

Committee:	Date:
Planning and Transportation	28 February 2017
Subject: 22 Bishopsgate London EC2N 4BQ Construction of a building arranged on three basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449sq.m. GEA)	Public
Ward: Lime Street	For Decision
Registered No: 16/01150/FULEIA	Registered on: 24 November 2016
Conservation Area: St Helen's Place	Listed Building: No

Summary

The planning application relates to the site of the 62 storey tower (294.94m AOD) granted planning permission in June 2016 and which is presently being constructed.

The current scheme is for a tower comprising 59 storeys at ground and above (272.32m AOD) with an amended design to the top. The tapering of the upper storeys previously approved has been omitted and replaced by a flat topped lower tower. In other respects the design of the elevations remains as before.

The applicants advise that the lowering of the tower in the new proposal is in response to construction management constraints in relation to aviation safeguarding issues.

The planning application also incorporates amendments to the base of the building, the public realm and to cycle space provision which were proposed in a S73 amendment application and which your Committee resolved to grant on 28 November 2016, subject to a legal agreement but not yet issued.

The building would provide offices, retail at ground level, a viewing gallery with free public access at levels 55 and 56 and a public restaurant and bar at levels 57 and 58. The development would include a covered publicly accessible east-west pedestrian route through the site linking Bishopsgate to Crosby Square and Undershaft.

The gross floor area would be 201,449sq.m (gea), comprising:
194,843sq.m offices,

178sq.m retail (Class A1)

2130sq.m public viewing gallery (sui generis)

3912sq.m restaurant/bar (Class A3/A4)

386sq.m shared circulation space

An Environmental Statement accompanies the scheme.

The building would be the largest in the City and would provide a significant increase in flexible office accommodation, supporting the strategic objective of the Corporation to promote the City as the leading international financial and business centre.

When approved in 2016, the tower would have been the tallest in the City forming the focal point and apex to the Eastern Cluster. Since then 1 Undershaft has been agreed subject to legal agreement and the role in the profile of the cluster for a building on this site has changed.

The public realm benefits include a free public viewing gallery.

The Mayor of London strongly supports the scheme in strategic planning terms but considers that aspects of the proposal do not comply with the London Plan. The Mayor considers that, given the scheme's central prominence within the City cluster, it is essential that the impact it has on the London skyline is positive. He requires the following two matters to be resolved prior to the application being referred back to him. These are the public viewing gallery and urban design in order to ensure that the massing of the top will continue to have a positive effect on the skyline in accordance with London Plan policy 7.7.

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

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

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

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

Alterations to pedestrian crossings in Bishopsgate in connection with the development are being discussed with the City and with Transport for London

and if required would be pursued under S278 of the Highway Act.

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

Recommendation

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

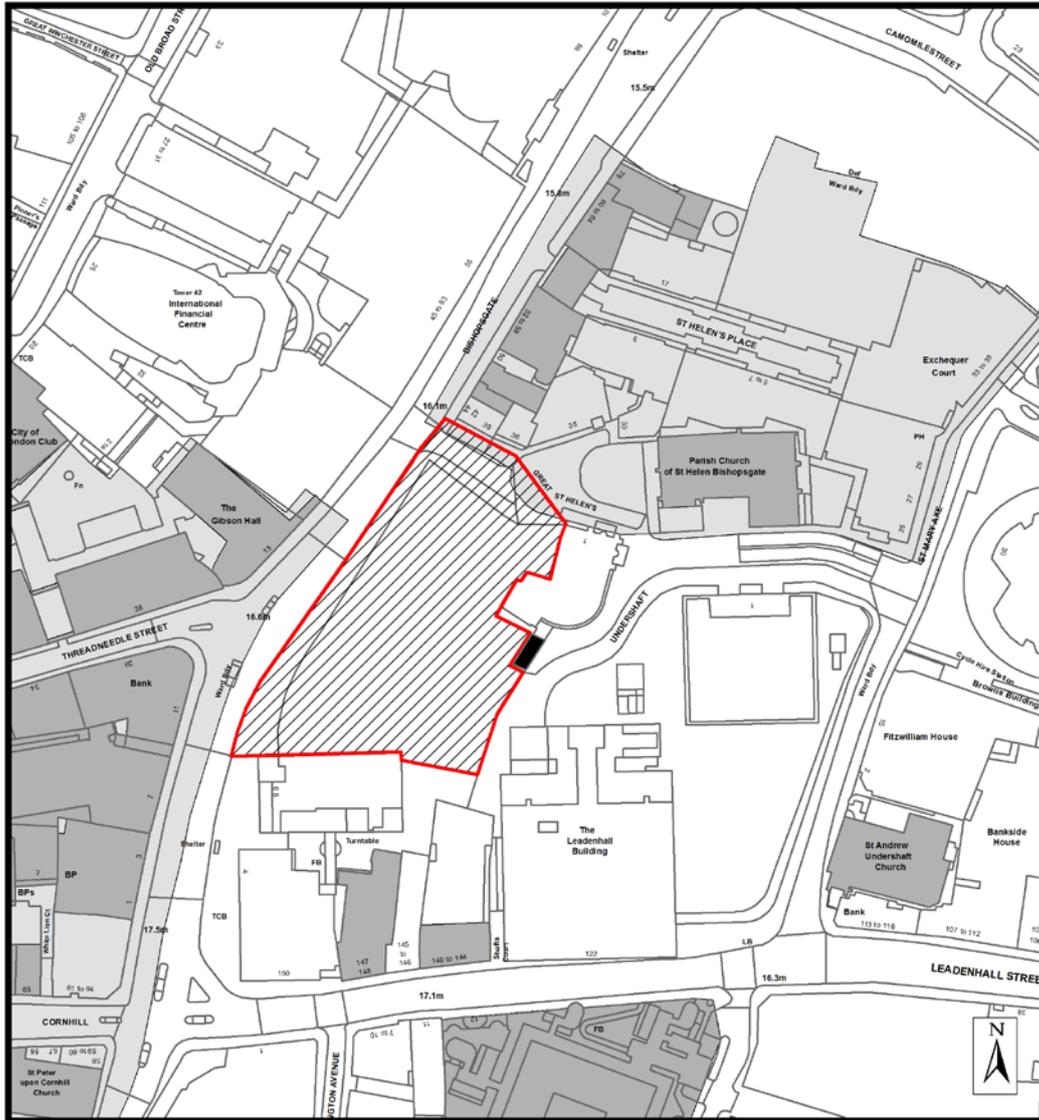
(a) the Mayor of London being given 14 days to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);

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

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

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

Site Location Plan



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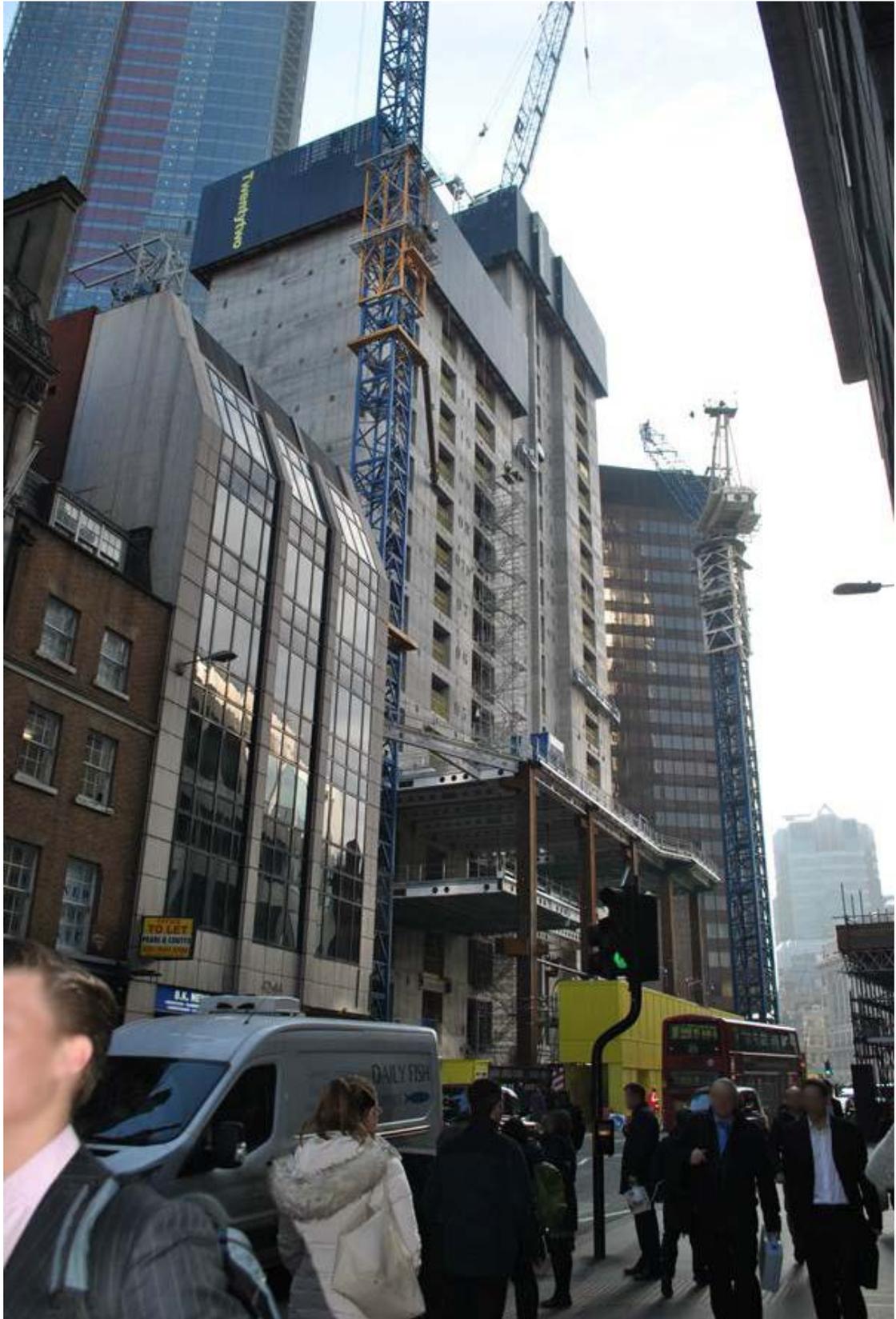
ADDRESS:
22 Bishopsgate

