

Committee:	Date:
Planning and Transportation	3 October 2017
Subject: 6-8 Bishopsgate And 150 Leadenhall Street London EC3V 4QT Demolition of existing buildings and the erection of a new building comprising lower ground level, three basement levels, ground floor plus part 10, 25 and 51 storeys including plant [221.2m AOD] to provide office (Class B1) use [85,892sq.m GEA], flexible shop/cafe and restaurant (Class A1/ A3) uses [445sq.m GEA] at part ground floor and level 1 and flexible shop/cafe/restaurant/office (A1/A3/B1) uses [199sq.m GEA] at part ground floor and level 1; The provision of a publicly accessible roof top viewing gallery (Sui Generis) [819sq.m GEA] at level 50 with dedicated entrance at ground floor level; the provision of hard and soft landscaping. [TOTAL 87,355sq.m GEA].	Public
Ward: Lime Street	For Decision
Registered No: 17/00447/FULEIA	Registered on: 4 May 2017
Conservation Area:	Listed Building: No

Summary

Planning permission is sought for the construction of a 51 storey building (lower ground, three basement levels (including part mezzanine), ground floor, Mezzanine and 49 upper floors) providing office, retail (Class A1/A3) and a publicly accessible viewing gallery at level 50. The highest part of the building would be 221.3m AOD (203.8m AGL).

The new development would provide an additional 52,718sq.m (GEA) of office (Class B1) floorspace (85,829sq.m total), 445sq.m (GEA) of new retail floorspace (Class A1 or A3) and 199sq.m (GEA) of mixed retail or office (Class A1, A3 or B1) use at ground floor and mezzanine levels. There would also be a publicly accessible roof top pavilion (sui generis) of 819sq.m at level 50. The proposed development would provide a significant increase in flexible office accommodation, retail uses and publicly accessible space on this site, which would assist in meeting the needs of the financial and business services of the City as well as visitors.

The principle of redevelopment of this site to provide a tall building with a slightly increased footprint was established when planning permission (15/00443/FULEIA) for the demolition of the existing buildings and

redevelopment to provide a new building comprising lower ground and basement levels (including part basement mezzanine), ground and mezzanine levels plus part 8, part 20 and part 40 storeys plus plant [185.1m AOD] to provide office (Class B1) use [70,053sq.m GEA], flexible shop/cafe and restaurant (Class A1/ A3) uses [418sq.m GEA] at part ground floor and mezzanine levels and flexible shop/cafe/restaurant/office (A1/A3/B1) uses [235sq.m GEA] at part ground floor and mezzanine levels; and a publicly accessible roof top pavilion (sui generis) [795sq.m GEA] at level 40 together with the provision of hard and soft landscaping [TOTAL 71,501sq.m GEA] was approved in 2015.

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

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

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

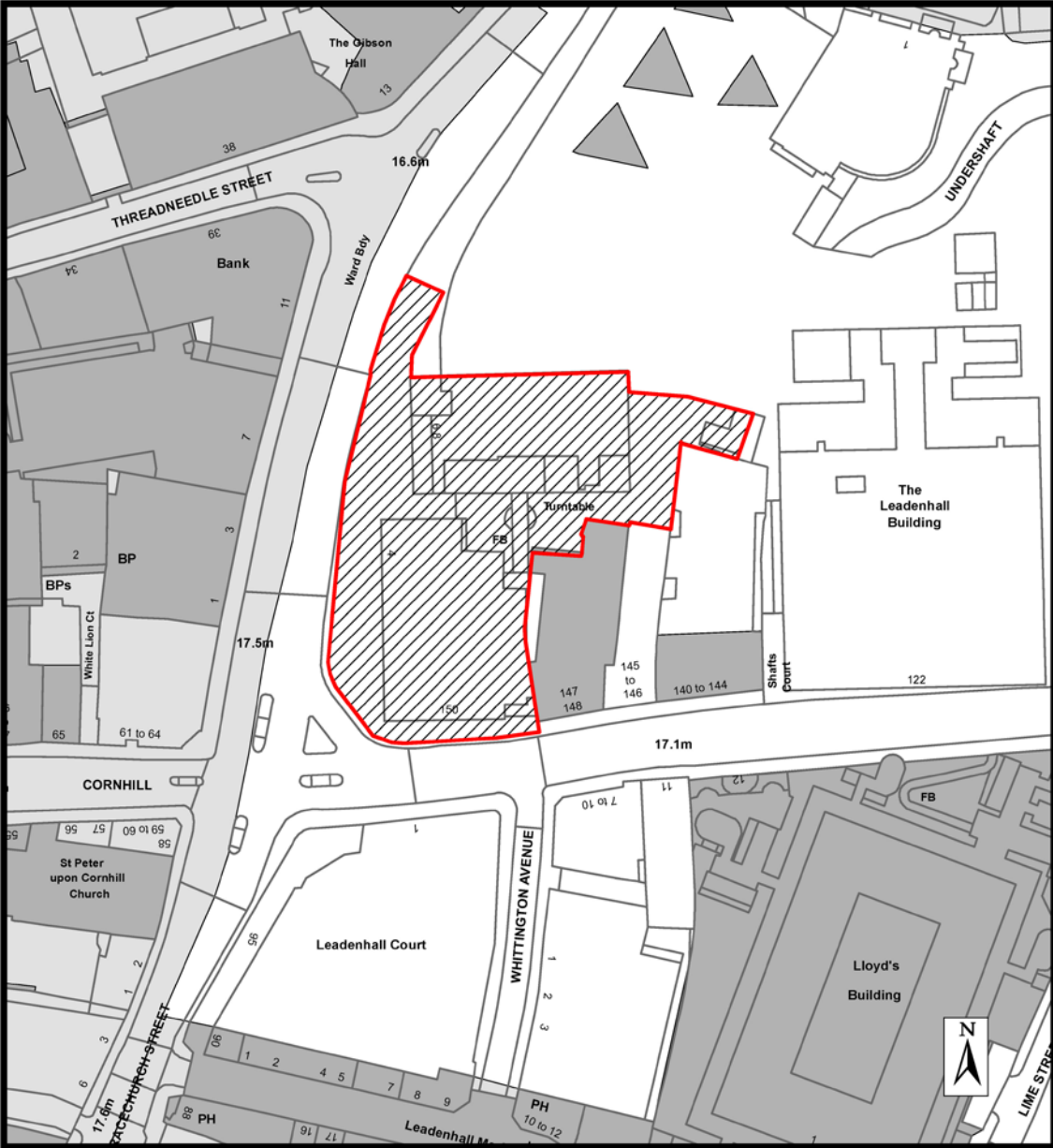
Recommendation

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

(b) Planning permission be GRANTED for the above proposal in accordance with the details set out in the attached schedule subject to planning obligations and other agreements being entered into in respect of those matters set out in the report, the decision notice not to be issued until such obligations have been executed;

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




Site Location Plan



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ADDRESS:
6-8 Bishopsgate & 150 Leadenhall Street

CASE No.
17/00447/FULEIA

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



1. View north from Gracechurch Street

6-8 Bishopsgate & 150 Leadenhall Street



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



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

6-8 Bishopsgate & 150 Leadenhall Street

Main Report

Environmental Impact Assessment

1. This application is accompanied by an Environmental Statement (ES). The ES is a means of drawing together, in a systematic way, assessment of a project's likely significant environmental effects. This is to ensure that the importance of the predicted effects and the scope for reducing them, are properly understood by the public and the competent authority before it makes its decision.
2. The Local Planning Authority must take the Environmental Statement into consideration in reaching its decision as well as comments made by the consultation bodies and any representations from member of the public about environmental issues.
3. The Environmental Statement must include at least:
 - A description of the development comprising information on the site, design and size of the development;
 - A description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects;
 - The data required to identify and assess the main effects which the development is likely to have on the environment;
 - An outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for his choice, taking into account the environmental effects;
 - A non-technical summary of the information provided; and
 - Any other information necessary to consider the environmental effects of the proposal.

Site

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

Relevant Planning History

8. The principle of redevelopment of this site to provide a tall building with a slightly increased footprint was established when planning permission (15/00443/FULEIA) for the demolition of the existing buildings and

redevelopment to provide a new building comprising lower ground and basement levels (including part basement mezzanine), ground and mezzanine levels plus part 8, part 20 and part 40 storeys plus plant [185.1m AOD] to provide office (Class B1) use [70,053sq.m GEA], flexible shop/cafe and restaurant (Class A1/ A3) uses [418sq.m GEA] at part ground floor and mezzanine levels and flexible shop/cafe/restaurant/office (A1/A3/B1) uses [235sq.m GEA] at part ground floor and mezzanine levels; and a publicly accessible roof top pavilion (sui generis) [795sq.m GEA] at level 40 together with the provision of hard and soft landscaping [TOTAL 71,501sq.m GEA] was presented to, and approved by, your Committee on 31st July 2015. Following completion of the legal agreements, a Decision Notice was issued on 17th December 2015.

Proposal

9. It is proposed to demolish the existing buildings and construct a new building for office, retail and public use. The building would comprise lower ground level, three basement levels, ground floor plus part 10, 25 and 51 storeys including plant. The highest part of the building would be 221.3m AOD (203.8m AGL).
10. The proposed floorspace of the building is 87,355sq.m of which 85,892sq.m would be office (Class B1), 445sq.m retail (Class A1 or A3) and 199sq.m of retail/office (Class A1, A3 or B1). There would be a publicly accessible roof top pavilion (sui generis) of 819sq.m at level 50. [All floorspace figures GEA]
11. The pavilion at level 50 would be a mixed (sui generis) use comprising a public viewing gallery and tenant meeting rooms. The two areas would be subdivided by sliding partitions that would enable the whole space to be opened up for private functions outside of public access hours.
12. The viewing gallery would be served by a separate entrance lobby and lifts that would be accessed from Bishopsgate. It would be open, free of charge, to a maximum of 50 members of the public at any one time during visiting hours.
13. The principal office entrance and reception would be located on Bishopsgate with a secondary entrance from Leadenhall Street. The retail unit(s) would be sited on the junction of Bishopsgate and Leadenhall Street. Servicing would be at lower ground floor level with access from Undershaft.

Consultations

14. The views of other City of London departments have been taken into account in considering the redevelopment scheme. Some detailed matters remain to be dealt with through conditions and the provision of an agreement under Section 106 of the Town and Country Planning Act 1990.

15. Historic England noted that the revised design would now appear “very slightly outside the leaning profile of No. 122 Leadenhall Street in the view from Fleet Street towards St. Paul’s Cathedral.” However, they accepted that the proposals would have little impact on the setting of the Cathedral and raised no objection.
16. Historic Royal Palaces have not responded.
17. Thames Water has no objections but asks for conditions to be imposed to prevent foundations having an adverse impact on water resources and sewers as well as ensuring that the development does not impact on water supplies.
18. The Environment Agency considers the proposals to be low risk.
19. Natural England has no objection.
20. London City Airport had no safeguarding objections but requested the imposition of a condition in relation to crane and scaffolding operation methodologies.
21. The Greater London Authority (GLA) has confirmed that the proposed development generally complies with the London Plan but has asked that the applicant ensure the short fall in carbon dioxide reductions is met off-site.

In relation to their role as highway authority for Bishopsgate, Transport for London (TfL) have requested additional information in respect of trip generation, transport capacity, highway works, a delivery and servicing plan and a construction management plan.

These issues are to be dealt with through condition, as part of the provisions of the Undertakings under Section 106 of the Town and Country Planning Act 1990 or as part of a Section 278 agreement.

