

penetration to the upper floors from the Class A use. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the Class A use takes place.

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

- 23 (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.
- 24 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.
- 25 Before any retail units are occupied the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) A signage strategy for the retail units within the development shall be submitted .
- (b) The signage relating to the public viewing terrace and any retail units accessed from this level shall also be included within the overall strategy.
- REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, DM10.5, DM10.8, DM12.1, DM12.2, DM15.7.

- 26 Unless otherwise agreed in writing by the Local Planning Authority, no less than 70% of the retail floorspace hereby approved shall be occupied as Use Class A1 for the life of the development.  
REASON: To ensure a predominance of A1 retail within the Principal Shopping Centre, in accordance with policies CS20 and DM20.1.
- 27 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.  
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.1, DM10.8, DM16.2.
- 28 Any generator on the site shall be used solely on intermittent and exceptional occasions when required in response to a life threatening emergency or an exceptional event requiring business continuity and for the testing necessary to meet that purpose and shall not be used at any other time. At all times the generator shall be operated to minimise noise impacts and emissions of air pollutants and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.  
REASON: To minimise adverse air quality in accordance with policies DM15.6 and DM 21.3 of the Local Plan and policies 7.14 B a and c of the London Plan.
- 29 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.
- 30 No amplified or other music shall be played on the roof terraces.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 31 The terraces hereby permitted shall not be used or accessed between the hours of 22:00 on one day and 08:00 on the following day and not at any time on Sundays or Bank Holidays, other than in the case of emergency.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.



- 32 There shall be no promoted events on the premises. A promoted event for this purpose, is an event involving music and dancing where the musical entertainment is provided at any time between 23:00 and 07:00 by a disc jockey or disc jockeys one or some of whom are not employees of the premises licence holder and the event is promoted to the general public.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 33 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.
- 34 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.
- 35 No doors, gates or windows at ground floor level shall open over the public highway.  
REASON: In the interests of public safety
- 36 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.
- 37 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.
- 38 A clear unobstructed headroom of 5m must be maintained for the life of the buildings in the refuse skip collection area and a clear unobstructed headroom of 4.5m must be provided and maintained in all other areas (including access ways) to be used for loading and unloading.  
REASON: To ensure satisfactory servicing facilities in accordance with the following policy of the Local Plan: DM16.5

- 39 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.
- 40 No building, roof structures or plant above the top storey, including any building, structures or plant permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or without modification shall be installed unless otherwise approved by the Local Planning Authority in writing.  
REASON: To ensure protection of the view of St Paul's Cathedral and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: CS14, DM10.1 DM12.1.
- 41 Unless otherwise approved by the LPA no plant or telecommunications equipment shall be installed on the exterior of the building, including any plant or telecommunications equipment permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or without modification.  
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 42 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.
- 43 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.
- 44 An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building hereby permitted. Within 6 months of first occupation a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The offices in the building shall thereafter be operated in accordance with the approved Travel Plan (or any amended Travel Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the

premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.

REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Local Plan: DM16.1.

- 45 The vehicular parking provided on the site must remain ancillary to the use of the building and shall be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors.

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

- 46 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 736 pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.

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

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

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

- 48 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: Site location plan and dwg nos P1798, P1799, P1800, P1996, P1997, P1998, P1999, P2000 Rev 01, P2000M, P2001, P2001M, P2002, P2003, P2004, P2005, P2006, P2007, P2008, P2009, P2010, P2011, P2012, P2013, P2014, P2015, P2016, P2017, P2018, P2019, P2020, P2021, P2022, P2023, P2024, P2025 Rev 01, P2026, P2027 Rev 01, P2028, P2029 Rev 01, P2030, P2031, P2032, P2033, P2034, P2035, P2036, P2200, P2201, P2202, P2203, P2210, P2211 Rev 01, P2212, P2213 Rev 01, P2250, P2251, P2260, P4000, P4001, P4002, P4003, P4010, P4011 and P4012.

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

## INFORMATIVES

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

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

a full pre application advice service has been offered;

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

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

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

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

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

(a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any structures in excess of those shown on drawings for which planning permission has already been granted, further planning approval will also be required.

(b) Installation of engine generators using fuel oil.