CASE No.
16/01150/FULEIA

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



DEPARTMENT OF THE BUILT ENVIRONMENT



Main Report

Site

1. The site is located on the east side of Bishopsgate and is bounded by Bishopsgate to the west, 42-44 Bishopsgate and Great St Helen's to the north, Undershaft and 1 Great St Helen's to the east and 6-8 Bishopsgate to the south. The site includes Crosby Square, an area of public highway accessed from Great St Helen's and by steps from Undershaft.
2. The site was previously occupied by Crosby Court (38 Bishopsgate), 22-24 Bishopsgate and 4 Crosby Square. These were demolished and works begun to implement a scheme granted planning permission in 2007, for a building which became known as the 'Pinnacle.' Foundations, three basements and the first 9 floors of the core were built before construction stopped in early 2012. Subsequent planning permissions have since been implemented (detailed at para.10 below) and works are proceeding in accordance with these.
3. The site context is varied in character comprising a number of significant listed buildings including St Helen's Church (Grade I) Gibson Hall, Bishopsgate (Grade I), the Lloyd's Building (Grade I), St Andrew Undershaft Church (Grade I), St Peter upon Cornhill Church (Grade I) as well as a number of Grade II listed buildings on Bishopsgate and Threadneedle Street to the north and west of the site. A small part of the site falls within the St Helen's Place Conservation Area to the north and Bank Conservation Area adjoins immediately to the west.
4. The site falls in the Eastern Cluster and is in the immediate vicinity of prominent buildings at 30 St Mary Axe, 122 Leadenhall Street, 1 Undershaft, Tower 42 and the proposed development at 6-8 Bishopsgate.
5. Bishopsgate is a Local Distributor Road in the TLRN, a Red Route and is managed by Transport for London.

Environmental Statement

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

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

Relevant Planning History

Approved 'Pinnacle' scheme

10. Planning permission was granted on 7 December 2006 (app no. 05/00546/FULEIA) and followed by a revised scheme granted on 30 November 2007 (app.no. 06/01123/FULEIA) for demolition and redevelopment to provide a building comprising 3 basements, ground and 62 upper floors for use within Class B1 office and Class A retail, together with public realm and other works incidental to the development. The approved building would be 304.9m AOD in height and would provide 149,834sq.m of floorspace. Planning permission 06/01123/FULEIA was implemented and the development was constructed to ground floor slab level with the core structure built to 9 levels.

Site Remedial works

11. In July 2015 and October 2016 planning permissions (app.nos. 15/00221/FULL and 15/00968/FULL) were granted for the deconstruction of the core, part demolition of the floorslabs at ground and 3 basement levels and the installation of new piling and transfer structures. The preparatory demolition works and the introduction of new piles sought to reach a baseline position ready for the development of a new building. These works have been carried out.

Approved tower scheme 15/00764/FULEIA

12. On 16 June 2016 planning permission was granted for a building with three basement floors, ground and 61 upper floors plus mezzanines and plant for office and retail uses and a publicly accessible viewing gallery and facilities, hard and soft landscaping, ancillary services and other works incidental to the development. (294.94m AOD)
13. This planning permission has been implemented and construction works have started.
14. The approved scheme provides 200,450sq.m gea of floorspace comprising
 - 193,955sq.m Class B1 offices
 - 166sq.m Class A1 retail
 - 3908sq.m Class A3/A4 restaurant/bar
 - 1891sq.m Public viewing gallery (sui generis)
 - 530sq.m shared circulation space
15. The free public viewing gallery is provided at levels 58 and 58M of the new tower with a restaurant and bar at levels 59 and 60 above this. The details of the management of and public access to the gallery were contained in the S106 agreement.

16. The scheme provides a new covered, publicly accessible east-west pedestrian route through the site towards its southern end linking Bishopsgate to Crosby Square and Undershaft; the dedicated entrances to the public viewing gallery and restaurant/bar are from this passage. Crosby Square remains as public highway and would be landscaped under the approved scheme.
17. The development has a double height office reception area which occupies the length of the building's Bishopsgate frontage. 3 small retail units face onto Crosby Square and 1 onto Great St Helens.
18. The floor above the double height reception lobby provides a shared space for building occupiers, offering ancillary services to office tenants and their guests, providing for example food outlets, ancillary retail, and spaces for lectures, events and informal performances. Although not available to the public, the space provides a range of services within the building for tenants and when viewed from outside the building would provide a visual vibrancy to the base in street level views. The applicants advise that

“the amenity areas in the building are an important ingredient in achieving the kind of working environments capable of attracting good tenants and the most promising employees. They are also key in delivering the first WELL accredited building in the UK. We are therefore committed to deliver 1835sq.m of amenity space within the building (likely to be on levels 2, 7, 25 and 41.) This is in addition to the viewing gallery, restaurant and bar at the top of the building.”
19. The three basements constructed under previous schemes are retained and modified and contain plant, servicing areas, cycle parking and facilities and other ancillary spaces. The service yard at 3rd basement level is accessed by 2 vehicle lifts from Undershaft; cycle spaces at 1st and 2nd basement are accessed via a cycle stair from Undershaft and 4 car parking spaces for disabled drivers are provided at 2nd basement.
20. A critical component of the scheme is a requirement for an off-site logistics centre and consolidated servicing and delivery system which reduces the number of vehicle deliveries to the development by at least a half and controls the arrival and timing of the vehicles. This was essential to relieve pressure on the City's streets which a development of this scale would generate and is included in the provisions of the S106 agreement.

Application under Section 73 for minor material amendments to the permitted scheme (app.no. 16/00849/FULEIA)

21. On 28 November 2016 your Committee resolved to grant planning permission for an application under S73 of the Town and Country Planning Act for minor amendments to the implemented June 2016 scheme. This resolution was subject to a deed of variation to the existing S106 agreement and planning permission has not been issued as the agreement remains to be completed.
22. The amendments to the scheme relate to the base of the tower, the ground floor public realm and to the cycle space provision.

- a) Two prominent external escalators on the Bishopsgate frontage (serving levels 1 and 2) are omitted to increase visibility into and from the office lobby. The escalators are replaced by an 'art box', providing a focal point for the building when approached from Threadneedle Street. The "art box" is a projecting glass structure in the centre of the Bishopsgate frontage, extending from level 01 to the underside of level 03.
- b) The design of wind mitigation measures, such as the canopy along Bishopsgate and on the north west of the building, is refined to integrate them with the overall design of the base. A 50m sculpture replaces wind vanes on the southwest corner.
- c) Columns on the Bishopsgate frontage, previously faceted, are now round and their diameter increased.
- d) The glazing line in the public way under the building (the "art street") is simpler, with fewer zig zags and the frontage to Crosby Square follows a slightly different line. The layout and width of the route is slightly amended.
- e) Level 01M is enlarged to provide additional plant and ancillary office accommodation circulation around the floor. As a consequence the headroom over the art street, Crosby Square and the access road from Great St Helens is reduced from three storeys (approx. 9.75 above ground) to two storeys (approx. 6.25m above ground). The headroom under a link bridge over the art street is reduced from 3.3m to 3.0m.
- f) The central entrance on Bishopsgate to the office lobby is omitted to simplify wayfinding and improve security once inside the building. Space inside the lobby may now be used for a coffee kiosk and small bookshop for building occupiers.
- g) The viewing gallery exit is relocated from Great St Helen's to Crosby Square, where it is closer to the dedicated lifts from the top and adjacent to the internal mobility impaired (MIP) lift.
- h) The three small retail units fronting Crosby Square and the access road from Great St. Helen's are replaced by enlarged entrances to the office lobby, addressing comments from potential insurance sector tenants. A single replacement retail unit is provided on the southern side of Crosby Square. There is no reduction in retail area.
- i) The new retail unit is raised above the level of Crosby Square and includes an external terrace. A series of steps and seating plateaus are included to overcome this difference in level. MIP access is achieved via the MIP lift providing access to Undershaft.
- j) As a consequence of the change to the retail unit location and reconfiguration of the steps between Undershaft and Crosby Square, the public MIP lift between Undershaft and Crosby Square is moved and the entrance/exit to the cycle parking in B1 is reconfigured.

Note: The steps providing access between Undershaft and Crosby Square are not within the site boundary of the S73 application or the current application. A separate application proposes to reconfigure the

steps to tie in with the wider public realm. (app.no. 16/00847/FULL) see para. 23 below.

- k) Cycle parking space provision is reduced from 2,320 to 1,725. Additional facilities related to cycling are introduced in the space freed up on levels B2 and B1 to improve cyclist experience and promote cycling as a transport mode. Shower facilities are removed from levels 07M, 25M, 41M and added to level 01M. The space freed up on levels 07M, 25M, 41M will be used to provide amenity space for the office occupiers.
- l) Additional excavation of Crosby Square is to provide easier access for construction vehicles from Undershaft.

Crosby Square Steps application (app.no.16/00847/FULL)

- 23. On 28 November 2016 your Committee also resolved to grant planning permission subject to conditions and any necessary S106 agreement for a planning application for the Crosby Square steps between Undershaft and Crosby Square. This planning permission is not issued as the final terms of the planning requirements will need to be informed by the related covenants in connection with the S.73 22 Bishopsgate scheme (to ensure they are brought forward together).
- 24. The proposal is related to the 22 Bishopsgate scheme but falls outside the application boundary of the present application.
- 25. The scheme modifies the shape of the steps, creates planted terraces on each side and integrates them into the improvements to the public realm and security measures in Crosby Square associated with the development at 22 Bishopsgate. The design incorporates additional landscaping and planting, two trees required for wind mitigation, an MIP lift and potential seating. The trees and lift are required in connection with the 22 Bishopsgate scheme.
- 26. A public MIP lift between Crosby Square and Undershaft was included in the 2016 permitted scheme for 22 Bishopsgate. As part of the S73 application and in the present application, the proposed position of the lift has been moved such that it would be partly in the 22 Bishopsgate site and partly in the Crosby Square Steps site. The new location is better in that it is adjacent to the steps and is more visible. It also has the advantage of serving a proposed retail terrace adjacent to Crosby Square. The lift cannot be constructed in this location unless planning permission exists for both applications and both are implemented.
- 27. A condition is attached to ensure that the lift is maintained for the life of the building at 22 Bishopsgate.
- 28. Two trees are included adjacent to the steps. These are required to mitigate wind impacts caused by 22 Bishopsgate. Without these trees wind conditions in part of Crosby Square would be windier than appropriate for the intended use. Similarly, the handrail on the steps has a glazed infill which is required for local wind mitigation.
- 29. The trees will need to be replaced from time to time by trees of similar size and species to maintain their effectiveness. A condition is attached

to ensure the wind mitigation is retained for the life of the building at 22 Bishopsgate and the Section 106 agreement in respect of 22 Bishopsgate will prohibit occupation unless this is the case.