Should your committee be minded to grant planning permission, the application will be referred back to the Mayor under Article 5 of the Town & Country Planning (Mayor of London) Order 2008. The Mayor will then have fourteen days to decide whether to allow the City to issue the decision

22. The churches of St. Peter-upon-Cornhill, St. Helen Bishopsgate and St. Andrew’s Undershaft have not commented in respect of this application.
23. The Surveyor to the Fabric of St Paul’s Cathedral has not responded.
24. The City of Westminster raised no objection.
25. The London Borough of Tower Hamlets disagreed with the conclusions expressed in the submitted Townscape and Visual Impact Assessment and the Heritage Assessment. These issues are addressed within this report.
26. The owners of 122 Leadenhall Street (The Leadenhall Building) have raised concerns that the increased bulk and height of the proposed building would negatively impact on the amenity of their occupiers;

particularly that of the most high-profile occupiers on the upper floors of the building.

This is a private view from an area that is not publicly accessible. There is no right to, or protection off, such views.

27. An objection to the proposals was received from a residential occupier on St. Michael's Alley (off Cornhill):

"I object to this development on the grounds of further densification in this already overdeveloped location. It will also affect our property with regard to casting of shadows/light and impacting our view."

It is noted that the proposed development would be to the north-east of the residential property and, due to the relative orientation, could not impact on its sunlight other than in the early morning during the summer months when the sun is to the north of due east. However, during those morning hours the proposed building would sit within the shadow of the existing taller development at 122 Leadenhall Street.

Due to the relative orientation and distance between the properties (approximately 133m measured between the nearest points) there would be no measurable impact on daylight.

Policy Context

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

Considerations

Introduction

30. The Corporation, in determining the planning application has the following main statutory duties to perform:

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

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

For development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990) and;

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

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

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

Economic Issues and the Need for Development

37. 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.

38. 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.
39. 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.
40. 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.
41. 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.
42. Strategic Objective 1 in the City of London Local Plan 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. Local Plan Policy DM1.2 encourages the provision of large office schemes. The Local Plan also 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.

43. The provision of a substantial and tall office building in this location, as has been established by the extant planning permission for the site, meets the aims of policy CS7 in delivering a significant growth in both office floorspace and employment. The current application provides for an additional increase in floorspace and employment in line with the requirements of the Local Plan.
44. The proposed development would result in an additional 52,718sq.m gross of B1 office floorspace over the existing buildings and 15,776sq.m more than the extant permission, further consolidating the nationally significant cluster of economic activity in the City and contributing to its attractiveness as a world leading international financial and business centre. This amount of floorspace would contribute towards meeting the aims of the London Plan for the CAZ and deliver approximately 4.6% of the additional office floorspace sought in Local Plan policy CS1.
45. Using the London Plan's assumed density of one person per 12sq.m Net Internal Area (NIA) the number of office workers in the new building could be 4,426 compared to 3,572 in the case of the extant permission and 1,580 in the existing buildings.
46. The proposed development includes large uniform floor plates maximising internal usable areas and addressing the needs of international business in accordance with Local Plan policy DM1.2 and provide flexible floor space for a variety of occupiers.

Viewing Gallery

47. The upper pavilion at Levels 48 to 51 would comprise plant rooms (levels 48, 49 and 51) and a viewing gallery (sui generis) with tenant meeting rooms (Class B1) at level 50.
48. The development would not be permitted to be occupied until the; (a) Viewing Gallery (b) entrance lobby (c) public access lifts have been completed and (d) a viewing gallery management plan has been approved by the City of London. These requirements will form part of the S.106 agreement.
49. The viewing gallery management plan would make provision for, but would not be limited to, such matters as booking procedures, safety and security, management, staffing and access.
50. The provision of a publicly accessible viewing gallery would be in accordance with policy 7.7 of the London Plan and policy DM10.3 of the Local Plan and would provide a substantial public benefit.
51. The viewing gallery would be accessible by the public free of charge, during opening hours and would accommodate 50 members of the public at any one time. The viewing gallery would be accessed from Bishopsgate with its own entrance and lobby at ground floor comprising reception and security, two dedicated shuttle lifts. It would be sufficiently large to avoid any queuing on the street.
52. Access to the viewing gallery would be via a booking system on a dedicated website and visitors would be able to book to access the

viewing gallery prior to arrival. During public opening hours, no office tenants would be able to access the Viewing Gallery from the tenant meeting rooms at Level 50. Office tenants would need to book via the dedicated website and access the viewing gallery from the ground floor entrance lobby, in the same way as all visitors.

53. The proposed public opening hours are as agreed as part of the previously approved scheme:

Mondays and Fridays	12pm – 9pm
Tuesdays to Thursday	10:30am – 5:30pm
Saturdays	11am – 6pm
Sundays and Bank Holidays	10am – 5pm

54. The viewing gallery would be closed to members of the public on Christmas Day, Boxing Day, New Year's Day and Easter Sunday.

Retail Uses

55. The existing buildings contain no retail floorspace.
56. The new development would provide 445sq.m (GEA) retail floorspace in a single flexible unit (Class A1 and A3) at ground and mezzanine levels.
57. A further 199sq.m (GEA) of retail space could potentially be provided at ground floor and mezzanine levels in a flexible unit with uses including retail (Class A1 and A3) and office (Class B1). If occupied as a retail unit the total retail floorspace provided within the site would be 644sq.m (GEA).
58. The site is not in a designated Principal Shopping Centre (PSC) as defined in policy DM 20.1 and new retail is encouraged to be located within these areas. However, Policy DM 20.3 supports retail outside of the PSCs where it would help form an active frontage, provide amenity to City workers and enhance vibrancy. New retail units in this development would benefit the increased numbers visiting and working in this area, providing additional retail frontage on both Bishopsgate and Leadenhall Street, complementing the nearby Leadenhall Market PSC.
59. To ensure that there is sufficient room for pedestrians to pass, it will be a requirement that there will be no use of the adjoining highway by the retail units for seating or standing. This will form part of the section 106 agreement.

Bulk, Height & Massing

60. The proposed development lies within the Eastern Cluster Core Strategy policy area which is an area where tall buildings are considered to be appropriate subject to certain criteria being met.
61. The development would comprise two linked elements with a contiguous single floor plate; a tower of 3 basement levels, ground, mezzanine and 50 upper storeys on the northern part of the site and a

lower masonry street block of 3 basement levels, ground, mezzanine and nine upper storeys on the southern corner.

62. The site is on a prominent corner of Bishopsgate and Leadenhall Street between the under construction development at 22 Bishopsgate scheme to the north and the Leadenhall Building to the east.
63. Rising to a height of approximately 221.3m (AOD) including plant, the proposed building would be 36m taller than the previously approved scheme. In addition the shoulder heights of the various “stacked block” elements increase from the permitted scheme. The corner masonry block increases from 55m to 58m, the second block rises from 100m to 116m, the third (penultimate) block rises from 173m to 201m whilst the uppermost block increases in height from 184m to 220m. [All measurements AOD]
64. The proposed building would relate satisfactorily to the heights and profile of the tall building cluster: existing, under construction and approved. In this respect the increase in height from the permitted scheme would result in a more convincing transition between the height of the permitted building at 1 Leadenhall Street (182.7m AOD) to the south and 22 Bishopsgate (294.94m AOD) to the north as well as a more coherent hierarchy and profile to the cluster of tall buildings when seen from the west.
65. The following list outlines the heights of the existing and permitted tall buildings in the city cluster (descending AOD height order):
 - 1 Undershaft - 304.9m
 - 22 Bishopsgate - 294.94m
 - 122 Leadenhall Street - 239.4m
 - Heron Tower - 217.8m
 - 52-54 Lime Street - 206.5m
 - Tower 42 - 199.6m
 - 30 St Mary Axe - 195m
 - 100 Bishopsgate - 184m
 - 1 Leadenhall Street - 182.7m
 - 40 Leadenhall Street - 170m
 - 150 Bishopsgate - 151m
 - 51 Lime Street - 138m
 - 99 Bishopsgate - 118m
66. The view from Ludgate Hill of St Paul’s Cathedral against a clear sky gap is of significance and is recognised as one of the key views of St. Paul’s. This view and 122 Leadenhall Street (the Leadenhall Building) are key elements in informing the height and massing of the proposed

building. In this respect it was considered important that the breathing space of open sky be retained to the north of the Cathedral as well as retaining the deferentially quality of 122 Leadenhall Street angling away from the Cathedral.

67. The proposed scheme would, to a minimal degree, breach the angled slope of the Leadenhall building in views along Fleet Street. The encroachment into the open area of sky has been negotiated so that it is not considered significant and would not be readily perceptible from public viewpoints along Fleet Street and Ludgate Hill. In this respect, the principal characteristic of this view, the generous area of sky with the tall buildings angling away from St Paul's, would essentially remain.
68. The increase in the envelope of the proposed building would diminish the wedge shaped profile of 122 Leadenhall Street in views along Ludgate Hill. However, the impact is not considered harmful and the sloping profile of the Leadenhall Building will remain discernible in these views.
69. An additional factor in relation to the view from Ludgate Hill to St Paul's Cathedral was the need to ensure that the lower corner building would not significantly encroach on the open area of sky around the Cathedral but would address the need for it to read as a coherent, robust, bookend visually supporting the street block to the east of 140-148 Leadenhall Street. Consequently, the corner building rises to 11 storeys (ground, mezzanine and 9 upper storeys) and is a predominantly masonry building which is considered to be of an appropriate height in relation to the adjoining buildings and the view from Fleet Street and Ludgate Hill.

Design

70. The design reflects the permitted scheme's design approach of "stacked blocks", albeit taller and with subtle design refinements. The scheme consists of a series of stacked and interlocking blocks diminishing in size on the upper storeys. It has a bold and dynamic form with the individual blocks on a slightly different alignment and cantilevered over the lower block. The building is crowned by a rectilinear block which slightly overhangs the lower block and incorporates the public viewing gallery. This distinctive character establishes the individuality of the building in relation to the designs of the other tall buildings in the cluster while responding to their height and form. In this respect, the design approach complements the vibrant quality of the cluster of tall buildings as a family of individuals with contrasting characteristics but with a refined dialogue between them.
71. The proposed design is an enhancement over the permitted scheme as there is a stronger vertical emphasis and the overall increase in cantilevering (especially in the case of the corner block) results in a more dynamic and eye catching appearance. In addition the uppermost block's more assertive proportions results in a stronger visual termination to the building.

72. To reinforce the individual identity of the stacked blocks there would be a subtle contrast in cladding details through variations in the glazing modules and the addition of aluminium fins. The cantilevered nature of the blocks will appear particularly dynamic and convincing looking upwards from street level views in the vicinity of the building on Bishopsgate.
73. Although of modest floorspace and size, the cantilevered nature and full height glazing of the publically accessible viewing gallery would afford spectacular views to the west, north-west and south. It would provide a vantage point at some 210m high which would likely prove popular with members of the public and compliment that at 22 Bishopsgate at 251m to 264m high.
74. The ground floor retail facades are predominantly glazed ensuring appropriately active and vibrant frontages that would help enhance the public realm at this point.
75. The design of the corner building as a stone clad, masonry facade with punched, deeply recessed, openings relates satisfactorily to the fine collection of masonry facades to the east (including listed buildings). In this respect, the corner building assists in defining a coherent street block of masonry buildings which contrast appropriately with the neighbouring backdrop of tall buildings. The modelling and detailing of this block, especially in the key oblique views is convincing and appropriate. The frameless glazed upper storeys of the corner building would be stepped back from the main masonry facades and would appear recessive and subservient and an appropriate visual termination to the building. The proportions of the proposed building with a strong base, middle and top is convincing.
76. The building maintenance regime would be discreet with cleaning cradles and guide rails located on the flat roofs and roof terraces. The cradle parking positions would ensure that they would be concealed from street level views.
77. The landscaping approach with the introduction of greening to the roof terraces is considered appropriate.