(c) The control of noise and other potential nuisances arising from the demolition and construction works on this site the Department of Markets and Consumer Protection should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.

(d) Alterations to the drainage and sanitary arrangements.

(e) The requirements of the Health and Safety at Work etc Act 1974 and the other relevant statutory enactments in particular:

- the identification, encapsulation and removal of asbestos in accordance with a planned programme;
- provision for window cleaning (internal and external) to be carried out safely.

(f) The use of premises for the storage, handling, preparation or sale of food.

(g) Use of the premises for public entertainment.

(h) Approvals relating to the storage and collection of wastes.

(i) The detailed layout of public conveniences.

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

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

(l) Methods of odour control.

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

Noise and Dust

(a)

The construction/project management company concerned with the development must contact the Department of Markets and Consumer Protection and provide a working document detailing steps they propose to take to minimise noise and air pollution for the duration of

the works at least 28 days prior to commencement of the work. Restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(b)

Demolition and construction work shall be carried out in accordance with the City of London Code of Practice for Deconstruction and Construction. The code details good site practice so as to minimise disturbance to nearby residents and commercial occupiers from noise, dust etc. The code can be accessed through the City of London internet site, [www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk), via the a-z index under Pollution Control-City in the section referring to noise, and is also available from the Markets and Consumer Protection Department.

(c)

Failure to notify the Markets and Consumer Protection Department of the start of the works or to provide the working documents will result in the service of a notice under section 60 of the Control of Pollution Act 1974 (which will dictate the permitted hours of work including noisy operations) and under Section 80 of the Environmental Protection Act 1990 relating to the control of dust and other air borne particles. The restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(d)

Construction work shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise from the site has been submitted to and approved by the Markets and Consumer Protection Department.

#### Air Quality

(e)

Compliance with the Clean Air Act 1993

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

#### Boilers and CHP plant

(f)

The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO<sub>x</sub> emission rate

of <40mg/kWh in accordance with the City of London Air Quality Strategy 2015.

(g)

All gas Combined Heat and Power plant should be low NOX technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2015.

(h)

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

(i)

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

#### Standby Generators

(j)

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

(k)

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

#### Cooling Towers

(l)

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

#### Noise Affecting Residential Properties

(m)

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

(n)

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

#### Ventilation of Sewer Gases

(o)

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

#### Food Hygiene and Safety

(p)

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

(q)

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



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

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

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

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

(r)

From the 1 July 2007, the Health Act 2006 and associated Regulations prohibited the smoking of tobacco products in all enclosed or partially enclosed premises used as workplaces or to which the public have access. All such premises are required to provide signs prescribed by Regulations. Internal rooms provided for smoking in such premises are no longer permitted. More detailed guidance is available from the Markets and Consumer Protection Department (020 7332 3630) and from the Smoke Free England website: [www.smokefreeengland.co.uk](http://www.smokefreeengland.co.uk).

- 5 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 [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).

Alex Bowring  
Conservation Adviser  
Direct line 020 8747 5894  
alex@victoriansociety.org.uk

## THE VICTORIAN SOCIETY

The champion for Victorian and Edwardian architecture

Catherine Linford  
Development Management  
City of London  
Guildhall  
London  
EC2P 2EJ

Your reference: 16/00859/FULEIA  
Our reference: 2016/09/010

19 October 2016

[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)

Dear Ms Linford

**RE: 1 Leadenhall Street; demolition of the existing and redevelopment to provide a 36 storey building**

Thank you for consulting the Victorian Society on this application, which was discussed by our Southern Buildings Committee at its most recent meeting. It was strongly felt that a tall building is not appropriate for this site, considering the detrimental impact it will effect on numerous heritage assets. Most notable is Leadenhall Market (Grade II\*, *Horace Jones*, 1881), which it abuts, and we wish to register our objection to the proposals.