30. It is proposed to remove the existing steps to Undershaft to provide an additional route for construction vehicles to access the site at 22 Bishopsgate. This would involve temporarily lowering the level of Crosby Square and does not have an adverse impact on archaeology.

Proposal

31. The current application is a full planning application. It is similar in nature to the June 2016 permitted scheme but provides a new design for the top of the building, reducing its overall height by about 22.5m and includes the S73 scheme changes outlined at para.21 above.
32. The proposed design for the upper storeys is a flat topped tower; the permitted scheme had an articulated top with tapering and stepped upper storeys.
33. The applicants advise that the reduction in height responds to Construction Management constraints in relation to aviation safety issues and the need to avoid encroachment into the 1000ft safeguarding limit associated with London City Airport.
34. The proposed new building would be 59 storeys above ground (plus mezzanines and plant) reaching a maximum height of 272.32m AOD and would provide 201, 449sq.m of floorspace.
35. The following table shows the land uses approved and proposed across the 3 schemes.

Land Use	Permitted 2016 scheme 15/00764/FU LEIA	Proposed Section 73 scheme 16/00849/FULEI A	Current application 16/01150/FULEI A
Retail (A1)	166	180	178
Restaurant / bar (A3/A4)	3,908	3,816	3,912
Offices (B1)	193,955	195,577	194,843
Viewing gallery (sui generis)	1,891	1,896	2,130
Shared circulation (sui generis)	530	394	386
Total	200,500	201,863	201,449

36. Office floors run from level 3 to level 54. Entrances to the office accommodation are provided at either end of the main Bishopsgate frontage and from Crosby Square.
37. Two self-contained retail units are proposed at ground level, one located facing Crosby Square at the eastern end of the new pedestrian footway and one located on Great St Helens.
38. The publicly accessible viewing gallery would be located at levels 55 and 56. The layout of the proposed viewing gallery is changed in the current application from the previous scheme. The gallery would be accessed through a dedicated entrance from the new pedestrian route with dedicated escalators and lifts, and egress would be onto Crosby Square.
39. A public restaurant and bar would be located above the gallery at levels 57 and 58, with a terrace at level 58.
40. As in the permitted 2016 scheme, Level 2 would provide a shared space for building occupiers, offering ancillary services to office tenants and their guests, providing for example food outlets, ancillary retail, and spaces for lectures, events and informal performances. Although not available to the public, the space would provide a range of services within the building for tenants and when viewed would provide a visual vibrancy to the base of the building in street level views. Further amenity areas for use by the building tenants are provided at levels 7/7M, 25/25M and 41/41M.
41. As approved, there are three basement levels which contain plant, servicing, cycle parking and facilities and other ancillary spaces. The basement servicing facilities would be accessed via two vehicle lifts from Undershaft. Other than four parking spaces for disabled people, no car parking is proposed.
42. As included in the S73 scheme, long stay cycle parking for the development (1579 spaces) will be provided in the basement also accessed via Undershaft. The cycle parking will be provided with a range of storage options, changing and shower facilities. 146 short stay cycle spaces are provided across the basement and in the public realm.
43. The public realm is as previously proposed in the S73 application. A new pedestrian route will be created through the site linking Bishopsgate to Crosby Square and Undershaft. Crosby Square will be re-landscaped and a number of trees are proposed to be planted along Bishopsgate and on Great St Helens. Proposed alterations to the pedestrian crossing on Bishopsgate would be designed and secured through S278 agreements with the City and Transport for London.
44. The proposals require the stopping up of areas of public highway; a stopping up order is presently being processed in relation to the permitted 2016 scheme; a further application for stopping up has been submitted in relation to amendments proposed in the S73 application. The current planning application results in one further area (0.0286sq.m) to be stopped up in relation to a wind mitigation screen situated at

ground level. (Two stopping up plans are attached showing stopping up proposals for the agreed S73 amendments and the further additional proposal relating to this application.)

Consultations

45. A Statement of Community Involvement has been submitted with the application outlining the developers' engagement with the statutory authorities, other interest groups and with residents, building owners and occupiers in the surrounding area.
46. A public exhibition in respect of the 2016 scheme was held on the site from 15 to 20 June 2015 and attended by approximately 1200 people. A total of 114 visitors provided written feedback of which, the applicants advise, broadly 81% responded positively to the scheme and 19% negatively.
47. There have not been any further public exhibitions in respect of the subsequent S73 scheme or the current scheme although discussions have continued between the developers, local neighbours and consultees.
48. Following receipt of the planning application by the City the application has been advertised and consulted on. Copies of all letters and e-mails making representations are attached.
49. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some detailed matters can be addressed by conditions and the Section 106 agreement. These include matters relating to environmental controls such as noise, fume extract and ventilation, controls during construction activities, and security issues.
50. Representations have been received from 46 members of the public raising objections on design grounds.
51. In summarising these, a number of the comments expressed the view that the previous scheme worked well architecturally and was more fitting due to its tapered top and setbacks. The areas of objection to the new scheme cover the following:
 - The design has lost any architectural or aesthetic merit
 - The scheme is an unimaginative dated design which is not appropriate to such a prominent and visible site in the City and is a wasted opportunity to achieve world class architecture
 - The previous tapered top to some extent mitigated the impact of the development's bulk and scale and paid respect to other buildings in the cluster
 - The new flat top design will appear monolithic and overbearing in the cluster detracting from the existing towers
 - In distant views, particularly from the west, the developments in the cluster are merging into one form and presenting a wall of glass

- The new design would have a negative impact on the City's world class skyline impacting on visitors and Londoners alike
 - The development displays commercial greed presiding over good design
 - The proposed development would not accord with Local Plan and London plan policies which seek world class exemplary designs for tall buildings that contribute positively to the locale and the wider skyline
 - The development does not achieve real public flow through the space
 - The City has a duty to only allow something aesthetically pleasing and should aspire to first class architecture only. Approving the proposed design will damage the reputation of the City of London and its attractiveness to foreign investors.
52. In response to the public consultation responses to the design the architects have provided the following Statement:

“Architectural Rationale for a Flat Top

Architecture has an obligation to respond to the city, its streets and places, and townscape objectives, while giving order and spirit to form.

A new interpretation of an international aviation constraint requires reducing the height of the approved building. NATS (National Air Traffic Services) will not authorise the height of the tower cranes required for efficient and safe construction (maximum height 309.6m AOD less crane height of approximately 35m).

This results in removing three floors of the consented design and maintaining the same amount of usable area for offices, viewing gallery, restaurant/bar, and technical plant with a flat roof.

The flat roof was a fundamental starting-point for the design in 2014. It was agreed through consultation (including with Historic England) that visual competition between the tallest buildings should be avoided, and that ‘pure’, less visually complex, tall buildings are desirable at the centre of the Eastern Cluster as its emerging skyline silhouette consolidates. The tall building originally consented for this site, the ‘Pinnacle’, was conceived as the centre of the Eastern Cluster. Subsequently, the City defined the Aviva tower and associated plaza as its ‘heart’. Cumulatively, the recently consented 1 Undershaft will rise taller than 22 Bishopsgate and the flat roof will establish a more positive relationship with its silhouette.

The plan form of the tower shaft is unchanged from the 2015 planning permission scheme. Twenty-three flat sides fold to make differently dimensioned spaces wrapping around a central rectangular core. The facets reflect daylight in different directions, sub-dividing the external

appearance of the large rectangle. The resulting form owes its heritage to the simple rectangle, but its multi-faceted sculpted shape allows it to nestle among its neighbouring towers.

This abstract sculpted form, with a new height of 274mAOD, some twenty metres lower than the scheme consented in November 2015, would unquestionably remain the dominant form in the City cluster of tall buildings. It would be the tallest tower at the time of its completion. Its powerful form would define the centre of the cluster, drawing together the scattered forms into a compact centralised group; a townscape strategy conceived by the City planners nearly two decades ago and now taking shape. The contrast to the tapering forms of the neighbouring towers will give this new proposal a singular and recognisable identity on the skyline.

The top will be subtly articulated by the significant public and private social spaces at the top, which have greater floor heights than the office floors. Responding to the abstract, sculptural form of the main body of the building, the glass treatment at the very top will be different, without the internal office blinds and a different degree of reflectivity, so as to finish the edge of the faceted form.

The proposed flat top scheme has been presented to the following consultees with generally positive responses:

- Westminster City Council*
- Historic England*
- Historic Royal Palaces*
- the Surveyor to the Fabric of St. Paul's*

In relation to the listed buildings when seen in the view of the Royal Exchange from Mansion House and the Bank of England, its calm simplicity is welcomed. When seen from the more distant views, such as from St Paul's and Waterloo Bridge, its form provides a powerful visual centre that unifies the cluster. This new proposal will provide a distinctive architectural statement at the centre of the City."

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

54. The Mayor of London responded with his Stage 1 response as follows:

The Mayor considers that the application does not comply with the London Plan but that the possible remedies set out in the Mayor's report (summarised below) could address those deficiencies. The Mayor considers that, given the scheme's central prominence within the City cluster, it is essential the impact it has on the London skyline is positive.