London Views Management Framework and Tower of London Local Setting Study

78. The London View Management Framework (LVMF) is a key part of the Mayor's strategy to preserve London's character and built heritage. It explains the policy framework for managing the impact of development on key panoramas, river prospects and townscape views. The LVMF provides Mayoral Supplementary Planning Guidance (SPG) on the management of 27 strategically important views designated in the London Plan. It elaborates on the policy approach set out in London Plan policies 7.10, 7.11 and 7.12 and came into effect on 16 March 2012. London Plan policy requires that development should not cause adverse impacts on World Heritage Sites or their settings and that new development should not harm and where possible should make a

positive contribution to the characteristics and composition of strategic views and their landmark elements.

79. The site falls outside all of the Protected Vistas of the London Views Management Framework. However, the building would impact in a significant manner on a number of Assessment points in the LVMF.

Tower Bridge: (10A.1)

80. This LVMF view is also identified as a key view in the Tower of London World Heritage site Local setting Study. Its focus is on the Tower of London with the cluster of tall buildings in the City a distinctive element to the west of the Tower.
81. In this view, the proposed building would be visible as an element on the skyline near the centre of the cluster between 1 Leadenhall Street and 122 Leadenhall Street (the Leadenhall Building) and in front of 22 Bishopsgate. It would assist in mediating between the height differences of both buildings thereby pulling the cluster together as a coherent single urban form. The proposed building is not considered to harm this view. The contrast between the undoubted historical significance of the Tower of London and the emerging new City skyline to its west is considered to encapsulate the dynamics of the City where the old and new co-exist convincingly.
82. The proposed building would be a significant distance away from the White Tower which is on the eastern side of this view and would remain the dominant focal point in the foreground of the view with the City's cluster of tall buildings as a backdrop. The proposal would not compromise views, or the setting, of the Tower of London World Heritage Site or its Outstanding Universal Value.
83. The proposal would not dominate the Tower of London or compromise the ability to appreciate the Outstanding Universal Value of the World Heritage Site. It would relate satisfactorily to the existing skyline features and consolidate the City cluster of tall buildings. Therefore, the proposal is in accordance with the guidance for this view (paragraphs 183 to 187 of the LVMF).

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

84. While outside the Protected Vista, the proposal would affect the views from, and between, the three Assessment Points (25A.1, 25A.2 and 25A.3). The City cluster of tall buildings is a characteristic element in these views and contributes to the evolving quality of the view. The site falls outside the Protected Vista from City Hall focusing on the Tower of London. However, the proposal would affect the views from the three assessment points.
85. The principal focus of all three views is the strategic landmark of the Tower of London on the eastern side of the view. The proposed building would appear feature on the skyline of the cluster of tall buildings and would provide a transition in scale between 1 Leadenhall Street and 22 Bishopsgate and would reinforce and consolidate the profile of the cluster. This is an appropriate and sympathetic

relationship to the Tower of London. At no point in the three Assessment Viewpoints would the proposed building appear directly over the Tower of London. The Tower of London to the east of the cluster would continue to dominate the lower scale of the townscape in this critical part of the view. The Outstanding Universal Value and setting of the Tower of London World Heritage Site would not be compromised.

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

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

87. The proposed building would appear in the foreground of the cluster in these viewpoints. It would be located between 22 Bishopsgate and 1 Leadenhall Street with 122 Leadenhall Street (the Leadenhall Building) in the background. It would consolidate and enhance the dynamic profile of the city cluster of tall buildings by pulling the tall buildings together visually, creating a more coherent urban form.
88. It would not encroach upon the area of sky to the north between the cluster and St. Paul's Cathedral. The viewer's ability to recognize and appreciate St. Paul's Cathedral as a Strategically Important Landmark would not be diminished.
89. The proposal is considered to be in accordance with the guidance for this view (para 262 to 267 of the LVMF). In particular, the proposal would assist in consolidating the cluster into a unified urban form on the skyline behind the buildings and spaces fronting the river, thereby contributing positively to their setting. Due to its height and architectural design, the proposed building would complement the City's Eastern cluster of tall buildings and would not visually draw the cluster closer to St Paul's Cathedral; ensuring the Cathedral's continued visual prominence.

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

90. The impact on the views eastwards from Hungerford Bridge would be very similar to that from Waterloo Bridge as both bridges are roughly parallel. The proposed building would appear between 22 Bishopsgate and 1 Leadenhall Street and would consolidate the cluster's profile. It would not harm the appreciation, views or setting of St. Paul's Cathedral.
91. The proposal is considered to be in accordance with the guidance for this view (paras 301 to 305 of the LVMF). In particular, the setting of St. Paul's Cathedral would be preserved while the building would help

strengthen the composition of the existing cluster of tall buildings with its high quality design.

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

92. The building would be visible on the western periphery of this view from, and between, Assessment Points 11B.1 and 11B.2. The upper levels of the building would be seen on the skyline above 1 Leadenhall Street and 22 Bishopsgate and would not harm the setting of the Tower of London World Heritage Site which is to the extreme east of this view. The proposal would consolidate the profile of the cluster, creating a transition in scale between 1 Leadenhall Street and 22 Bishopsgate and would not harm the setting of the listed Adelaide House, Custom House, St Magnus the Martyr or Billingsgate Market.
93. The proposal is considered to be in accordance with the guidance for this view (paras 202 to 205 of the LVMF). In particular, Tower Bridge would remain the dominant structure in this view and the viewer's ability to easily recognize its profile and the Outstanding Universal Value of the World Heritage Site would not be compromised.

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

94. From, and between, Assessment points 16B.1 and 16B.2 the proposed building would appear in the foreground of the City's cluster of tall buildings between 22 Bishopsgate and the 122 Leadenhall Street. In this respect it would assist in consolidating the profile of the cluster as a coherent urban form and clarifying the cluster's relationship with St. Paul's cathedral. The views and setting of St Paul's Cathedral or other Heritage Assets in this view would not be harmed.
95. The proposal is considered to be in accordance with the guidance for this view (paras 280 to 283 of the LVMF). In particular, the proposed building would preserve the townscape setting of St. Paul's Cathedral by being located within, and contributing to, the existing eastern cluster. The prominence of St Paul's Cathedral would not be reduced or compromised.

St James' Park (26A)

96. The proposed building would be concealed by the mature tree canopy on Duck Island. In this respect, the proposal would not harm this view.
97. The proposal is in accordance with the guidance for this view (para 431 of the LVMF). In particular, the proposal is of a scale, mass or form that does not dominate, overpower or compete with either of the existing two groups of built form or the landscape elements between and either side of them.

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

98. In each of these views the proposed building would be located well to the left of the protected vista of St. Paul's Cathedral and would not diminish the appreciation or the setting of the Cathedral and, would not

diminish the viewer's ability to recognize or appreciate the Cathedral. The building would consolidate the existing cluster of tall buildings.

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

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

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

Other Key Views (non LVMF)

102. Given the scale of the proposed building, its impact on surrounding townscape views is substantial and the key views impacted upon are discussed in turn.

Monument

103. The proposal falls outside the identified viewing cones from the Monument and would not harm or conceal views of important heritage assets in the view. The proposal would be largely concealed behind 1 Leadenhall Street and, where visible, would assist in consolidating the cluster of tall buildings as well as contributing to a visual interplay between the viewing gallery of the Monument and the viewing gallery at the top of the proposed building. The proposal would not harm or obstruct important distant or local views of the Monument.

Fleet Street / Ludgate Hill

104. The impact on this view has been discussed in preceding paragraphs.

St. Paul's Cathedral

105. The proposal is not within the St. Paul's Heights policy area and, as outlined in preceding paragraphs, would not harm views or the setting of St. Paul's.
106. Exceptional public views of London are afforded from the Golden gallery of St. Paul's Cathedral. From the gallery viewing area, the proposed building would appear as a prominent element in the foreground on the western side of the cluster of tall buildings, partly obscuring 122 Leadenhall Street. The proposal would not harm views from the Golden gallery or other viewpoints.

Bank junction

107. The proposed building would appear as a prominent backdrop to the Royal Exchange on Bank junction between 22 Bishopsgate and 1 Leadenhall Street and partly concealing 122 Leadenhall Street.

108. The existing backdrop of the Bank of England, Royal Exchange and Mansion House consists of a number of tall buildings from 122 Leadenhall Street, Tower 42 and the former Stock Exchange. Added to these will be the emerging tall buildings of the evolving City Cluster including 22 Bishopsgate and 52-54 Lime Street (under construction), 40 Leadenhall Street (permitted) and 1 Undershaft (resolution to grant). The result will be a dynamic backdrop and a striking contrast between the historical buildings framing Bank junction in the foreground and the backdrop of contemporary tall buildings. The proposed building would consolidate the form and profile of the City cluster in this view.

Bishopsgate and Gracechurch Street

109. In views northwards along Gracechurch Street, the building would be largely concealed behind 1 Leadenhall Street but where visible would provide a dynamic visual termination to this view alongside 22 Bishopsgate.
110. In views southwards along Bishopsgate, the proposal would be almost wholly concealed behind 22 Bishopsgate. In views on the western side of Bishopsgate opposite the site, the cantilevered, stacked block nature of the building would have a dynamic and eye-catching impact.

Other Local Views

111. Given the scale of the proposed building, it would have a considerable impact on other surrounding views both in the City and to a wider area of central London. These have been assessed in detail.
112. In views, such as, from Threadneedle Street, Cornhill, Gresham Street and Queen Victoria Street the proposed building would form a strong and prominent point on the skyline, not only signifying the City cluster of tall buildings as a key part of London's skyline but also playing a key visual role in successfully unifying and consolidating the profile of the city cluster as a coherent urban form.

Views from other publically accessible elevated viewing areas

113. The city cluster forms a key part in a number of elevated views from other buildings which, by reason of the fact they are freely available to the public, have significant public benefits. Such free public elevated viewing areas are increasing in number.
114. The city cluster of tall buildings and other London landmarks are important element in views from these areas. In particular, the cluster of tall buildings forms a dynamic element in views northwards from the Skygarden at 20 Fenchurch Street and the roof terrace of 1New Change. The impact of the proposal on both of these locations has been assessed and the proposal would contribute positively to the dynamic qualities of the views.
115. The proposal would not harm future views from the roof terrace of 120 Fenchurch Street (under construction) or the viewing gallery in 1 Leadenhall Street (consented) which would be to the south of the proposal site and south facing.

116. The proposed building would have a very minor impact on the views southwards from the viewing gallery at 22 Bishopsgate. However, the highest point of the proposed building would be approximately 30m below the lowest part of the public viewing gallery and, therefore, only the very local views towards Leadenhall Street and Gracechurch Street would be impacted. This is not considered to be significant.
117. The proposal would, to a limited degree, diminish views to the south west from the 1 Undershaft public viewing gallery (resolution to grant). However, this would only involve the infilling of the narrow gap between 22 Bishopsgate and the 122 Leadenhall Street.