We acknowledge that there is a precedent for tall buildings in the nearby 'Eastern Cluster', and that there is a strategy for its expansion; however this site seems particularly problematic as far as the historic environment is concerned. Leadenhall Market and the conservation area of the same name within which it sits would be most profoundly affected. Even though 1 Leadenhall Street falls just outside of the Conservation Area, it is within the same block. Bank Conservation Area is opposite the site and both are characterized by low rise Victorian and early twentieth century commercial buildings that are by enlarge a sympathetic, if not the historic, setting of the market. The current post-modernist building at 1 Leadenhall is of a not dissimilar character in its articulation and height – it is architecturally polite and it therefore has a neutral effect on the setting of the heritage assets. A vastly taller building would compromise this setting considerably, as an uncharacteristic intrusion in terms of its scale and prominence. Such an absolute break in the skyline would significantly harm the streetscape and given the proximity, Leadenhall Market would be made to look like a lost relic rather than part of a wider and relatively coherent townscape. A key feature of the market is its glass roof – it is top lit. The loss of daylight that a tall building would entail would also markedly affect its character.

In addition to towering over what is perhaps London's oldest market and now a gloriously ornate structure by the City's famous Victorian surveyor and architect, are two further highly listed buildings in the immediate vicinity. The site faces onto St Peter's, Cornhill (Grade I, c.1127, rebuilt by *Wren* 1677-84), an ancient church which is thought to occupy the earliest Christianized site in London. It sits atop what is

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actually the highest piece of ground in the City— obviously a deliberate decision considering the importance of prominent sites to early Christian places of worship. Constructing a building directly opposite that is totally without human scale would diminish this historic prominence, thereby harming its significance. On the other side of the application site it is the Lloyd's Building (Grade I, *Richard Rogers Partnership*, 1978-81). It is a building that boasts international renown as a backdrop to many vistas in the City, which would no longer be the case from the east. Its particular group value with Leadenhall Market, something that such a tall new building sandwiched in-between would inevitably distract from, is also noted in its listing description. We defer to any further comments that the respective National Amenity Societies may wish to make with regard to the impact of the proposals on these buildings.

Notwithstanding these concerns, if the City decides that this is an appropriate location for a new tall building, we offer the following comments in the hope that the harm to the historic environment can be minimized. If tall buildings are going to be placed in the middle of one of the most historic cities in the world, then they must be built to the highest standards of design, and the City is responsible for holding them to this. The Committee considered that the current proposals fall well short of this obligation; it is a particularly bland design. With little meaningful attempt to integrate with the built environment, it could really be constructed anywhere, and this is not good enough for such a sensitive and important historic location. Given that it would be a mightily prominent building, it is its appearance that would determine how it affects the setting of countless heritage assets. It must be remembered that no other planning consideration is given the same stated primacy as the historic environment – both in terms of the *'special regard to the desirability of preserving the building or its setting'* of the Listed Buildings and Conservation Areas Act and that *'great weight should be given to the asset's conservation'* as stipulated by the NPPF.

In the submitted visualizations from Cornhill, one might compare the proposed glass lump with the intricacies and fine grain of the aforementioned Lloyd's Building, which it would partially obscure. The latter is a lesson in how to integrate a tall and striking modern building with the historic environment in a positive and contextual way – this is a clearly stated reason for its designation at the highest listing category. As an outstanding and innovative exemplar of modern architecture, it enhances the built environment considerably – nobody can pretend that this is the aspiration for 1 Leadenhall Street. It should be, however, and considerable improvements are required before a decision should even be considered. At the very least, a much more thoughtful attempt at integration of the base of the proposed building with the neighbouring Victorian market facades should be expected, otherwise the proposals are just unnecessarily harmful to the Grade II\* listed building's setting.

We note that the particulars of the design, such as the cladding, are yet to be finalised and these will be worked out in the 'detailed design stage'. We urge that much of the acceptability of the proposals rests on the final design. In order to fulfil these obligations in taking a decision, the full details of the design therefore need to be known by the local planning authority and consultees before there can be any progression.

We would be pleased to be reconsulted should there be further information regarding the design made available, otherwise we strongly recommend that this application is refused.

Yours sincerely,

Alex Bowring  
Conservation Adviser

cc.

The Society for the Protection of Ancient Buildings  
The Georgian Group  
The Twentieth Century Society

Hassall, Pam

From: Anna McPherson <amcpherson@dmpartnership.com>  
Sent: 03 November 2016 13:58  
To: PLN - Comments; Linford, Catherine  
Subject: 16/00859/FULEIA: 1 Leadenhall, EC3V 1AB - FAO Catherine Linford

For the attention of Catherine Linford

Dear Sirs

**16/00859/FULEIA - Leadenhall Court, 1 Leadenhall Street, London EC3V 1 AB**

Thank you for notifying Historic Royal Palaces of this application for the development of the above site to provide a 36 storey building for largely office use, with retail space on the ground to second floors. I must apologise for our long delay in responding and hope that the comments below can still be taken into account.