The Mayor's report summarises the strategic issues as follows:

- Land use principle and mixed use: the proposed high density office development in the CAZ is strongly supported. The applicant is required to commit to an appropriate affordable housing contribution

through the S106, in accordance with the Corporation's Planning Obligations SPD

- Public Viewing Gallery: the amended design of the public viewing gallery reduces the quality of this space. The applicant should amend the proposal to fully reflect the extant consent. The council should secure its provision through the S106 agreement.
 - Design: further discussions are required to ensure that the revised design will continue to have a positive effect on the skyline.
 - Transport: the amendments would not significantly impact on the public transport network.
 - In conclusion the report states that the scheme is strongly supported in strategic planning terms, although the following issues require resolution prior to the application being referred back to the Mayor:
 - Public Viewing Gallery: the applicants should address concerns over the design of the public viewing gallery. The provision of the gallery, including full public access, should be secured by s106 agreement, in accordance with London Plan Policy 7.7.
 - Urban Design: the applicant should ensure that the massing of the top of the tower will continue to have a positive effect on the skyline, in discussion with the GLA and City Corporation officers, in accordance with London Plan Policy 7.7
55. Transport for London advises that the alterations to the top of the building do not result in a significant change to trip generation and that other changes to the base of the building are as included in the recent S73 application. On that basis, and provided all transport related planning conditions and obligations are secured on any consent granted pursuant to this application, TfL has no objections to the proposals.
56. Provisions, including those regarding public realm improvements, a consolidated servicing strategy, provision of cycle spaces and facilities, highways improvements and S278 matters which were included in the conditions and S106 provisions for the previous consent will be carried over to the new permission where relevant.
57. Historic Royal Palaces (HRP) has commented as follows:
- “We note that the decrease in the number of floors currently consented results in a modest reduction in the overall height of some 20 metres. We welcome this in principle, but note that the stepped profile of the top of the consented scheme has been omitted and replaced by a completely flat top to the building. We consider that the flat top is a regrettable consequence of that reduction and we would prefer to see a more elegant profile to the top of the building. The effect that the profile of the amended scheme will have on the emerging ‘silhouette’ of the City’s Eastern Cluster (increasing the differential in height between it and the now consented scheme for 1 Undershaft), is in our opinion unfortunate.”*

58. The Royal Parks continues to object to the scheme in terms of the height of the proposed building and its impact on strategic and general views from St James's Park, Greenwich Park and three views from around The Mall which do not enjoy statutory protection. They consider that the footprint of the building would have an adverse impact on the views from the above mentioned Royal Parks at the proposed height.
59. The impact on the St James Park and Greenwich Park views is assessed at paras 178 and 183 of this report. The three viewing areas in and around the Royal Parks identified in the letter have been assessed and the proposal is not considered to cause harm.
60. Historic England does not wish to make any comments on the application.
61. The Surveyor to the Fabric of St Paul's Cathedral has commented as follows:

*"Chapter's response is that St Paul's has **no objection** to the revised scheme.*

There would not really be any substantive grounds for objection with respect to the Cathedral's immediate interests and concerns. However we are 'neighbours' to the 22 Bishopsgate tower, which will form a distinctive element of the City skyline, as viewed from the Cathedral and its environs. In this context we would therefore register some regret in the loss of the quietly confident, sculptural modelling of the previously consented scheme – which Chapter felt was both a successful and confident design solution, breaking the mould of other tower designs.

Whilst we do acknowledge some sympathy for the applicant and their architect in the technical challenge presented by a consented project which cannot be economically constructed due to CAA regulations, we also recognise that consequently there is a competition between the sufficient realisation of development floor area - meeting an economic imperative - and the design of the tower skyline and termination. In this instance, the desire (or need) for floor space appears to have won over earlier design aspirations, which Chapter agreed and acknowledged were of a high calibre."

62. Nine London boroughs have been consulted and six replies received.
63. The London Borough of Islington has commented as follows:

"As previously the main planning matters of relevance to Islington in relation to the proposed development are design and impacts upon heritage assets.

The proposed development would have a bland, bulky and inelegant appearance and would not achieve the high quality of design that is essential for tall buildings. Due to its poor design, height and prominence, the proposed development would substantially harm the setting of the Bunhill Fields and Finsbury Square Conservation Area, and heritage assets within it."

64. The London Borough of Camden has written that it did not raise objections to the previous scheme and does not wish to object to this application commenting as follows:
65. *“Following the latest revisions, the essential design of the new building in terms of its height, bulk and massing remains materially unaltered. It is considered therefore that the proposal would not cause any direct impact on views of St Paul’s Cathedral from the 3 relevant London Borough of Camden strategic viewpoints, namely Parliament Hill, Primrose Hill and Kenwood. Although the proposal will be highly prominent upon the London skyline from these views, it is in the context of an already established cluster of high buildings, and as such, it is not considered to be inappropriate nor to affect the borough in terms of further impact on these views. There is also considered to be sufficient distance between the site and Camden borough for there not to be any impacts in terms of transport, design, amenity or flood risk.*
66. London Borough of Tower Hamlets have commented that
“The provision of any development in close proximity to the Tower of London should not prejudice the historic and architectural value of the Grade I listed building.”
67. Royal Borough of Greenwich and the London Borough of Lambeth raise no objection.
68. The City of Westminster does not wish to comment.
69. London Heathrow, London City Airport and NATS (National Air Traffic Services) have separately examined the proposals from an aerodrome safeguarding aspect and advise that subject to a Crane Operation Management Plan being submitted to and approved by the City and implemented during the construction period, then they raise no aerodrome safeguarding objection to the application.
70. The Church of St Helen’s Bishopsgate has written to advise that it does not wish to make any comments or raise objections to the revised scheme.
71. The Leathersellers’ Company has objected to the application. It draws attention to its objections to the original planning application (15/00764/FULEIA) raising concerns regarding the impact of the proposed development on the St Helen’s Conservation Area and the setting of surrounding heritage assets, concerns regarding the daylight, sunlight, overshadowing and glare impacts of the development and its negative impact on the public transport network. The Company remains of the view that the proposed development would have the same significant adverse effects and that no satisfactory measures have been identified to mitigate such effects.
72. Crossrail has advised that it does not wish to offer any comments on the application.
73. Thames Water recommends a number of conditions and informatives to be attached in respect of surface water drainage and sewerage and water infrastructure,

74. Natural England and the Environment Agency have no comments to make.

Considerations

75. The Corporation, in determining the planning application has the following main statutory duties to perform:-
76. To have regard to the provisions of the development plan, so far as material to the application, any local finance considerations so far as material to the application, and other material considerations. (Section 70(2) Town & Country Planning Act 1990);
77. 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);
78. To pay special attention to the desirability of preserving or enhancing the character or appearance of the St Helen's Place Conservation Area (S 72(1) Planning, Listed Buildings and Conservation Areas Act 1990);
79. In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990); in this case the duty is to have special regard to the desirability of preserving the settings of listed buildings.
80. The effect of the duties imposed by section 66(1) and 72(1) of the Planning (Listed buildings and Conservation Areas) Act 1990 is, respectively, to require decision-makers to give considerable weight and importance to the desirability of preserving the setting of listed buildings, and to the desirability of preserving or enhancing the character or appearance of a conservation area.
81. In respect of sustainable development the NPPF states at paragraph 14 that '*at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision taking... for decision taking this means: approving development proposals that accord with the development plan without delay...*'.
82. The relevance of the extant planning permission to the consideration of this planning permission is covered under 'Principal Issues' below.
83. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.

Policy Context

84. The development plan consists of the London Plan 2016 and the City of London Local Plan 2015. The London Plan sets out the Mayor's vision for London up to 2036, and includes policies aimed at delivering

employment growth of 57,000 or 13.5% in the City of London in this period. The London Plan identifies the City as falling within London's Central Activities Zone (CAZ) and requires that planning policy should sustain and enhance the City as a "strategically important, globally-orientated financial and business services centre", ensuring that development of office provision is not strategically constrained and that provision is made for a range of occupiers, especially financial and business services. To deliver office growth, the Plan encourages the renewal, modernisation and increase in the office stock, where there is strategic and local evidence of sustained demand for office-based activities.

85. The London Plan requires that new development should not adversely affect the safety of the transport network and should take account of cumulative impacts of development on transport requirements. New development is required to be of the highest architectural quality and not cause harm to the amenity of surrounding land and buildings, in respect of overshadowing, wind and micro climate.
86. The Plan contains detailed guidance on the location and development of tall buildings, requiring that they should only be considered in areas whose character would not be adversely affected by the scale, mass and bulk of the building, relate well to surrounding buildings and public realm and, individually or as a group, improve the legibility of an area and enhance the skyline and image of London. Tall buildings should not impact adversely on local or strategically defined views. The impact of tall buildings in sensitive locations should be given particular consideration. Such locations include conservation areas, the settings of listed buildings and World Heritage Sites.
87. Para 7.25 states:

"Tall and large buildings should always be of the highest architecture quality, (especially prominent features such as roof tops for tall buildings) and should not have a negative impact on the amenity of surrounding uses. Opportunities to offer improved permeability of the site and wider area should be maximised where possible"
88. The City of London Local Plan provides detailed, City specific, guidance on development. A key objective is to ensure that the City remains the world's leading international, financial and business services centre, planning for 1,150,000 square metres of additional office floorspace between 2011 and 2026. The bulk of this growth is expected to take place within the City's Eastern Cluster. The Eastern Cluster is identified as an area where new tall buildings may be appropriate, adding to and enhancing the existing tall buildings cluster and the overall appearance of the cluster on the skyline, while adhering to the principles of sustainable development and conserving heritage assets and their settings. A significant growth in office floorspace and employment is envisaged, particularly through the development of tall buildings on appropriate sites. The Plan seeks to ensure that streets, spaces and the public realm are enhanced to accommodate the scale of development

envisaged, and that the area remains a safe and attractive area to work and visit.

89. In relation to Design policy CS10(3) requires:-

“Ensuring that development has an appropriate street level presence and roofscape and a positive relationship to neighbouring buildings and spaces”

In relation to Policy CS14 Tall Building it states:-

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

90. 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.

91. There is relevant City of London supplementary planning guidance in respect of: Planning Obligations, Protected Views, Bank and St Helen's Place Conservation Areas, City Public Realm, Open Spaces Strategy and Tree Strategy, as well as the City of London Community Infrastructure Levy Charging Schedule. There is relevant Mayoral supplementary planning guidance in respect of Sustainable Design and Construction, London View Management Framework, Accessible London, Control of Dust and Emissions during Construction and Demolition, and Use of Planning Obligations in the funding of Crossrail and the Mayoral CIL.

92. Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are: building a strong, competitive economy, placing significant weight on supporting economic growth, job creation and prosperity; promoting sustainable transport and requiring transport assessments where significant transport movements are envisaged; requiring good design, ensuring buildings function well and add to the overall quality of an area; meeting the challenge of climate change and addressing the potential for flooding; conserving and enhancing the natural environment; conserving and enhancing the historic environment, attaching great weight to the conservation of heritage assets of the highest significance.

Principal Issues

93. The principal issues in considering this application are:

- The extant planning permission
- The economic benefits of the scheme;
- Retail and the public realm, including provision of a publically available viewing gallery free of charge;

- The appropriateness of the bulk, massing and design of the proposals.
- The impact of the proposals on the London skyline including on views in the London Views Management Framework;
- The impact of the proposal on heritage assets;
- Servicing, Transport and impact on public highways
- The impact of the proposal on nearby buildings and spaces, including environmental impacts such as daylight and sunlight, wind microclimate, solar glare and energy and sustainability.
- The extent to which the proposals comply with Government policy advice (NPPF) and with the relevant policies of the Development Plan.

The extant planning permission

94. The approved June 2016 scheme is relevant to the consideration of the scheme in two main ways.
95. Firstly it forms part of the planning history; since planning permission was granted (and implemented) and the considerations leading to that decision are a relevant factor to take into account and regard is to be had to the basis of the decision.
96. Secondly, as an implemented scheme, the 2016 planning permission is capable of being a 'fall back'. If planning permission were not granted for the current application, it is open to the applicant or any other person with control of the site, to carry out the development authorised by the 2016 planning permission. When considering the 'fall back' it is necessary to consider whether, in the event that planning permission is not granted for the current application, there is a greater than theoretical prospect that development might be carried out in accordance with the 2016 planning permission. If there is such a prospect, the fall back is a material consideration to be taken into account and the weight to be afforded to a material consideration is a matter for the City as planning authority. The factors to be taken into account include the extent of the prospect that the development will be carried out in accordance with the 2016 planning permission, and the degree of harm to planning interests, (if any) which would occur if the development authorised by the 2016 planning permission were to be carried out. The issues are not whether one scheme is preferred over another but whether the present scheme is acceptable in planning terms taking into account this previous advice.
97. The applicants have advised as follows:
- The June 2016 permission has been implemented and is under construction on site. It remains deliverable and, if it became necessary to do so, could be delivered in full (with the section 73 amendments) by the owners of the site. However, the current application is, in the owner's opinion, the best achievable design for the site because of the airport safety issues - the cost and length of the construction programme would*

be reduced as a result of the reduction in height of the building. In addition, the reduction in height of the building will reduce the impact of the scheme in a number of key views.

“Some of the consultees (GLA and HRP) have stated in their consultation responses that they would prefer to see a stepped profile to the top of the building rather than the flat top as is now proposed. Even though the merits of the consented stepped scheme are not relevant to the determination of the current application-test being whether the application scheme is, on balance, in accordance with the development plan-we have, as part of the iterative design process, looked at whether we could reduce the height and retain a stepped profile. The outcome was that it would result in a commercially unviable scheme. In order to reduce the height as needed for aviation purposes and retain a stepped profile, six office storeys would need to be removed from the building rather than the three top storeys as proposed with the flat top scheme-a consequence of the extra floor to ceiling heights at the top of the stepped scheme and the double-decker lifting strategy. It is simply not possible to reduce the height of the building by two storeys and maintain a stepped profile and it would not be viable to proceed with a scheme that resulted in the loss of six storeys of office floor space.”

Economic Issues and Need for the Development

98. 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.
99. 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.
100. Alongside changes in the mix of businesses operating in the City, the City's workspaces are becoming more flexible and able to respond to changing occupier needs. Offices are increasingly being managed in a way which encourages flexible and collaborative working and provides a greater range of complementary facilities to meet workforce needs. There is increasing demand for smaller floorplates and tenant spaces,

reflecting this trend and the fact that a majority of businesses in the City are classed as Small and Medium Sized Enterprises (SMEs).

101. 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.
102. 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.
103. The London Plan projects future employment growth across London, projecting an increase in City employment of 57,000 between 2011 and 2036, a growth of 13.5%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.
104. Strategic Objective 1 in the City of London Local Plan 2015 is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. The Local Plan, policy DM1.2 further encourages the provision of large office schemes, while DM1.3 encourages the provision of space suitable for SMEs. The Local Plan recognises the benefits that can accrue from a concentration of economic activity and seeks to strengthen the cluster of office activity, particularly in the Eastern Cluster, identifying this area as the main focus for future office development and new tall buildings. Strategic Objective 2 and Policy CS7 actively promote a significant increase in office floorspace within the Eastern Cluster, providing for high quality floorspace to meet the varied needs of office occupiers and attract new inward investment into the City.
105. The provision of a substantial and tall office building in this location meets the aims of policy CS7 in delivering a significant growth in both office floorspace and employment recognised through the implemented June 2016 scheme. The current application provides for an 888sq.m increase in office floorspace and employment over the extant permission.
106. The proposed development would result in 194,183sq.m. gea of Class B1(a) office floorspace, further consolidating the nationally significant cluster of economic activity in the City and contributing to its

attractiveness as a world leading international financial and business centre. This amount of floorspace would contribute towards meeting the aims of the London Plan for the CAZ and deliver 16.9% of the additional office floorspace sought in Local Plan policy CS1. The development would accommodate approximately 11,548 office workers and 139 others.

107. The proposed development includes large uniform floorplates which maximise internal usable areas, and address the needs of international business in accordance with Local Plan policy DM1.2. The building design enables this floorspace to be used flexibly, with floors that can be subdivided to meet the needs of up to 4 separate tenants, which could address the growing demand in the City from smaller tenants thus meeting the requirements of policy DM1.3. The design encourages collaborative and team working in accordance with the current approach to future workstyles and work places and provides for complementary commercial activities in accordance with policies CS7, DM1.2 and DM1.5. To attract and encourage small, start-up businesses the developers have committed to providing 50 workspaces at 50% of the market rent for their first five years in the building.

Retail Provision

108. In the 2016 permitted scheme four small retail units are provided: three on the western side of Crosby Square and the roadway to Great St Helen's and one on the north east corner of that road.
109. Under the Section 73 application it was proposed to amend the number, layout and location of the ground floor retail provision and these amendments are included in the current application. It is proposed to omit the three units on the west side of the road and Crosby Square in order to enlarge the office reception space on the east side of the building. The applicants advise that this is important for improved access to Lloyds and the insurance market. The unit on the NE corner of the road would remain.
110. A replacement shop unit is proposed on the southern side of Crosby Square at the end of the new pedestrian route. This unit would have an external terrace and be raised above the level of Crosby Square by one metre. Steps and a public lift would provide access to the unit and terrace. The two shop units now proposed would have a floorspace of 178sq.m (GEA), which is 12sq.m larger than the four units previously approved.
111. The omission of the three small retail units would reduce the animation of Crosby Square and the roadway to Great St Helen's. However, the new unit and its terrace would animate the southern side of the square and, by combining the floorspace of the three approved units, produces a usefully sized unit.
112. A Class A3/A4 restaurant/bar (3912sq.m) would be located on the top two floors of the building; due to its location it would not detract from the function and character of the nearby Principal Shopping Centres at Liverpool Street and Leadenhall Market.

113. The restaurant/bar would have a maximum capacity for 588 people (including staff). Access would be from an entrance in the proposed pedestrian 'art corridor' from where, following security clearance, customers would travel by escalator to the upper mezzanine level giving access to the upper deck of two dedicated double decked lift cars. These would terminate at level 57 and access between the two restaurant/bar floors and an external terrace at level 58 would be by stair or separate lift.
114. Egress would be via the same main lifts to upper mezzanine level and descent by stairs to final exit onto Crosby Square. Provision is made in the main circulation areas for people with disabilities to use lifts instead of the stairs or escalators.
115. In comparison to the approved 2016 scheme where the restaurant/bar was located in the tapering top floors of the building, the floors of the restaurant/bar now would occupy more of the perimeter of the building affording better high level views across the City and surrounding area.
116. Relocating the exit to Crosby Square (previously on to Great St Helens) would enhance the vitality and public use of Crosby Square and would reduce the potential for the church, hotel and livery hall overnight accommodation in Great St Helen's to be affected by noise generated by visitors exiting the premises. In this location it would be adjacent to the disabled persons viewing gallery exit lift and closer to the entrance to the viewing gallery, which may assist way finding.
117. As in the approved scheme the retail units would be serviced from the main servicing bays at basement level 3.

Public Realm

118. The public realm elements of the scheme are as in the permitted 2016 scheme and the S73 planning application.
119. A new east-west covered pedestrian route is proposed across the southern part of the site linking Bishopsgate with Crosby Square and onto Undershaft. The developer intends to develop the route as an 'art corridor' with the display of various forms of artwork, details of which would be controlled and sought by condition. Crosby Square would be landscaped as part of the scheme in accordance with details to be sought by condition and under a Section 278 agreement.
120. The agreed S73 scheme amended the form and lowered the ground to soffit height of the 'art corridor', and the area of Crosby Square was reduced. It enlarged level 01M in the building to provide additional plant, amenity areas and improved circulation around the whole floor.
121. The proposal includes the planting of 4 trees on Bishopsgate and the replacement of another 2 which have been removed during construction, together with a tree on the terrace at level 02.
122. All but one of the trees would be on land outside the applicant's control. Where they are on public highway trees may be subject to changes required by the highway authority. TfL has agreed the trees on Bishopsgate.