The Setting of the Tower of London World Heritage Site

118. The Tower of London World Heritage Site Management Plan (2007) provides an agreed framework for long-term decision-making on the conservation and improvement of the Tower and sustaining its outstanding universal value. The Plan embraces the physical preservation of the Tower, protecting and enhancing the visual and environmental character of its local setting, providing a consideration of its wider setting and improving the understanding and enjoyment of the Tower as a cultural resource. The local setting of the Tower comprises the spaces from which it can be seen from street and river level, and the buildings that provide definition to those spaces. Its boundary is heavily influenced by views across the Thames.
119. As a result of the Management Plan objectives and actions, the Tower of London Local Setting Study was produced in 2010. This study describes the current character and condition of the Tower's local setting and sets out aims and objectives for conserving, promoting and enhancing appreciation of the Outstanding Universal Value of the Tower, that is, the attributes which justify its inscription.
120. The local setting area as defined in the Tower of London World Heritage Site Management Plan is recognized and identified in the City of London Local Plan in Policies CS12 and CS13 and on Policies Map A.
121. The proposed development is located a considerable distance to the west of the Tower and has been assessed from all recognized key views of the World Heritage Site identified in the adopted Local Setting Study. Many of these views from the South Bank (25A) and Tower Bridge (10A) are also LVMF views covered in preceding paragraphs. It is concluded the proposed building would not cause an adverse impact on the World Heritage Site or its setting in these views or compromise a viewer's ability to appreciate its Outstanding Universal Value, integrity, authenticity or significance. In this respect the proposal is in accordance with Policy 7.10 of the London Plan.
122. Other views listed within the Local Setting Study include views from the Inner Ward, Inner Wall and near the Byward Tower entrance. These have been assessed in turn.
123. The viewing gallery would allow for new high level public views of the Tower of London, enhancing its visual appreciation.

124. From the identified viewpoint from the Inner Wall looking northwards, the proposed building would mediate between the heights of 1 Leadenhall Street and the taller 22 Bishopsgate. The proposed building would introduce more bulk on the eastern side of the cluster but not in a manner that would harm views out of the World Heritage Site. From this viewpoint, the proposed building would sit comfortably within the emerging City cluster of tall buildings and would consolidate the profile of the cluster as a coherent unified form on the skyline.
125. In the view from the Byward Tower entrance, the proposed building would similarly consolidate the profile of the cluster rising to the left of 122 Leadenhall Street and would introduce greater bulk to the cluster at this point. The proposal would not harm views out of the World Heritage Site from this point.
126. The proposed building would not harm the Outstanding Universal Value or views of, or out of, the Tower of London World Heritage Site and would assist in consolidating the visual profile of the cluster.
127. Although clearly visible, the proposed building would appear as a peripheral feature on the skyline; a considerable distance from the World Heritage Site. The emerging City cluster of tall buildings to the west of the Tower of London is an integral part of the setting and views of the World Heritage Site. The proposal would assist in consolidating this cluster as a coherent, unified urban form and would not harm the setting or Outstanding Universal value of the World Heritage site in any of these views.

The Setting of Listed Buildings

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

St. Helen's Bishopsgate

129. This grade I listed Church lies to the north of the proposed building but 22 Bishopsgate, 122 Leadenhall Street and 1 Undershaft when built would largely conceal the building in views from the Church. Therefore, its visual impact is limited. In this respect the special architectural and historical interest of the Church would not be harmed.

Gibson Hall

130. Gibson Hall (grade I listed) stands opposite the site to the west. The proposed building would appear as a prominent backdrop to this listed building in views along Bishopsgate. The backdrop in these views is characterized by tall buildings, in particular 22 Bishopsgate, 1 Leadenhall Street, 122 Leadenhall Street and Tower 42. In this respect, the proposed building would not harm the setting of this listed building.

St. Ethelburga's Bishopsgate , Nos 46, 48, 52-58, 60-68, 70 Bishopsgate

131. This collection of listed buildings defines the eastern frontage of Bishopsgate to the immediate north of the application site. They also define the western boundary of the St. Helen's Place Conservation Area.
132. The proposed building would generally be concealed from view by 22 Bishopsgate. The setting of these buildings is defined by a backdrop of tall buildings to the north, west, south and east. This stark contrast in scale is now an integral part of the Church's setting and, as such, the proposed building would not harm this setting.

147 and 148 Leadenhall Street

133. These grade II listed buildings are located on the north side of Leadenhall Street adjoining the south east corner of the site. As with many listed buildings in the eastern cluster, the setting of these buildings is characterized by tall buildings, with 122 Leadenhall Street to the immediate east and the Lloyd's Building and 1 Leadenhall Street to the south. The proposed building was designed with a masonry lower corner block to create a contextual response to the listed buildings and a bookend to this masonry terrace. In this respect the proposal responds satisfactorily to the setting of these listed buildings.

Lloyd's Building

134. The Lloyd's Building on the south side of Leadenhall Street to the south east of the proposal site is grade I listed. In most local views, the proposed building would be seen alongside the other tall buildings within the cluster as a backdrop to the Lloyd's building which is an appropriate setting to what is, in its own right a high rise building of national significance.

St. Andrew Undershaft Church

135. This grade I listed church is located to the east of the site on St. Mary Axe. The proposed building would be almost wholly concealed from views affecting St. Andrew Undershaft by the 122 Leadenhall Street. In this respect the proposed building would not harm the setting of the listed Church.

Church of St Peter upon Cornhill

136. This grade I listed church lies to the south west of the site on Gracechurch Street. The proposed building would appear as a prominent backdrop to this listed building in views along Bishopsgate. The backdrop in these views is characterized by tall buildings, in particular 22 Bishopsgate, 1 Leadenhall Street, 122 Leadenhall Street and Tower 42. In this respect, the proposed building would not harm the setting of this listed building.

The Listed Buildings of Bank Junction

137. The historic buildings framing the Bank junction represent one of the most sensitive townscapes in London and are the core of this part of

the City. These buildings include the nationally significant grade I Listed Bank of England, Royal Exchange, Mansion House and St. Mary Woolnoth as well as others such as the grade I Listed 27-32 Poultry and the grade II listed 1 Princes Street, 1-6 King William Street and 82 Lombard Street.

138. In terms of the proposal, the key views of this collection of listed buildings are from the west looking towards the east, focusing on the portico of the Royal Exchange. The key-defining element of this view is the dynamic contrast between the foreground of these historic buildings and the backdrop of the emerging cluster of tall buildings. The contrast between the old and new provides one of the most striking townscapes in London. The proposed building, in the manner in which it mediates between the lower height of 1 Leadenhall Street and the taller 22 Bishopsgate, would consolidate the form and profile of the City cluster in this view.

The Setting of other Listed Buildings

139. There are a number of listed buildings on Cornhill and the northern end of Gracechurch Street where in certain limited number of views the proposed building would appear as a prominent element in their backdrop. However, where these views are of the cluster of tall buildings (both completed and permitted) it is considered that the proposed building would not cause harm to the setting of these listed buildings.
140. St. Magnus the Martyr Church, Custom House, Billingsgate Market and Adelaide House are all important listed buildings which line the riverside from London Bridge eastwards. In the key views of the proposed building from the south bank and from London and Tower bridges all three buildings are seen in the foreground of the river view with the emerging City cluster of tall buildings as their distinctive backdrop. The proposed building would assist in consolidating the cluster on the skyline and would not harm the setting of these listed buildings.

The Setting of Conservation Areas

141. The site is adjacent or in close proximity to a number of conservation areas. The effect of the proposal on other, more distant conservation areas within and outside the City has been assessed and it is considered the proposal would not harm views or the setting of these. The impact of the proposal on the nearby conservation areas within the City is set out below:

Leadenhall Market

142. To the south of the site is the Leadenhall Market Conservation Area. The proposed building would appear as a striking visual termination of views northwards along Whittington Avenue. Leadenhall Market is characterized by the presence of tall buildings as a backdrop to the north and east and in this respect the proposal would not harm views into or the setting of the conservation area.

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

Bank

144. To the west, the Bank Conservation Area includes all of the west side of Bishopsgate from Gibson's Hall to 8 Gracechurch Street. Views of and from within this Conservation Area is characterized by the backdrop of tall buildings in the City cluster on the north and east side of Bishopsgate. The view from Bank junction, the center piece of the conservation area is discussed in more detail in preceding paragraphs. The proposed building would be visible in a number of viewpoints. However, as stated above, they would be seen against the backdrop of the completed and permitted tall buildings and therefore they would not harm the setting of the Bank Conservation Area.

St. Helen's Place

145. To the north of the site lies the St. Helen's Place Conservation Area. The proposed building would have a limited impact on views within or of the Conservation Area. The proposed building would be almost wholly concealed by the 22 Bishopsgate in these views. In addition, tall buildings are now a characteristic feature in the conservation area's setting. In this context, the proposed building would not harm the character and appearance of the conservation area.

Bishopsgate

146. This Conservation Area lies a significant distance to the north of the site. The building would be almost wholly concealed from views within the Conservation Area by the 22 Bishopsgate Tower. In this respect the proposed building would not harm the character and appearance of the Conservation Area.

Non-designated Heritage Assets

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

Waste Management

148. A centralised waste storage area with a minimum headroom clearance of 5m would be located at lower ground level. Access would be from Undershaft.
149. The waste storage and collection facilities have been agreed with the Community Facilities Manager.

Servicing

150. A total of six servicing bays are proposed at the lower ground level, accessed from Undershaft, consisting of three 6-metre bays, two 8-metre bays and one 14-metre bay. The 14-metre bay is designed to accommodate a 10cu.m refuse compactor plus a refuse collection

vehicle. It is proposed that one of the 6-metre bays be usually reserved for facilities management vehicles, e.g., lift engineers', electricians', plumbers' etc., which is best practice. This bay has, therefore, been excluded from consideration of the adequacy of the servicing facilities proposed.

151. Estimated weekday servicing traffic is 168 deliveries per day; your officers consider that this is not unrealistic, but have adopted a more conservative estimate of 191 deliveries per day to ensure a robust assessment. To reduce this level of servicing traffic your officers have asked the applicant to propose consolidation as part of their operation of the building. Consolidation systems have been agreed through section 106 planning obligations for other major developments in the area, including 22 Bishopsgate, 1 Undershaft and 1 Leadenhall Street. The applicant has not committed to run a consolidation centre, but has not ruled out doing so as part of the more detailed planning of the operation of the building. The applicant has, however, proposed two restrictions to ensure that servicing traffic, and the impacts of servicing traffic are minimized:

- A restriction on the total number of deliveries to 84 per day (i.e. 50% of their estimate of unrestricted deliveries of 168 deliveries per day).
- A restriction on accepting deliveries on Mondays to Fridays (other than public and bank holidays) between 7:00 am and 10:00am and between 12:00pm and 2:00pm and between 4:00pm and 7:00pm i.e. the servicing bays would only be in use between the hours 10:00am to 12:00pm and 2:00pm and 4:00pm and 7:00pm and 7:00am.

These restrictions would be secured through provisions within the section 106 agreement.

152. These delivery prohibition periods allow for 16 hours per day of servicing (or 24 hours on Saturdays, Sundays, public holidays and bank holidays).

153. If the 84 permitted daily deliveries are evenly spaced over those permitted 16 hours the proposed 5 servicing bays (plus 1 facilities management bay) would be adequate. To ensure that this regular spacing of deliveries would take place a booking system would need to be instituted and enforced, with non-booked delivery vehicles turned away. This would be secured through a provision within the section 106 agreement.

154. The proposed servicing arrangements would not compromise any future on-street management arrangements for Undershaft, as it would continue to be the point of access for a number of buildings.

Car Parking

155. The development provides no car or motorcycle parking except for one on-site parking space which would be provided for those persons with disabilities.

Public Transport

156. The site is located in an area with a Public Transport Accessibility Level (PTAL) rating of 6b. This is the highest level of accessibility and rated as “Excellent”. It is considered that the proposed development, which would potentially accommodate an additional 854 office workers in comparison to the extant permission, would not generate any additional significant impacts on the public transport network.