Historic Royal Palaces' principal concern regarding tall buildings in the vicinity of the Tower of London World Heritage Site (WHS) is their potential visual impact on the wider setting of the WHS and, particularly, on protected views of the Tower. As illustrated in the *Townscape and Heritage Visual Impact Assessment* (THVIA) Included in Volume II of the Environmental Statement submitted with the application, the proposed building at 1 Leadenhall Street, at 36 storeys in height, would appear in the existing sky-space between the western side of the City's Eastern Cluster and 20 Fenchurch Street when viewed from Tower Bridge and the Queen's Walk in front of City Hall.

In the London View Management Framework (LVMF) view 10A.1 from the south bastion of Tower Bridge looking north-west (View 8A in the applicant's THVIA, and View 8B, which is similar), one might argue that, in the *existing* views, the proposed building should be lower, given the extent to which it intrudes into the remaining open area of sky between 122 Leadenhall Street (the 'Cheesegrater') and 20 Fenchurch Street. In the *cumulative* views, which show all currently consented schemes, the new building would become less intrusive in relation to the taller and wider Eastern Cluster that is now emerging.

In the LVMF views 25A.1-3 (THVIA views 9A-9C), the less oblique angle of the views brings 20 Fenchurch visually closer to the western side of the Cluster in the *cumulative* views, and the proposed building at 1 Leadenhall Street would sit uncomfortably in the remaining space. LVMF view 25A.2 (THVIA view 9C) is the most unfortunate, in our opinion, since the western side of the Eastern Cluster and 20 Fenchurch Street would coalesce, dominating the Tower in its setting to the east.

THVIA View 7A, from the Inner Curtain Wall of the Tower, east of the Devereux Tower, has been provided at Historic Royal Palaces' request (it is identified as a key outward view in the *Tower of London Local Setting Study* 2010). From this viewpoint, the proposed new building at 1 Leadenhall Street would be intrusive in the *existing* view, appearing in the still largely open sky-space between the Cheesegrater and 20 Fenchurch Street. In the *cumulative* view, which shows 22 Bishopsgate, 1 Undershaft and other consented schemes, the development at 1 Leadenhall would obviously become part of the western 'shoulder' of the future, larger Eastern Cluster.

Historic Royal Palaces is extremely alarmed by the steady build-up in both density and height of the Eastern Cluster, to which the proposed development at 1 Leadenhall Street would contribute. Despite the distance between the WHS and the Cluster, the latter is becoming visually dominant in the iconic views of the Tower from the Queen's Walk and Tower Bridge and posing a serious threat to a key attribute of the 'Outstanding Universal Value' of the WHS, a matter of considerable concern to us.

Yours sincerely

Anna McPherson  
On behalf of Historic Royal Palaces

**Anna McPherson DiplArch RIBA IHBC FRSA**  
***Partner***

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LEADENHALL STREET

GRACECHURCH STREET

WHITTINGTON AVENUE

GROUND FLOOR LAYOUT

LEADENHALL MARKET

#### NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This drawing should be read in conjunction with all other relevant drawings and specifications.
4. Highway boundary information has been transposed based upon Interactive mapping available from the City of London.

#### LEGEND

- Existing CoL highway boundary
- Existing TfL highway boundary
- Proposed revision to combined highway boundary
- Adopted CoL highway boundary area = 65.89m<sup>2</sup>
- Adopted TfL highway boundary area = 209m<sup>2</sup>
- Area of Structural columns to be stopped up by CoL = 3.48m<sup>2</sup>
- Area of Structural columns to be stopped up by TfL = 5.59m<sup>2</sup>

A	21/11/18	IH	First Issue	PW	DHG
Rev	Date	By	Remarks	Chkd	Appd



Client

**Brookfield**

Job Title

NO.1 LEADENHALL

Drawing Title

PROPOSED HIGHWAY BOUNDARY

Scale at A3

1:250

Job No	Drawing No	Issue
M000128	M000128-HW-005	A