123. Two further trees are proposed in Great St Helens (on an area of public highway now stopped up).

Public Viewing Gallery

124. A significant element of the 2016 permitted scheme is the provision of a public viewing gallery at levels 58 and 58 M of the building (264m and 270m AOD) accessible at no charge. The double height (9m internal height) viewing gallery would provide 1891sq.m of floorspace and would offer panoramic views across London, particularly to the west and south.
125. The proposed scheme amends the layout and location of the viewing gallery which would now be at levels 55 and 56 of the building (251m and 255m AOD.) The circulation space at the arrival level (level 56) is increased over that previously permitted and the access between it and the main gallery level (level 55) is provided by 2 splayed staircases with informal stepped seating between, orientated towards the south-west views from the gallery.
126. The perimeter of the main gallery floor remains as approved on the west and south sides, affording significant views across the City and towards the river, but is more restricted on the east side of the building where it is replaced by office floorspace.
127. A change to the floor to ceiling height in the viewing gallery results in a decrease in the height of the double height space to 6.8m internal height from 9m.
128. The capacity of the viewing gallery would increase from 280 to 310 people (excluding staff) based on emergency escape provision and the floor area would increase to 2130sq.m (from 1891sq.m previously approved.)
129. While the loss of the easterly views and the reduction in the height of the gallery would result in a diminution of the quality of the proposed public space, it is considered that the design developments which improve level 56 views and circulation within the gallery are a benefit. In overall terms the proposed gallery is a comparable offer to that approved.
130. As approved access would be from a dedicated entrance in the 'art corridor', clearly visible from Bishopsgate. Entrance to the gallery would be ticketed and queuing and security clearance would take place inside the building at ground level. From here visitors would proceed to level 1 and to the lower level of two dedicated double decked lifts which would terminate at level 56. Visitors leaving the viewing gallery would exit the building on to Crosby Square.
131. The opening hours for the free viewing gallery, which would be secured under the S106 agreement, would be 10am to 6pm Mondays to Fridays, 10am to 5pm on Saturdays and 10am to 4pm on Sundays and public holidays. Outside of the opening hours it is proposed that the gallery space would be used for Class A3/A4 purposes, potentially in connection with the restaurant/bar on the floors above. This facility would ordinarily be open to all members of the public including those who choose to stay on after visiting the viewing gallery. From time to time the bar would be

available for private hire / social functions in a manner typical of pubs and bars elsewhere in London.

132. The provision of a free public viewing gallery would accord with London Plan policy 7.7 and is regarded as an essential element of the development. Given the building's full site coverage except for the new pedestrian route, and the significant impact of the building on its environs, the provision of freely accessible public realm space close to the top of the building is a necessary alternative offer for public benefit. The gallery would improve the accessibility and inclusivity of the building to members of the public and deliver a new space and unique vantage point for London's residents, workers and visitors.
133. The provision of the public viewing gallery and the details of its operation would be secured by the S106 agreement in accordance with details set out in the S106 section of this report. Detailed matters such as internal layout; extent of catering facilities, the "look and feel" of the interior and the reception areas, visitor management are reserved for future approval to ensure an inclusive space for the public.

Height and Bulk

134. The proposed tower is located at the centre of the Eastern Cluster when seen from the west. The City of London Local Plan identifies the Eastern Cluster policy area as the preferred location for siting tall buildings where deemed appropriate. Therefore the principle of the largest tower in the cluster at this point has been established in broad policy terms and by the two extant permissions for a tower on this site.
135. The City of London Local Plan identifies the Eastern Cluster policy area as the preferred location for siting tall buildings where deemed appropriate. The principle of the largest tower in the cluster at this point has been established in broad policy terms and by the two extant permissions for a tower on this site.
136. The permitted scheme rises to 294.94m AOD. This rises to 272.32m and would continue to be the second tallest tower currently permitted (subject to S106) or proposed in the City cluster. As a comparison, the following list outlines the heights of existing and permitted towers in the City cluster (in descending AOD height order):
- 1 Undershaft (subject to S.106) 304.6m
 - 22 Bishopsgate (permitted scheme): 294.94m
 - **22 Bishopsgate (current proposal) 272.32m**
 - 122 Leadenhall Street; 239.40m
 - Heron Tower; 217.80m
 - 52-54 Lime Street: 206.50m
 - Tower 42: 199.60m
 - 30 St Mary Axe: 195m
 - 6-8 Bishopsgate: 185.10m

- 100 Bishopsgate: 184m
 - 1 Leadenhall Street: 182.7m
 - 40 Leadenhall Street: 170m
 - 150 Bishopsgate: 151m
 - Willis Building / 51 Lime Street: 138m
 - 99 Bishopsgate: 118m
137. The building would have a significant and far reaching impact on long views across London as well as a substantial impact on local townscape views.
138. A tower of this scale and height is considered appropriate at this location as it sits within the visual centre of the cluster of towers in key views from the west such as from Waterloo Bridge. In these views the cluster (both in terms of existing and permitted towers) rises from the north, visually sloping away to the centre of the cluster from St Paul's Cathedral, before falling in height towards the south.
139. The proposed tower at 272m AOD would be 22m lower than the 2016 permitted scheme for this site and the broad visual impact in terms of height and bulk is comparable with the previous scheme.
140. It is considered that the reduction in height of the tower is appropriate as there is a strong townscape and views argument to establish the tallest tower in the cluster on the 1 Undershaft site a little to the east of 22 Bishopsgate. It is expected that the Undershaft tower will establish the visual apex of the cluster with all other towers (including 22 Bishopsgate) diminishing in height from that point.

Design Approach

141. The design approach for the upper storeys of the building has been amended from the recently permitted scheme. A defining element of the permitted design was the stepped articulation of the upper storeys to create a tapered profile providing a strong sense of verticality. These elements are omitted by raising some elements of the facets and reducing others so that the design is now of a broad flat topped design.
142. This fundamental change from the original design has resulted in the diminishment in the tower's visual impact in some views, which will be addressed in this report.
143. However, there are two factors, which outweigh the change in the stepped roof articulation of the recently permitted scheme. One is the reduction in height in terms of the profile of the City cluster of towers resulting in a more convincing and dynamic profile. The permitted scheme when viewed from the west appeared to be of a similar height to the Undershaft tower resulting in a somewhat ambiguous plateau on the top of the cluster of towers instead of coming towards a distinctive focussed apex. The reduction in height ensures that the Undershaft tower (located as is it is at the centre of the cluster) appears as a

coherent and distinct apex to the cluster enhancing the hierarchy and profile of the cluster of towers.

144. Secondly, it can be argued that the new flat topped approach results in the tower appearing calmer and more subdued on the skyline which given its substantial scale and presence on the skyline has aesthetic benefits. This is particularly the case given that its role has shifted from being the tallest building and an apex to the cluster to now being more subservient to the Undershaft tower, the new established highest point of the cluster.
145. In this regard, the rectangular form of the Undershaft tower would be better complemented by a lower restrained design approach given the application site's location in the foreground in key views from the west. It will create a beneficial breathing space to visually appreciate the upper storeys of the Undershaft tower with its free public viewing gallery and educational space which was designed to be visually distinct element.
146. The revised design would contrast with and complement the designs of the other tall buildings in the cluster to enhance the dialogue between the towers. Its design would introduce variety alongside the stacked cubic composition of 6-8 Bishopsgate; the steep, raking, triangular silhouette of the Leadenhall building; the crystalline form of 52-54 Lime Street; the concave facades of 51 Lime Street; the distinctive cylindrical form of 30 St Mary Axe; the intricately modelled facade of the Lloyd's Building, the layered form of Heron Tower, the vertical slices of 1 Leadenhall Street and the slender rectangular form of the Undershaft tower. The result is a cluster rich in variety and contrast yet having a coherent urban form on the skyline.
147. Essential elements of the permitted scheme have been retained on the proposed design. In particular, the angled prow facing south westwards as a response to the sensitive views from the west to make the tower appear more slender and vertically modelled from Waterloo and Hungerford Bridges and from Bank junction and other viewpoints. The facades are chamfered and faceted in a series of parallel angled lines, resulting in a degree of restrained modelling that assists in breaking down the massing. The facets would introduce a degree of verticality to the tower, which is necessary given the width of the western and eastern elevations. The facets would reflect light, the sky and clouds in different ways to animate the facades. The stepped facades and angled folds continue to break the western facade into three sections that reduce its scale in views from the west.
148. The new flat roofed design removes one of the key architectural elements of the recently permitted scheme, that of the stepped profile tapering so that the tower diminishes on its upper storeys, while responding to the height of the neighbouring towers such as the 122 Leadenhall building and the permitted 6-8 Bishopsgate tower to the south as well as to the towers to the north. The removal of this characteristic element is regrettable. However, the lower height of the proposed tower aligns more closely to the heights of its neighbours whilst ensuring the Undershaft tower appears as the clear central apex

of the cluster, enhancing the visual coherence of the cluster. In this respect the omission of the stepped upper storeys is considered to be acceptable.

149. As in the case of the permitted scheme, the tower is wholly glazed with storey height glazed panels. The glazing would be clear with a low iron content resulting in a lighter appearance compared with neighbouring towers such as the Leadenhall building and Tower 42. The glazing would appear transparent for much of the time expressing the activity and inner workings of the building such as the winter gardens and public viewing gallery, restaurants and bar. At other times, depending on light conditions the facades would be semi-reflective, reflecting sun and cloud resulting in a softer appearance on the skyline assisting in diminishing the sense of scale of the building.
150. A key element of the scheme is the free public Viewing Gallery at levels 55 and 56. In the permitted scheme, the viewing gallery was more elevated, at level 58. There are concerns at ensuring that the wider public benefit of the viewing gallery is not diminished by later amendments. However, the impact on the visual appreciation of the view afforded from the lower height is not considered significant. The design of the roof has been subject to extensive discussions to ensure an uncluttered appearance especially when viewed from elevated positions.
151. Ventilation for plant is integrated in to the design of the facades at levels 07, 25 and 41 and at the top of the building with a half panel width of louvres alongside a glazed panel to ensure a degree of continuity to the facades. The maintenance and cleaning equipment is fully integrated in to the design of the building. The cleaning cradles, when parked, would be below the roof line and concealed from street level view.
152. The lower floors of the tower have largely retained the appearance of the permitted schemes for this site and any changes are very minimal and non-contentious. The additional vertical perforated wind baffle on the lower levels is acceptable in design and townscape terms.

London Views Management Framework

153. 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.