Bicycle Spaces

157. A total of 961 cycle parking spaces are proposed at the lower ground level which would be accessed via the service area on Undershaft. For a building of this size, excluding the viewing gallery for which there are no standards, and combination of uses the London Plan’s minimum requirement is for 960 long-stay cycle parking spaces and 43 short-stay cycle parking spaces. As a result, the minimum long-stay cycle parking requirement would be met, but the short-stay requirement would not. There is existing public cycle parking available on Bishopsgate, just north of the junction with Leadenhall Street that would meet some of the short-stay cycle parking need.
158. There is very little street level curtilage available around the site on which additional visitor cycle parking could be provided and there is a need for that unbuilt space to be used to facilitate pedestrian circulation. Therefore, the lack of short-stay cycle parking provision is considered to be acceptable in this particular case.
159. Of the 961 long-stay cycle parking spaces, it is proposed that 865 spaces are provided as cycle parking stands (90%) and 96 as folding bicycle lockers (10%). This proportion of folding bicycle lockers is considered to be acceptable as it reflects existing levels of folding bicycle use in the City.
160. A total of 961 lockers and 96 showers (1:10 cycle spaces) are proposed. This is considered to be an appropriate level of provision.
161. The GLA/TfL accepts that the applicant has, within the constraints of the site, provided an acceptable number and mix of cycle parking. They acknowledge there is no room in the public realm for further short-stay cycle parking provision.

Pedestrian movement

162. The proposed development will generate an estimated 15,040 pedestrian trips per day (inward and outward commuting plus business and personal trips). This compares to 12,377 pedestrian trips from the permitted development and represents a 21.5% increase in estimated trips over the permitted scheme.
163. The predicted baseline scenario for the footways around the site (taking into account the existing baseline flows, the permitted development and the permitted developments at 22 Bishopsgate and 1 Leadenhall Street) indicates that there are several points on Bishopsgate and on Leadenhall Street where pedestrian comfort levels will fall below the recommended minimum comfort level of B+, with

several points on Bishopsgate where the pedestrian comfort levels will fall significantly below that level. Two points on Bishopsgate are likely to fall to level D, described as an environment where “walking speeds are restricted and reduced and there are difficulties in bypassing slower pedestrians or moving in reverse flows”, and one point on Bishopsgate, at the northern site boundary, is likely to fall to level E, which is the lowest level and described as “people have little personal space and speed and movement is very restricted. Extreme difficulties are experienced if moving in reverse flows”. This indicates that the Eastern City Cluster will require the City of London and Transport for London and relevant landowners and other parties to work together to ensure that these adverse impacts of the otherwise desirable growth in the Eastern City Cluster are addressed.

164. The proposed development increases the likely crowding along Bishopsgate and Leadenhall Street compared to the permitted development, but only at three points does this result in a change of pedestrian comfort level, with two points along Bishopsgate falling from level C+ to level C in both the 8:00am–9:00am and 5:00pm–6:00pm peak hours and one point on Bishopsgate falling from level C– to level D in the 8:00am–9:00am peak hour. The single worst point remains Bishopsgate at the northern site boundary, which would remain at level E. The predicted number of pedestrians using the 6.5 m effective width of the footway at this point during the 5:00pm–6:00pm peak hour increases from 7,001 pedestrians in the permitted development to 7,309 pedestrians in the proposed development (a 4.4% increase). This is a flow equivalent to 18.7 pedestrians per metre of useable footway width per minute and compares to the desirable maximum of 13 pedestrians per metre per minute.
165. There is potential for increased pedestrian levels to exacerbate crowding at the junction of Bishopsgate, Leadenhall Street, Gracechurch Street and Cornhill and, therefore, mitigation measures would be required to reduce the likelihood of more dangerous informal crossing and crowding to more normal pedestrian comfort levels. These mitigation measures could range from alterations to traffic signal phasing to installing diagonal crossings and would be the subject of a S.278 agreement between the developer and the local highway authority which in this case would be TfL.
166. As part of the previously approved scheme it was agreed with TfL to remove the left hand filter lane from Bishopsgate to Leadenhall Street and reconfigure the junction of Leadenhall Street and Bishopsgate. This is again proposed and would increase the useable public footway by 103sq.m.
167. Three flagpoles and a line of fixed bollards along Bishopsgate that delineate the boundary between the existing areas of private land and the public highway are to be removed; further increasing the amount of useable public footway.

Travel Plan

168. The application includes a framework Travel Plan. However, interim and full Travel Plans will be required (prior to occupation and within six months of first occupation respectively) to ensure that the tenants are promoting and encouraging sustainable travel methods. This would be secured through the S106 agreement.

Stopping up

169. A stopping-up plan is attached to this report. This shows an area of existing public highway to be stopped-up.
170. The proposed stopping-up is due to the westward realignment of the building to the same line as previously approved. The area of public highway that would be stopped up is on the south west corner of the site and totals 3.9sq.m. Two areas of private land totalling 48.17sq.m that are currently built on would become available for the public to walk over.

Security and Counter Terrorism

171. A number of internal and external security measures would be employed to address security issues which arise with a development of this size, location and nature.
172. Externally, perimeter protection would be provided by the facade construction and other measures to be agreed.
173. Details of the security measures would be sought by condition.
174. In line with policy CS3 of the City of London Local Plan 2015, the Developer would be required to pay costs towards implementing the necessary security measures to enhance the security of the development and the wider area (particularly Undershaft). The City Corporation has requested a security assessment to be carried out by the City of London Police Counter Terrorism Security Advisor (CTSA) to assess the security impacts of all new developments in the eastern cluster of tall buildings and their impacts on the wider area (in particular Undershaft). Should the outcome of the security assessment recommend or require alterations to, and additional infrastructure on the highway for the purposes of counter terrorism and security, the developer would be required to enter into a separate S.106 agreement unless the City confirms that no security agreement is required. The agreement would secure details of recommended highway adjustments, new security infrastructure, traffic orders required to authorise installation, maintenance and management by the City and the City of London Police.

Wind Microclimate

175. Using quantitative wind tunnel testing, in conjunction with two specialist service providers, the applicants have carried out a series of full "Lawson Criteria" pedestrian comfort assessments. These detailed assessments used an increased number of electronic probe locations (135 in the permitted scheme increased to 170) around the site and

looked at both the pavement and, unusually, vehicle carriageway environments.

Baseline Scenario (existing buildings)

176. The baseline scenario included the existing buildings on the site as well as the existing surrounding buildings and the under construction 22 Bishopsgate and 52 Lime Street.
177. In the “Worst Season” the tests indicated that the local comfort conditions on the pavement around 6-8 Bishopsgate and 150 Leadenhall Street are suitable for the current pedestrian activities. Conditions in and around the site are generally in the Standing range or calmer. Conditions around the south-west corner are marginally in the Strolling range, which is appropriate for pedestrian circulation.
178. Two of the additional probes in Leadenhall Street measured an exceedance of the able-bodies distress limit. These probes were located towards the middle of the road and were not in an area where pedestrians would have reason to generally access. Ideal conditions would not exceed the able-bodied distress limit but, given the location and limited pedestrian access, this would not be classified as unacceptable in respect to pedestrian comfort and safety.
179. Cyclists are sensitive to sudden gusts and cross-winds, particularly if the approaching journey has been notably calmer. The sensitivity to wind is heightened when negotiating a corner, where their posture would have a tendency to be leaning, as opposed to cycling straight, where their posture would naturally be upright. The wind direction (north-westerly) is most likely to be a head wind or tail wind depending on the direction of travel along Leadenhall Street. Cyclists would only be likely to use the middle of the road in this area if travelling east on Leadenhall Street, preparing to turn right into Whittington Avenue. However, the wind speeds are calmer at the point at which cyclists would be turning.

Cumulative Scenario

180. In the cumulative scenario with the proposed building, 22 Bishopsgate, 1 Undershaft and 1 Leadenhall Street all constructed, in the “Worst Season” the local conditions around the perimeter of the site would be generally within the standing to strolling range. There would, however, be a slight increase in windiness on the south-west corner of the site where the existing baseline condition at the pavement edge would increase from standing to walking.
181. One of the additional probes used in these tests measured an exceedance of the general public distress limit. This probe was located towards the middle of the road in Leadenhall Street where pedestrians would not generally access. There is no prescriptive guidance on wind speed limits for cyclists. An informed assessment has been carried out to consider the level of risk for cyclists based on wind direction, body posture, expectation and frequency. The wind direction (north west) in this case is a key consideration as it would be a head or tail wind rather than a crosswind and, therefore, unlikely to destabilise cyclists. The risk

to cyclists from exceeding the general public access distress limit at these locations is considered to be low.

182. In this scenario the results demonstrate that mitigation would not be required and that wind conditions would be appropriate for the intended pedestrian activities.

Cumulative Scenario without the proposed 1 Leadenhall Street Development (Worst Case)

183. In the event that the permitted scheme at 1 Leadenhall Street were not to be brought forward, the additional probes in Leadenhall Street indicate that during the “Worst Season” a total of six locations would exceed the general public access distress limit and one location would exceed the able-bodied access distress limit.
184. One location would be on the edge of the pavement adjacent to the south-west corner of the proposed development and three others would be located along the pavement adjacent to 1 Leadenhall Street (Leadenhall Court). These conditions would be unacceptable given that pedestrians would frequently use these routes as primary thoroughfares.
185. Three of the probe locations are in the roadway towards the middle of Leadenhall Street where there would be limited pedestrian access but cyclists could be affected. Of these, two exceed the general public access limit but given their location, would not be considered a risk to pedestrians. The levels of windiness for these two probes would be similar to conditions in the road measured in the baseline described above. The third probe location indicates an exceedance of the able-bodied access limit.
186. Although there are no specific criteria for cyclists, an exceedance of the able-bodied access distress wind speed would be considered too high a risk for cyclists and conditions would be regarded as unacceptable.
187. In this worst case scenario wind mitigation measures would be required in the highway along the east side of Bishopsgate and the south side of Leadenhall Street. The proposed mitigation measures identified at this stage would consist of the following:
- Two free-standing wind sculptures in Bishopsgate adjacent to the low block of the proposed development. The sculptures would be located in the line of the existing trees and would not encroach into sight lines to the signal head for vehicles travelling south on Bishopsgate.
 - Six 1.5-metre high shrubs in planter boxes along the edge of the pavement adjacent to the existing 1 Leadenhall Street. A maximum clear gap of 1 metre is permitted between the planters.
 - Staggered solid screens on Leadenhall Street adjacent to and perpendicular to the existing 1 Leadenhall Street. The staggered screens would be 2.8 metres apart and attached to the smaller

planter boxes for support. The self-weight of the planters would counteract over-turning effects from wind loading and avoid the need for foundations. Both screens would be 1.6 metres wide. The screen immediately adjacent to 1 Leadenhall Street would be 5.2 metres high and located at the first column line of the colonnade. The screen towards the edge of the pavement would be 2.6 metres high.

188. With the mitigation measures in place the six probes exceeding the general public access distress limit would be fully mitigated. The single probe location which exceeded the able-bodied access limit would also experience a significant improvement. Although the probe location would still exceed the general public access distress limit, the level of windiness is similar to the conditions measured in the baseline assessment and the risk to cyclists from exceeding the general public access distress limit at this location is considered to be low.

Wind Micro-climate Conclusions

189. The results demonstrate that mitigation is not required in the cumulative scenario or when 1 Leadenhall Street is demolished. Wind conditions in the cumulative scenario without any specific wind mitigation would be appropriate for the intended pedestrian activities.
190. In the event that the permitted scheme at 1 Leadenhall Street does not come forward or the site is not prepared for demolition i.e. hoardings erected, the wind mitigation measures would be required as a temporary measure until such time as works did progress at the 1 Leadenhall Street site.
191. The wind mitigation measures and their details would be the subject of a 'Grampian' planning condition.

Daylight and Sunlight

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

196. There are no other residential premises where daylight or sunlight would be affected by this proposal.

Amenity Space

197. The BRE guidance on sunlight to a garden or amenity area advises that for it to be adequately sunlit throughout the year no more than 40%, and preferably no more than 25%, should be in permanent shade on 21st March.
198. The amenity space around the Site that could potentially be impacted by the proposed development is the space directly in front of St Helen's Bishopsgate Church.
199. The supporting data submitted by the applicant indicates that no part of this area would be affected by the proposal.
200. Crosby Square to the north of the proposal site has not been assessed as the 22 Bishopsgate scheme stands between the square and the proposed building.

Other Properties

201. Sunlight to the stained glass windows of St Helen's Bishopsgate Church would not be affected by the proposed development.

Solar Glare

202. The BRE Guidelines recommend that solar glare analysis be carried out to assess the impact of glazed facades on road users in the vicinity. Viewpoints for the analysis were positioned at points before a junction or traffic lights where a distraction to motorists might occur. The viewpoint was positioned at 1.5m above ground at the height of a sitting driver and pointing down the centreline of the road where drivers' vision is critical.
203. The environmental statement highlighted a potential significant effect on motorists and cyclists between 10:30am and 12:00pm from March to September. The glazing on the southern facade is not contiguous and would be recessed reducing the impacts, breaking up the glare and isolating the points at which it could be seen at any given moment.
204. The permitted 1 Leadenhall Street development, when constructed, would cast a shadow on the proposed development which would eliminate the reflected solar glare for road users. Should the 1 Leadenhall Street scheme or a similarly sized development on that site be constructed, there would be no need for specific mitigation measures.
205. The Applicant is considering a range of mitigation options, which would form part of further development, such as, changing the orientation of the glazed facade elements, the use of low reflective glazing or the addition of louvres.
206. Details of the mitigation of the potential solar glare, is the subject of a condition.

Sustainability and Energy

207. As part of the supporting documentation, the applicants have submitted a Sustainability Statement, including a BREEAM New Construction 2014 pre-assessment, and an Energy Strategy.
208. By utilising passive design and energy efficiency measures, the development is estimated to achieve 26.5% carbon emissions savings over the Building Regulations 2013 compliant baseline scheme. The connection of the development into a district heating network would currently not be possible but the opportunity for a future connection would be provided.
209. The carbon emissions savings would be further increased by the installation of louvres with photovoltaic panels with a size of 290sq.m on the roofs of the plant room, the pavilion and level 48. In addition, hot water heat recovery is proposed. Both measures would contribute a 2.3% reduction in carbon dioxide emissions. The submitted energy strategy demonstrates that the development has the potential to achieve an overall 28.9% carbon emission reduction over a Building Regulations compliant building. This would result in a shortfall of 6.1% carbon emissions savings in relation to the London Plan target of 35% and offset payments would be required if evidence cannot be provided to demonstrate that this building type cannot meet the target on site. Details of the final energy strategy to be adopted for the development will be required by condition.
210. The BREEAM pre-assessment rating for the building has an “excellent” rating and indicates no outstanding issues which should be addressed in a City context. Further potential credits will be targeted in the detailed design stage of the development.
211. The sustainability statement addresses climate change adaptation and sustainable design of the development, in particular energy efficiency, sustainable materials, conserving water resources, sustainable drainage, waste management, pollution, urban greening and biodiversity. Landscaped terraces with raised planter beds would be provided at levels 11 and 26. Details of the installation of small, extensive green roofs on the terraces are required as part of the condition in relation to landscaping.

Sustainable Urban Drainage Systems

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

Demolition and Construction

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

Archaeology

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

Planning Obligations and Community Infrastructure Levy

218. 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.
219. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
220. The CIL contributions are set out below:

Mayoral Community Infrastructure Levy (CIL)

Liability in accordance with the Mayor of London's policies	Contribution	Forwarded to the Mayor	City's charge for administration and monitoring
Mayoral Community Infrastructure Levy	£2,622,500	£2,517,600	£104,900

payable			
Mayoral planning obligation net liability*	£4,583,260	£4,583,260	-
Administration and Monitoring Charge	£3,500	-	£3,500
Total liability in accordance with the Mayor of London's policies	£7,209,260	£7,100,860	£108,400

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

City CIL and S106 Planning Obligations

Liability in accordance with the City of London's policies	Contribution	Available for allocation	Retained for administration and monitoring
City CIL	£3,876,300	£3,682,485	£193,815
City Planning Obligation Affordable Housing	£1,049,000	£1,038,510	£10,490
City Planning Obligation Local, Training, Skills and Job Brokerage	£157,350	£155,777	£1,574
City Carbon Offsetting	£196,200	£194,238	£1,962
City Security and Design Evaluation Contribution	£50,000	£49,500	£500
City Non-Financial Monitoring Charge	£3,750		£3,750
Total liability in accordance with the City of London's policies	£5,332,600	£5,120,510	£212,091

City's Planning Obligations

221. 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.

- Affordable Housing Contribution
- Carbon Offsetting Contribution

- Delivery and Servicing Management Plan (Consolidated Deliveries)
- Local Training, Skills and Job Brokerage Strategy (Demolition)
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Local Training, Skills and Job Brokerage Contribution
- Local Procurement Strategy
- Monitoring Costs Contribution
- Remedial Highway Works (S278 agreement)
- Security Design and Evaluation Contribution (£50,000)
- Security S106 Agreement
- Viewing Gallery Management Plan
- Restricted use of Highway associated with A3 units
- TV Mitigation
- Solar Glare
- Travel Plan
- Utility Connections to the Development

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

Monitoring and Administration Costs

223. 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.

224. The applicant will pay the City of London's legal costs and the City's Planning Officers' administration costs incurred in the negotiation, execution and monitoring of the legal agreement and strategies.

Site Specific Mitigation

225. 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.

Conclusion

226. The proposal reflects the previously approved scheme in terms of its footprint and the provision of a tall building within the City's cluster of tall buildings and accords with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre and with the strategic objective to focus and promote a significant increase in office floorspace in the Eastern Cluster. The building would deliver approximately 4.6% of the

additional office floorspace sought in Policy CS1 to meet the needs of projected long term economic and employment growth.

227. The scheme could provide a total of 644sq.m (GEA) of new retail floorspace.
228. The provision of a publicly accessible viewing gallery, available free of charge, for up to 50 members of the public at any one time, would provide substantial public benefit.
229. The scheme's reliance on public transport meets the transport policies in the London Plan and Local Plan. This will have the benefits of maintaining the strength of the City in economic terms and making effective and efficient use of the infrastructure necessary to sustain such concentrations of development.
230. The proposal would provide a distinctive building whose sculptural design creates a positive relationship with the office developments in the Eastern Cluster.
231. This development would not detract from the City's conservation areas, listed buildings or be detrimental to the setting of the Tower of London World Heritage Site or of St. Paul's Cathedral.
232. The proposal is in compliance with the provisions of the development plan.
233. The proposed building would be serviced from Undershaft and this would not compromise any future proposals for a controlled zone or security infrastructure in the eastern cluster area.
234. After considering and balancing all of the above circumstances, I recommend that planning permission be granted as set out in the Recommendation and Schedule.

Background Papers

Internal

Memo 24.05.2017 City of London Markets and Consumer Protection, Pollution Team

Email 06.09.2017 City of London Markets and Consumer Protection, Pollution Team

External

Letter 24.05.2017 Historic England

Email 01.06.2017 Natural England

Email 05.06.2017 Thames Water

Letter 06.06.2017 City of Westminster

Email 08.06.2017 London City Airport

Letter 08.06.2017 LB Tower Hamlets

Letter 07.07.2015 Sprunt Limited
Letter 17.07.2015 Greater London Authority
Email 03.08.2017 Mr. Peter Rose
Letter 09.08.2017 City of Westminster
Letter 09.08.2017 Historic England
Letter 21.08.2017 Environment Agency
Letter 21.08.2017 LB Tower Hamlets
Email 04.09.2017 Mr. Peter Rose
Letter 11.09.2017 City of Westminster
Letter 13.09.2017 LB Tower Hamlets

Application Documents

Design and Access Statement by Wilkinson Eyre Architects rec'd 04.05.2017

Planning Statement by Gerald Eve rec'd 04.05.2017

Environmental Statement Volume 1: Main Text by ARUP rec'd 04.05.2017

Environmental Statement Volume 1: Appendices by ARUP rec'd 04.05.2017

Environmental Statement Addendum Volume 1 by ARUP rec'd 11.05.2017

Environmental Statement Volume 2: Townscape, Heritage and Visual Impact Assessment by Millerhare Tavernor rec'd 04.05.2017

Environmental Statement Volume 3: Non-Technical Summary by ARUP rec'd 04.05.2017

Transport Assessment by ARUP rec'd 04.05.2017

Energy Statement by ARUP rec'd 04.05.2017

Sustainability Statement by ARUP rec'd 04.05.2017

Environmental Statement Addendum (Wind Mitigation) by ARUP rec'd 01.08.2017

Illustrative Drawings and Sketches Outline Wind Mitigation Scheme (Ref: 0997-WEA-SB- A-0030) by Wilkinson Eyre Architects rec'd 01.08.2017

Existing Drawings: 00997-WEA-XX-XX-PD-A-0000, PD-A-0009, PD-A-0010, PD-A--0011, PD-A-0020; 00997-WEA-XX-W-PD-A-2012 Rev. 1, S-PD-A-2013 Rev. 1, E-PD-A-2014 Rev. 1, N-PD-A-2015, W-PD-A-2200 Rev. 1, S-PD-A-2201 Rev. 1, E-PD-A-2202 Rev. 1, N-PD-A-2203, W-PD-A-2300 Rev. 1, S-PD-A-2301 Rev. 1, E-PD-A-2302 Rev. 1, N-PD-A-2303.

00997-WEA-XX-SK-0149 Rev.02

Appendix A

London Plan Policies

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

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

- Policy 2.10 Enhance and promote the unique international, national and London wide roles of the Central Activities Zone (CAZ) and as a strategically important, globally-oriented financial and business services centre.
- Policy 2.11 Ensure that developments proposals to increase office floorspace within CAZ include a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in the plan.
- Policy 4.2 Support the management and mixed use development and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of this Plan, including enhancing its varied attractions for businesses of different types and sizes.
- Policy 4.3 Within the Central Activities Zone increases in office floorspace should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.
- Policy 5.2 Development proposals should make the fullest contribution to minimising carbon dioxide emissions.
- Policy 5.3 Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. Major development proposals should meet the minimum standards outlined in supplementary planning guidance
- Policy 5.7 Major development proposals should provide a reduction in carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.
- Policy 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 6.3 Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed.
- Policy 6.5 Contributions will be sought from developments likely to add to, or create, congestion on London's rail network that Crossrail is intended to mitigate.
- Policy 6.9 Developments should provide secure, integrated and accessible cycle parking facilities and provide on-site changing facilities and showers for cyclists, facilitate the Cycle Super Highways and facilitate the central London cycle hire scheme.
- Policy 7.6 Buildings and structures should:
 - (a) Be of the highest architectural quality;
 - (b) Be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm;
 - (c) Comprise details and materials that complement, not necessarily replicate, the local architectural character;
 - (d) Not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings;
 - (e) Incorporate best practice in resource management and climate change mitigation and adaptation;
 - (f) Provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces;
 - (g) Be adaptable to different activities and land uses, particularly at ground level;
 - (h) Meet the principles of inclusive design;
 - (i) Optimise the potential of sites.
- Policy 7.7 Tall and large buildings should be part of a planned approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings. Applications for tall or large buildings should include an urban design analysis that demonstrates the proposal is part of a strategy that will meet the criteria set out in this policy.
- Policy 7.8 Development should identify, value, conserve, restore, re-use and incorporate heritage assets, conserve the significance of heritage assets and their settings and make provision for the protection of archaeological resources, landscapes and significant memorials.