154. The site falls outside all of the Protected Vistas of the LVMF but impacts on a number of the identified Assessment Points. These have been assessed and the impact on the following assessed points in particular:

Tower Bridge: (10A.1)

155. This LVMF view is identified also as a key view in the Tower of London World Heritage Site Local Setting Study. Its focus is on the Tower of London with the cluster of towers in the City a distinctive element to the west of the Tower.
156. In this view, the proposed tower would be visible as a strong element on the skyline behind 122 Leadenhall and the permitted 6-8 Bishopsgate tower. The proposal, combined with the permitted towers would assist in consolidating and pulling the cluster together as a coherent urban form on the skyline to the left of the Tower, introducing a clarity and coherence in the relationship between the cluster and the Tower.
157. The proposed tower is on the western edge of the cluster, a significant distance from the White Tower, which is on the eastern side of the view. The White Tower and the curtain wall of the Tower would remain the dominant focal point in the foreground of the view with the City cluster of towers a dynamic feature in the skyline to the west and would not compromise views or the setting of the Tower of London World Heritage Site or its Outstanding Universal Value.
158. Although the loss of the previous tapered articulation somewhat diminishes the vertical character of the tower on the skyline, the reduction in height enables the Undershaft Tower to become the clear central apex of the cluster resulting in a more convincing and coherent profile to the City cluster.
159. Therefore the proposal does not dominate the Tower of London or compromise the ability to appreciate the Outstanding Universal Value of the World Heritage Site and would relate satisfactorily to existing skyline features in consolidating the City cluster of towers; as such the proposal is in accordance with the guidance for this view (paragraphs 183 to 187 of the LVMF)

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

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

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

162. The proposed scheme has a more abrupt visual termination with the flat roof when compared with the stepped profile of the permitted scheme and has less of a vertical emphasis in this view. However, the reduction in height enables the Undershaft tower to become a more coherent apex to the cluster of towers resulting in a more convincing tower profile.
163. The proposal is considered to be in accordance with the guidance for this view (paras 414 to 415 and 418 to 419 of the LVMF) and Policy 7.10B of the London Plan, in particular by virtue of the proposal's height, scale, massing and materials and its relationship to other buildings in this view. In addition, the proposal would not compromise the viewer's ability to appreciate the Outstanding Universal Value, integrity, authenticity or significance of the World Heritage Site and does not dominate the World Heritage Site.

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

164. The proposed tower creates a major new focal point to the City cluster when viewed from and between Assessment point 15B.1 and 15B.2 in this view. The proposal would consolidate and enhance the profile of the City cluster of towers, pulling the towers together visually and creating a more coherent urban form.
165. The proposed tower would appear in the centre of the cluster in this view and would not encroach upon the area of sky to the north between the cluster and St Paul's Cathedral. The viewer's ability to recognize and appreciate St Paul's Cathedral as a Strategically Important Landmark would not be diminished.
166. The stepped and tapering upper storeys of the tower which formed part of the recently permitted scheme does not form part of the current scheme. However, the reduction in height enables the Undershaft tower to be perceived as clearly the apex of the cluster with other towers diminishing in scale. The wider benefits of this more convincing profile of the City cluster as a whole in these views is considered to outweigh the concerns in relation to the loss of the stepped verticality in the proposed scheme.
167. The revised design approach retains the permitted scheme's character north west and south west facades angling away from the prow which diminishes the sense of scale of the tower as well as introducing a more vertical character in the Waterloo Bridge view. The faceted elevations would reflect light in different ways to animate and break up the facades in this key view.
168. The proposal is considered to be in accordance with the guidance for this view (para 262 to 267 of the LVMF). The proposal would assist in consolidating the cluster in to a unified urban form on the skyline behind the buildings and spaces fronting the river. In addition, the proposal complements the City's Eastern cluster of tall buildings and would not

draw the cluster closer to St Paul's Cathedral ensuring the Cathedral's continued visual prominence.

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

169. The impact on the views eastwards from Hungerford Bridge is very similar to that from Waterloo Bridge. The proposal would be a significant feature on the skyline from between Assessment point 17B.1 and 17B.2. The proposed tower would consolidate the cluster's profile and would not harm the appreciation, views or setting of St Paul's Cathedral. The current scheme has a flat topped profile as opposed to the stepped profile of the recently permitted scheme. However, this less vertical and tapered visual impact is outweighed by the reduced height ensuring a more convincing profile to the cluster with the Undershaft tower now a more coherent central apex to the cluster.
170. The proposal is considered to be in accordance with the guidance for this view (paras 301 to 305 of the LVMF). The setting of St Paul's is preserved while the tower strengthens the composition of the existing cluster of tall buildings.

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

171. The tower would be visible on the western periphery of this view from and between Assessment Points 11B.1 and 11B.2. It would present its most slender profile in this view and would stand at the western edge of the cluster and would not harm the setting of the Tower of London World Heritage Site, which is in the extreme east of the view. The proposal would consolidate the profile of the cluster and would not harm the wider settings of the listed Adelaide House, Custom House, St Magnus the Martyr or Billingsgate Market.
172. The removal of the stepped upper storeys of the recently permitted scheme resulting in a flat top will be particularly apparent in this view but the diminished sense of articulation and verticality in the proposed tower is outweighed by the wider benefit of the lower height.
173. The proposal is considered to be in accordance with the guidance for this view (paras 202 to 205 of the LVMF). Tower Bridge would remain the dominant structure in the view and the viewer's ability to easily recognize its profile and the Outstanding Universal Value of the World Heritage Site would not be compromised.

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

174. The proposed tower would appear as a prominent feature on the skyline from and between Assessment points 16B.1 and 16B.2. The tower will consolidate the profile of the cluster as a coherent urban form, clarifying the cluster's relationship with St Paul's Cathedral. The views and setting of St Paul's Cathedral and other Heritage Assets in this view would not be harmed.
175. The omission of the stepped articulated profile of the tower and its replacement with a flat topped profile would have a marked impact on this view. However, the reduction in height would enable the Undershaft

tower to appear as a central apex to the cluster resulting in a more convincing profile to the cluster.

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

St James' Park (26A)

177. The reduction in height from the permitted scheme will reduce its visual impact in this view. The proposed tower would be almost entirely concealed by the mature tree canopy on Duck Island. During the winter months the top storeys of the tower would be visible through the branches whereas in summer the tower would be almost wholly obscured by the leaves of the canopy. Although the omission of the recently permitted stepped profile of the tower will result in a more abrupt flat-topped profile, the reduction in height will reduce the scheme's visual impact on this view. Numerous tall buildings have been permitted (some of which are under construction) in Lambeth and Southwark, which would be visible alongside the proposed tower in this view.
178. The proposal is in accordance with the guidance for this view (para 431 of the LVMF). The proposal is of a scale, mass or form that does not dominate, overpower or compete with either of the existing two groups of built form or the landscape elements between and either side of them. In addition, the proposal in terms of its roofline, materials, shape and silhouette will be of an appropriate design quality.

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

179. In each of these views the proposed tower would be located well to the left of the protected vista of St Paul's Cathedral and would not diminish the appreciation of or the setting of the Cathedral. The tower would consolidate the City cluster in accordance with the Visual Management Guidance for these views in the LVMF.
180. The reduction in height of this scheme from the recently permitted scheme enables the Undershaft tower to appear as the apex of the cluster resulting in a more coherent profile to the cluster of towers in these more distant views.
181. 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)

182. In these views the proposed tower is located well to the right of St Paul's Cathedral and would not diminish the viewer's ability to recognize or appreciate the Cathedral. The reduction in height of the tower compared with the permitted scheme enables the Undershaft tower to appear as the central apex of the cluster resulting in a more coherent profile to the

cluster. This wider benefit is considered to outweigh the loss in the stepped profile of the tower's upper storeys.

183. In this respect the proposal is in accordance with the guidance for these views, para 143 to 147 in the case of 5A.1 and 5A.2 and paras 154 to 156 in the case of 6A.

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

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

Other Key Views (non LVMF)

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

Monument

186. The proposal falls outside the identified viewing cones from the Monument and would not harm or conceal views of important heritage assets in the view. The proposal would provide a striking new focal point in the view northward from the Monument. It would assist in consolidating the cluster of tall buildings as a coherent built form. From the Monument the recently permitted diminishing stepped form of the upper storeys would be at its most convincing and the proposed flat top design reduces that interest. The proposal would not harm or obstruct important views of the Monument from afar or in local views.

Fleet Street / Ludgate Hill

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

St Paul's Cathedral

188. The proposal would not harm views of or the setting or significance of St Paul's.
189. Exceptional public views of London are afforded from the Golden gallery of St Paul's. From here, the tower would appear as a prominent element consolidating the cluster as a key London landmark. The proposed reduction in height will allow a better appreciation of the top of the Undershaft tower as the apex of the cluster from the Golden gallery. The

narrower prow of the building would increase the sense of verticality of the tower in this view.

190. The free public Viewing Gallery in the proposed tower would enable new high level public views to St Paul's, enhancing its visual appreciation from afar.
191. The proposal is not considered to harm views within and out of, or the setting or significance of the St Paul's Conservation Area.

Bank junction

192. The proposed tower would appear as a prominent backdrop to the Royal Exchange from Bank junction. The backdrop to the Bank of England and Royal Exchange consists of a number of existing and proposed tall buildings. The result would be a backdrop in striking contrast to the historical buildings framing Bank junction in the foreground and the backdrop of modern towers.
193. The recently permitted scheme was designed to respond to this view with its narrow prow and stepped and faceted form emphasizing its verticality, creating a dynamic backdrop to the view. The current scheme omits this stepped upper storeys and their replacement with a flat top has to a degree diminished the appearance of the building in this view. However, the angled prow and angled vertical facets are retained in the design ensuring that the development retains a dynamic quality to address this view.

Bishopsgate and Gracechurch Street

194. Two of the most striking views of the tower would be along Bishopsgate and Gracechurch Street where the stepped upper storeys of the recently permitted scheme were dynamic. The new lower flat topped design approach retains the angled south facing prow of the tower and the vertical folds of this elevation pronounce its verticality.

Other Local Views

195. The proposed tower would have a considerable impact on other views both in the City and in the wider area of central London. These have been assessed.
196. In views such as from Threadneedle Street, Cornhill, Gresham Street and Queen Victoria Street the proposed tower would present a prominent focal point on the skyline signifying the City cluster of towers as a key part of London's skyline and would play a key visual role in successfully pulling together and consolidating the profile of the cluster as a coherent urban form in views. A similar impact is seen in views from Shoreditch High Street, Finsbury Square and the Artillery Company grounds to the north and from Whitechapel Road, Altab Ali Park and Commercial Road to the east. In all of these views the omission of the stepped upper storeys of the permitted scheme results in a more subdued flat roofed tower but allows for the Undershaft tower to read more clearly as the apex of the cluster.