- Policy 7.12 New development should not harm and where possible should make a positive contribution to the characteristics and composition of the strategic views and their landmark elements identified in the London View Management Framework. It should also, where possible, preserve viewers' ability to recognise and to appreciate Strategically Important Landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated Viewing Places.
- Policy 7.13 Development proposals should contribute to the minimisation of potential physical risks, including those arising as a result of fire, flood and related hazards.
- Policy 7.14 Implement Air Quality and Transport strategies to achieve reductions in pollutant emissions and minimise public exposure to pollution.

Relevant Local Plan Policies

CS1 Provide additional offices

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

DM3.2 Security measures

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

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

CS4 Seek planning contributions

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

CS7 Meet challenges of Eastern Cluster

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

DM10.1 New development

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

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

DM10.3 Roof gardens and terraces

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

DM10.5 Shopfronts

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

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

DM10.7 Daylight and sunlight

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

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

DM10.8 Access and inclusive design

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

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

DM12.1 Change affecting heritage assets

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

CS13 Protect/enhance significant views

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

CS14 Tall buildings in suitable places

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

DM15.1 Sustainability requirements

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

DM15.2 Energy and CO2 emissions

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

of the building to achieve national targets for zero-carbon homes and non-domestic buildings. Achievement of zero carbon buildings in advance of national target dates will be encouraged;

d) anticipated residual power loads and routes for supply.

DM15.3 Low and zero carbon technologies

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

DM15.4 Offsetting carbon emissions

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

DM15.6 Air quality

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

DM15.7 Noise and light pollution

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

4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

DM15.8 Contaminated land

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

DM16.1 Transport impacts of development

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

DM16.2 Pedestrian movement

1. Pedestrian movement must be facilitated by provision of suitable pedestrian routes through and around new developments, by maintaining pedestrian routes at ground level, and the upper level walkway network around the Barbican and London Wall.
2. The loss of a pedestrian route will normally only be permitted where an alternative public pedestrian route of at least an equivalent standard is provided having regard to:

- a) the extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods;
 - b) the shortest practicable routes between relevant points.
3. Routes of historic importance should be safeguarded as part of the City's characteristic pattern of lanes, alleys and courts, including the route's historic alignment and width.
 4. The replacement of a route over which pedestrians have rights, with one to which the public have access only with permission will not normally be acceptable.
 5. Public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street network. Spaces should be designed so that signage is not necessary and it is clear to the public that access is allowed.
 6. The creation of new pedestrian rights of way will be encouraged where this would improve movement and contribute to the character of an area, taking into consideration pedestrian routes and movement in neighbouring areas and boroughs, where relevant.

DM16.3 Cycle parking

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

DM16.4 Encouraging active travel

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

DM16.5 Parking and servicing standards

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

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

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

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

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

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

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

DM17.1 Provision for waste

1. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.

2. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.

DM17.2 Designing out construction waste

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

a) reuse of existing structures;

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

DM18.1 Development in Flood Risk Area

1. Where development is proposed within the City Flood Risk Area evidence must be presented to demonstrate that:
 - a) the site is suitable for the intended use (see table 18.1), in accordance with Environment Agency and Lead Local Flood Authority advice;
 - b) the benefits of the development outweigh the flood risk to future occupants;
 - c) the development will be safe for occupants and visitors and will not compromise the safety of other premises or increase the risk of flooding elsewhere.
2. Development proposals, including change of use, must be accompanied by a site-specific flood risk assessment for:
 - a) all sites within the City Flood Risk Area as shown on the Policies Map; and
 - b) all major development elsewhere in the City.
3. Site specific flood risk assessments must address the risk of flooding from all sources and take account of the City of London Strategic Flood Risk Assessment. Necessary mitigation measures must be designed into and integrated with the development and may be required to provide protection from flooding for properties beyond the site boundaries, where feasible and viable.
4. Where development is within the City Flood Risk Area, the most vulnerable uses must be located in those parts of the development which are at least risk. Safe access and egress routes must be identified.
5. For minor development outside the City Flood Risk Area, an appropriate flood risk statement may be included in the Design and Access Statement.
6. Flood resistant and resilient designs which reduce the impact of flooding and enable efficient recovery and business continuity will be encouraged.

DM18.2 Sustainable drainage systems

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

DM19.2 Biodiversity and urban greening

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

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

DM20.2 Retail links

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

DM20.4 Retail unit sizes

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

DM21.3 Residential environment

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

- a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
- b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.

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

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

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

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

SCHEDULE

APPLICATION: 17/00447/FULEIA

6-8 Bishopsgate And 150 Leadenhall Street London EC3V 4QT

Demolition of existing buildings and the erection of a new building comprising lower ground level, three basement levels, ground floor plus part 10, 25 and 51 storeys including plant [221.2m AOD] to provide office (Class B1) use [85,892sq.m GEA], flexible shop/cafe and restaurant (Class A1/ A3) uses [445sq.m GEA] at part ground floor and level 1 and flexible shop/cafe/restaurant/office (A1/A3/B1) uses [199sq.m GEA] at part ground floor and level 1; The provision of a publicly accessible roof top viewing gallery (Sui Generis) [819sq.m GEA] at level 50 with dedicated entrance at ground floor level; the provision of hard and soft landscaping. [TOTAL 87,355sq.m GEA].

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 No works above ground floor level are permitted unless the substantial demolition of 1 Leadenhall Street (Leadenhall Court) has commenced or a detailed wind microclimate mitigation scheme based on the outline wind mitigation scheme set out in the Environmental Statement has been submitted to and approved by the Local Planning Authority. The approved mitigation measures shall be installed prior to the practical completion of the development (unless demolition of Leadenhall Court has commenced in the intervening period).
REASON: In order to ensure that the proposed development does not have a detrimental impact on the amenities of the area in accordance with the following policies of the Local Plan: DM10.1, DM16.1, DM16.2.
- 3 Before the development hereby permitted is begun a detailed site investigation shall be carried out to establish if the site is contaminated and to determine the potential for pollution of the water environment. In the event that site contamination is found it must be reported in writing to the Local Planning Authority within five working days and an investigation and risk assessment must be undertaken in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and

approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the local planning authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the following policy of the Local Plan: DM15.8.

- 4 Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

REASON: To avoid sewage flooding and to ensure that sufficient capacity is made available to cope with the new development in order to avoid adverse environmental impacts.

- 5 Before the development hereby permitted is begun, impact studies of the existing water supply infrastructure must be submitted to, and approved in writing, by the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

REASON: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand.

- 6 Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following:

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

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

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

- 7 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.

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

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

- 9 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site deconstruction of the existing buildings has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).

REASON: To ensure that deconstruction works do not have an adverse impact on the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM16.1. and London Plan Policy 6.14.

- 10 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying

efficiency and sustainability measures, including the use of freight consolidation, to be undertaken during site construction of the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).
REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with the following policies of the Local Plan: DM15.6, DM 15.7, DM16.1 and London Plan Policy 6.14.

- 11 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.

- 12 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.

- 13 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.
- 14 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works 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.
- 15 Before any construction 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.
- 16 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.
REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4.

- 17 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.
REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4.
- 18 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.
REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.
- 19 No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.
REASON: The proposed works will be in close proximity to underground water and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure.
- 20 Before any construction works hereby permitted are begun details of rainwater collection, harvesting and grey water recycling systems shall be submitted to and approved in writing by the local planning authority.
REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policies of the Local Plan: DM15.5 and DM18.1.
- 21 Prior to the commencement of any works on site, details shall be submitted to and approved in writing by the Local Planning Authority showing the means of protection of the trees which are to be retained including their root system and the approved details shall be

implemented prior to and during the course of the building works as appropriate.

REASON: To ensure the protection of the adjacent trees in accordance with the following policies of the Local Plan: DM10.4, DM19.2. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated before the design is too advanced to make changes.

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

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

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

- 23 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

(a) Particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;

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

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

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

(e) Details of junctions with adjoining premises;

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

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

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

(i) Details of all external lighting.

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.

- 24 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.

- 25 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: green roofs, blue roofs, attenuation tanks, rainwater pipework, hydrobrakes, pumps, rainwater harvesting system, design for system exceedance; surface water flow rates shall be restricted to no greater than 10 l/s, provision should be made for an attenuation volume capacity capable of achieving this;
(b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.
REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 26 Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) A Lifetime Maintenance Plan for the SuDS system to include:
- A full description of how the system would work, it's aims and objectives and the flow control arrangements;
- A Maintenance Inspection Checklist/Log;
- A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.
REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 27 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.
- 28 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.

- 29 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.
- 30 The measures identified within the submitted Energy Strategy (Ref: 233716 by ARUP) shall be incorporated into the development and maintained for the life of the development.
REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policies of the Local Plan: DM15.1, DM15.2, DM15.3, DM15.3, DM15.4.
- 31 (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.
- 32 The 'Life Safety Generator' shall be used solely on brief intermittent and exceptional occasions when required in response to a life threatening emergency and for the testing necessary to meet that purpose and shall not be used at any other time. At all times the generator shall be operated to minimise its noise impact and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.
REASON: To ensure that the generator, which does not meet City of London noise standards, is used only in response to a life threatening emergency situation.

- 33 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.
- 34 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.
- 35 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.
- 36 No cooking shall take place within any Class A1 or A3 units hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. Any works that would materially affect the external appearance of the building will require a separate planning permission.
REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.
- 37 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, and be no lower than stated in the air quality assessment submitted, 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.

38 A. No CHP plant shall at any time be installed in the building unless the air quality impact of the CHP emissions have been assessed and a report detailing the assessment has been submitted to and approved in writing by the Local Planning Authority.

B. Prior to any CHP plant coming into operation the following details must be submitted to and approved in writing by the Local Planning Authority:

(i) The results of an emissions test demonstrating compliance with Part A of this condition and stack discharge velocity, carried out by an accredited laboratory/competent person; and

(ii) An equipment maintenance schedule demonstrating that the emission standard would always be met.

C. The CHP plant shall at all times be maintained in accordance with the approved schedule.

REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.

39 No boilers that have a NOx emission level exceeding that detailed in the submitted air quality impact assessment shall at any time be installed in the building.

REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B (a) and (c) of the London Plan.

40 A further set of doors must be fitted between the Class A1 and/or Class A3 and the street and this extra set of doors shall be retained for the life of the premises. These doors must not be left open except in an emergency or for maintenance purposes.

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

41 In respect of the Class A1 and/or Class A3 units, no live or recorded music shall be played that can be heard outside the premises or within any other premises in the building.

REASON: To safeguard the amenity of the adjoining premises and the area in general in accordance with the following policy of the Local Plan: DM15.7

42 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.

- 43 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.
- 44 Unless otherwise agreed in writing, 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 961 pedal cycles. The cycle parking provided on the site must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.
REASON: To ensure provision is made for cycle parking and to assist in reducing demand for public cycle parking in accordance with Transport for London guidance.
- 45 The changing facilities and showers adjacent to the bicycle parking areas and indicated on approved drawing 0997-10-P-0510, shall be provided and maintained throughout the life of the building for the use of occupiers of the building.
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.5.
- 46 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.
- 47 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.
- 48 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.

- 49 The approved loading and unloading areas shall be available at all times for use throughout the life of the building for the occupiers thereof and visitors thereto.
REASON: To ensure that satisfactory servicing facilities are maintained in accordance with the following policy of the Local Plan: DM16.5.
- 50 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.
- 51 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
- 52 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.
- 53 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.
- 54 No doors, gates or windows at ground floor level shall open over the public highway.
REASON: In the interests of public safety
- 55 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.

- 56 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.
- 57 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission:
Drawing nos:
00997-WEA-XX-XX-PD-A-0101; 00997-WEA-XX-LG-PD-A-0510, BM-PD-A-0515, B1-PD-A-0520, B2-PD-A-0530, F1-PD-A-0540, GF-PD-A-1000, 01-PD-A-1010, 02-PD-A-1020, 03-PD-A-1030, 06-PD-A-1060, 09-PD-A-1090, 11-PD-A-1110, 16-PD-A-1160, 21-PD-A-1210, 23-PD-A-1230, 24-PD-A-1240, 25-PD-A-1250, 26-PD-A-1260, 35-PD-A-1350, 47-PD-A-1470, 48-PD-A-1480, 49-PD-A-1490, 50-PD-A-1500, 51-PD-A-1510, RF-PD-A-1520, W-PD-A-2200, S-PD-A-2201, E-PD-A-2202, N-PD-A-2203, W-PD-A-2300, S-PD-A-2301, E-PD-A-2302, N-PD-A-2303, AA-PD-A-3301, BB-PD-A-3302, XX-PD-A-5001, XX-PD-A-5002, XX-PD-A-5003, XX-PD-A-5004, XX-PD-A-5005, XX-PD-A-5006, XX-PD-A-5007, XX-PD-A-5008, XX-PD-A-5009.
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

- 1 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:
- detailed advice in the form of statutory policies in the Local Plan, Supplementary Planning documents, and other written guidance has been made available;
- a full pre application advice service has been offered;
- where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.
- 2 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.

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

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

- 4 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.
- 5 The Directorate of the Built Environment must be consulted on the following matters which require specific approval:
 - (a) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window cill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway). You are advised that highway projection licenses do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. In such cases please also contact the Corporate Property Officer, City Surveyor's Department.
 - (b) Permanent Highway Stopping-Up Orders and/or dedication of land for highway purposes.
 - (c) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.
 - (d) The incorporation of street lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City.
 - (e) Connections to the local sewerage and surface water system.

- (f) Carriageway crossovers.
 - (g) Means of escape and constructional details under the Building Regulations and London Building Acts (District Surveyor).
 - (h) The display of any advertisement material on the premises which may be subject to the City of London Corporation's Byelaws.
- 6 The enabling of archaeological work to meet the requirements of conditions 16, 17 and 18 is the responsibility of the developer and should be regarded as an integral part of the development programme in accordance with the policies of the Unitary Development Plan and Core Strategy. This would include on site facilities, funding, fieldwork, post excavation analysis and reporting and publication of the work in accordance with recognised guidelines and codes of practice. This is to ensure adequate "preservation by record" of the archaeological resource affected by the proposed development.
- 7 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:
- (a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any structures in excess of those shown on drawings for which planning permission has already been granted, further planning approval will also be required.
 - (b) Installation of engine generators using fuel oil.
 - (c) The control of noise and other potential nuisances arising from the demolition and construction works on this site and compliance with the Construction (Design and Management) Regulations 2007; the Environmental Health Team should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.
 - (d) Alterations to the drainage and sanitary arrangements.
 - (e) The requirements of the Health and Safety at Work etc Act 1974 and the other relevant statutory enactments (including the Offices, Shops and Railway Premises Act 1963); in particular:
 - the identification, encapsulation and removal of asbestos in accordance with a planned programme;
 - provision for window cleaning (internal and external) to be carried out safely.
 - (f) The use of premises for the storage, handling, preparation or sale of food.
 - (g) Use of the premises for public entertainment.
 - (h) Approvals relating to the storage and collection of wastes.
 - (i) Limitations which may be imposed on hours of work, noise and other environmental disturbance.
 - (j) The control of noise from plant and equipment;
 - (k) Methods of odour control.

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

Noise and Dust

(a) The construction/project management company concerned with the development must contact the Department of Markets and Consumer Protection and provide a working document detailing steps they propose to take to minimise noise and air pollution for the duration of the works at least 28 days prior to commencement of the work. Restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

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

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

Air Quality

(d) Compliance with the Clean Air Act 1993

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

Boilers and CHP plant

(e) The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO_x

emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2011.

(f) All gas Combined Heat and Power plant should be low 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 2011.

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

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

Standby Generators

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

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

Cooling Towers

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

Food Hygiene and Safety

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

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

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

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

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

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

- 9 The investigation and risk assessment referred to in condition 2 "Contaminated Land" must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme must be submitted to and approved in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report must be submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, open spaces, service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

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

10 Thames Water advises:

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

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

(3) It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or suitable sewer. It is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate, and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

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

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

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

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

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

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

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

11 The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.

12 The Environment Agency advises:

(a) Developers should ensure that any proposed piling methods do not pose a pollution risk to controlled waters. Piling to facilitate building foundations or the installation of ground source heat pumps has the potential to create a pathway between contaminated shallow soils and deeper geological formations and aquifers. Deep piling can also result in physical disturbance of aquifers.

(b) If piling is proposed, a Piling Risk Assessment will be required to demonstrate that the chosen piling method does not increase the risk of near-surface pollutants migrating into deeper geological formations and aquifers. A Hydrogeological Risk Assessment of physical disturbance to the aquifer should also be undertaken and if

unacceptable risks are identified, appropriate mitigation measures must be provided.

(c) We recommend that developers follow the risk management framework provided in our guidance for 'Piling into Contaminated Sites' and also refer to the document: 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention'

- 13 The Crime Prevention Design Advisor for the City of London Police should be consulted with regard to guidance on all aspects of security, means of crime prevention in new development and on current crime trends.
- 14 Protection may be needed for any tree in a public highway or open space near to the site. Such protection will need approval by the Open Spaces Department. Any pruning requirement must only be undertaken by or with the prior approval of the Open Spaces Department. The developer is advised to contact the Director of Open Spaces prior to demolition or other development works commencing regarding the protection of nearby trees during works (Contact: Open Spaces, City Gardens - 020 7374 4127 or email - parks.gardens@cityoflondon.gov.uk).
- 15 You are requested to notify the Chief Planning Officer on commencement of the development in order that the works can be inspected and monitored.
- 16 Improvement or other works to the public highway shown on the submitted drawings require separate approval from the local highway authority and the planning permission hereby granted does not authorise these works.

17/00447/FULGA

PLANNING & TRANSPORTATION		
PSDD	CPO	PPD
TPD	11 JUL 2017	LTP
OM		SSE
No		PP
FILE	129310	PD

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20 Northdown Street
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www.sprunt.net

Ref: 12530/4.1/RS

The Department of the Built Environment City of London
PO Box 270
Guildhall
London EC2P 2EJ

7 July 2017

Dear Sirs,

6-8 Bishopsgate and 150 Leadenhall Street

We have been instructed by our Client, C C Land Holdings Limited, to write following a letter they have received in respect of a planning application for the demolition of existing buildings and redevelopment to provide a new building comprising lower ground and three levels of basement for parking, servicing, and ancillary plant and storage; ground plus part 10, 25 and 51 storeys including plant, containing offices (B1), flexible shop/ café and restaurant uses (A1/ A3) at part ground floor and level 1, and flexible shop/ café, restaurant, and office uses (A1/ A3/ B1) at part ground floor and level 1; and roof top Pavilion (sui generis) with public access to a viewing gallery at level 50 from a ground floor entrance; the provision of hard and soft landscaping; and other incidental works, at 6-8 Bishopsgate and 150 Leadenhall Street. Local Planning Authority reference number 17/00447/FULEIA.

C C Land Holdings Limited is the ultimate beneficial owner of the adjacent Leadenhall Building and, following assessment of the information provided, have instructed to us to strongly object to this revised proposal and make representations on their behalf to voice their concerns.

The Local Plan promotes the City of London as a leading driver of the London and national economies, contributing 14% of London's GDP and an estimated 3.1% of the UK's GDP. Offices are identified as making up over 70% of all buildings and many of them are occupied by financial and business services.

A key challenge facing the City, is the delivery of sustainable long-term economic growth to support the London and national economies, and it should be a balance between providing for this new development and retaining and improving the best of the current building stock such as the Leadenhall Building.

The City is the heart of the world's leading international financial, commercial and maritime centre, of which the Leadenhall Building is key. It provides a major source of employment for London and its surrounding regions and is a vital asset to the national economy, offering the right business conditions and a very high quality environment for the City's commercial occupiers, this is evidenced by its full occupancy rate by high profile firms.

The proposed scheme comprises 51 storeys in total which is made up of 4 blocks comprised of part 10, part 25 and part 51 storeys. This represents an increase of 1 part additional storey to the lower block, 4 to the mid-block and 5 storeys to the higher block (the pavilion sits on top of the upper block and is also enlarged from the Consented Scheme).



ACKNOWLEDGED
sprunt

12530/4.1/RS

7 July 2017

6-8 Bishopsgate and 150 Leadenhall Street

Views of the Leadenhall Building from the west are an important consideration, and appear to have influenced the bulk and massing of the proposed building. Importantly, however it is evident that the relationship with the Leadenhall Building of the proposed scheme will alter significantly from the consented scheme due to the increase in height and the additional storey proposed.

It is apparent when assessing the levels of the Leadenhall Building that there would be a greater impact in terms of mass, bulk and subsequent outlook to level 8 of the Leadenhall Building due to the proposed additional storey to the lower block; a greater impact upon levels 19 to 23 due to the additional 4 storeys to the mid- block and a greater impact to levels 40 to 46 due to the proposed additional five floors to the higher block and the pavilion above, resulting in a building that would appear unduly intrusive and oppressive to some of the occupiers of the Leadenhall Building, an important and legitimate consideration when considering their amenity which we believe is contrary to policy CS10 of the Local Plan.

These upper floors serve the most high-profile occupiers who demand a specific type of floorspace. It is this office accommodation in particular that will be adversely affected as a result of the proposed application, reducing the attractiveness of the Leadenhall Building and subsequent draw to the City as a world leading financial, commercial and maritime centre and as a result adversely affecting the London and national economies.

We respectfully request that these comments are fully considered in the determination of this application.

Yours faithfully,



Robert Sprunt
Sprunt Ltd.

cc. Jimmy Cho, C C Land Holdings Limited
Dickie Wong, C C Land Holdings Limited

Broughton, Helen

From: PLN - Comments
Subject: FW: ref17/00447/FULEIA

From: Peter Rose
Sent: 03 August 2017 10:17
To: PLN - Comments
Subject: ref17/00447/FULEIA

Dear Sirs

I object to this development on the grounds of further densification in this already overdeveloped location. It will also affect our property with regard to casting of shadows/light and impacting our view. I am a residential occupier.

Kind Regards,

Peter Rose

Jamaica Buildings,
St. Michael's Alley
London
EC3V 9DS

Hassall, Pam

From: PLN - Comments
Subject: FW: ref 17/00447/FULEIA case officer Tony Newman

From: Peter Rose [<mailto:peter@roseassociates.org.uk>]
Sent: 04 September 2017 12:12
To: PLN - Comments
Subject: ref 17/00447/FULEIA case officer Tony Newman

Dear Sirs

I attach my response to your earlier letter and would wish to repeat this in response to your letter of 30 August 2017.

Kind Regards,

Peter Rose

Jamaica Buildings,
St. Michael's Alley
London
EC3V 9DS

peter@roseassociates.org.uk

Begin forwarded message:

From: Peter Rose <peter@roseassociates.org.uk>
Subject: ref17/00447/FULEIA
Date: 3 August 2017 at 10:16:42 BST
To: PLNComments@cityoflondon.gov.uk



Dear Sirs

I object to this development on the grounds of further densification in this already overdeveloped location. It will also affect our property with regard to casting of shadows/light and impacting our view. I am a residential occupier.

Kind Regards,

Peter Rose

Jamaica Buildings,
St. Michael's Alley
London
EC3V 9DS