197. From Butler's Wharf the proposed tower would be partly concealed behind the Leadenhall Building in the heart of the City cluster to the right of the northern tower of Tower Bridge. From the eastern end of Butler's Wharf where Tower Bridge is viewed virtually head on, the Bridge would remain visible against clear sky with the emerging City cluster of towers consolidated as a more coherent urban form to its north. This view would not be harmed.
198. From the river terrace of Somerset House, the proposal would be located behind the mature tree canopy in the foreground to the south of both Heron Tower and Tower 42. The proposal would be a significant distance to the south of St Paul's and would not harm its setting when viewed in winter.
199. In other views such as from Finsbury Circus, Bunhill Fields and the Geffrye Museum, the proposal would consolidate the City cluster of towers albeit through mature tree canopies which would largely conceal the tower during the summer months and would not harm these Conservation areas or Heritage assets in these views.
200. In the case of the impact on the Artillery Company grounds and Finsbury Square, the proposal will be seen alongside the existing towers of the Eastern cluster and alongside the permitted towers, the proposal will consolidate the cluster of tall buildings. In this respect, the proposal will not harm the setting of the Conservation Areas and Heritage Assets in these views.

Views from other publically accessible elevated viewing areas

201. The City cluster forms a key element from the upper storeys of other buildings, which are freely available to the public. Such free public elevated viewing areas are increasing in number.
202. The cluster of towers forms a dynamic element in views from the Skygarden in 20 Fenchurch Street and New Change roof terrace. The impact of the proposal has been assessed on both of these and the proposal would contribute positively to the dynamic qualities of these views. Furthermore, the proposal would not harm future views from the roof terrace of 120 Fenchurch Street (under construction) or the viewing gallery in the permitted 6-8 Bishopsgate Tower (which is mainly focussed on views to the west and south)
203. The proposal would appear as a prominent element in the heart of the City cluster of towers from the viewing galleries of Tate Modern on Bankside. The cluster is a substantial distance to the east of St Paul's Cathedral in this view. The stepped and tapering profile of the recently permitted scheme from this vantage point was at its most convincing. The current scheme proposes a flat topped profile. However, the lower height of the current scheme results in establishing the Undershaft tower as the clear central apex to the cluster resulting in a more dynamic and convincing profile to the cluster which is considered to outweigh the omission of the stepped upper storeys. In this respect, the proposal would not harm this elevated view.

204. The viewing gallery on the Undershaft tower would become London's highest viewing gallery with 360 degree views with an aspiration that the Museum of London curates the space incorporating educational facilities. No decision had been made on this proposal when the decision on the permitted 22 Bishopsgate was made.
205. The 22m reduction in height of the revised design will improve the views westwards from the viewing gallery of Undershaft compared to the permitted scheme. This will have a beneficial impact on the views from the Undershaft tower viewing gallery. The design of the roof plane of the proposed tower was negotiated to achieve a neat and uncluttered appearance from the Undershaft Tower.

Tower of London World Heritage Site

206. The Tower of London World Heritage Site Management Plan (2016) 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.
207. 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.
208. The local setting area as defined in the Tower of London World Heritage Site Management Plan is recognised and identified in the City of London Local Plan in Policies CS12 and CS13 and on Policies Map A.
209. The proposed development is located on the furthestmost western side of the City cluster of towers 0.65km from the Tower of London. The proposal has been assessed from all recognized key views of the World Heritage Site identified in the adopted Local Setting Study. Many of these views from the South Bank (25A) and Tower Bridge (10A) are also LVMF views and are discussed in preceding paragraphs in terms of their impact on the World Heritage Site. It is concluded the proposal does not cause adverse impact on the World Heritage Site or its setting in these views or compromise a viewer's ability to appreciate its Outstanding Universal Value, integrity, authenticity or significance. In this respect the proposal is in accordance with Policy 7.10 of the London Plan.
210. 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.

211. In the view from the Inner Ward, which is recognized in the Local Setting Study the tower with its reduced height would be concealed behind the facade of St Peter ad Vincula and would not harm the setting of the Church or the World Heritage Site, improving the position over the permitted 2016 scheme.
212. From the identified viewpoint from the Inner Wall looking northwards, the proposal would rise behind the Leadenhall Building with the permitted 6-8 Bishopsgate tower at a lower level in its foreground. From this viewpoint, the proposed tower would sit comfortably within the emerging City cluster of towers and would consolidate the profile of the cluster as a coherent unified form on the skyline as well as enhancing the vertical profile of the cluster.
213. In the view from the Byward Tower entrance, the proposed tower would similarly consolidate the profile of the cluster rising behind and to the left of the Leadenhall Building and would introduce greater bulk to the cluster at this point. The proposal would not harm views out of the World Heritage Site from this point.
214. The proposed tower would not harm the Outstanding Universal Value or views of or out of the Tower of London World Heritage Site and is appropriately located on the furthestmost, western periphery of the cluster reinforcing the cluster's profile, which diminishes in scale towards the Tower of London.
215. Although clearly visible, the proposed tower would appear as a peripheral feature on the skyline a considerable distance from the World Heritage Site. The emerging City cluster of towers to the west of the Tower of London is an integral part of the setting and views of the World Heritage Site. The proposal would assist in consolidating this cluster as a coherent, unified urban form and would not harm the setting or Outstanding Universal value of the World Heritage site in any of these views.

Setting of Listed Buildings

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

St Helen's Bishopsgate

217. This Grade 1 listed church lies in very close proximity to the proposed building which will have substantial impact on its setting.
218. One of the distinctive characteristics of the townscape of the City is the striking and dynamic contrast in scale between the historic buildings and the new towers. Whereas in other townscapes in London, such a contrast in scale would be uneasy in terms of the setting of historic buildings, in this small part of the City it is a defining characteristic. Within this specific context, the scale of the proposed development is not considered to harm the setting or significance of St Helen's Church.

Indeed from most vantage points, the Church is seen against a backdrop of surrounding towers.

Gibson Hall

219. Gibson Hall (Grade 1 listed) stands on the opposite side of Bishopsgate to the site. There is a stark contrast in scale between the west and east sides of Bishopsgate at this point with the lower scale of the Bank Conservation Area buildings to the west and the City cluster on the eastern side. Bishopsgate is of generous width at this point and affords fine views of Gibson Hall, especially from the south and east where Tower 42 creates a powerful backdrop to Gibson Hall. The setting and significance of Gibson Hall would not be harmed.

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

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

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

St Ethelburga's, Bishopsgate

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

147 and 148 Leadenhall Street

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

Lloyd's Building

224. The Lloyd's Building on the south side of Leadenhall Street is Grade I listed. In most local views along Leadenhall Street, the proposed tower would be concealed behind 122 Leadenhall Street. In other more distant views, the proposed tower would be seen alongside the other towers within the Cluster as a backdrop to the Lloyd's building which is

considered an appropriate setting to what is, in its own right, a high rise building of national significance. In this respect the proposal will not harm the setting or significance of this listed building.

Leadenhall Market

225. Some distance to the south of the site is the Grade II * listed Leadenhall Market. The proposed tower would be a prominent backdrop (as was the permitted tower) to the Gracechurch Street entrance to Leadenhall Market in views northwards along Bishopsgate. From this view, the permitted 6-8 Bishopsgate tower will appear in the foreground, partly obscuring the lower half of the proposed tower. Leadenhall Market is characterized by the presence of tall buildings as a backdrop to the north and east and in this respect, the proposal would not harm views into, or the setting of, the listed building or its significance.
226. Given the alignment and roof of the Market and the presence of the Leadenhall Building and the permitted 6-8 Bishopsgate, the development would barely be visible in glimpses from within the Market itself and where it would be seen, it would be against the backdrop of permitted tall buildings. In this respect, views out of or the setting of the listed building and its significance would not be harmed.

Church of St Peter upon Cornhill

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

St Andrew Undershaft Church

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

The listed buildings along Threadneedle Street

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

The Listed Buildings at Bank Junction

230. The historic buildings framing Bank junction represent one of the most important townscapes in London critical to the identity of the City. These buildings include the nationally significant Grade I listed Bank of England, Royal Exchange and Mansion House, the Grade I listed 27-32 Poultry and St Mary Woolnoth Church, and Grade II listed 1 Princes Street, 1-6 Lombard Street and 82 Lombard Street.
231. In relation to the proposal, the key views of this group of listed buildings are from the west looking eastward, focusing on the portico of the Royal Exchange. A key element of this view is the contrast between these historic buildings in the foreground and the backdrop of the emerging City cluster of towers which provides one of the most striking townscapes in London.
232. The proposed tower would appear as a highly prominent element in the view. The proposed scheme omits the stepped upper storeys of the recently permitted scheme which were convincingly dynamic in this view, a change which will be particularly noticeable. However, the design would still retain its slender prow facing the Bank junction and its faceted sides angled away from the view would introduce sufficient verticality.
233. The proposal is not considered to harm the setting or significance of these listed buildings.

The Listed Buildings along Cornhill

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

St Botolph without Bishopsgate

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

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

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

Setting of Conservation Areas

237. The site is adjacent or in close proximity to a number of Conservation Areas. It is considered that the proposal would not harm views of the setting or significance of more distant Conservation Areas inside or outside the City. These include the Conservation Areas in the London Borough of Islington and Tower Hamlets. The impact of the proposal on the nearby Conservation areas within the City is set out below:

St Helen's Place Conservation Area

238. To the north of the site lies the St Helen's Place Conservation Area. The red line site boundary for the planning application extends just into the southern edge of the Conservation Area in order to include the proposals for two wind mitigation features beneath the first floor overhang on the south elevation of 42-44 Bishopsgate (described at para 306). The proposed tower would not be located within the Conservation Area but would have a substantial impact on views in to, out of and within the Conservation Area and on its setting. The St Helen's Place Conservation Area, more so than any other, sits within the tall buildings of the Eastern Cluster. The presence of these tall buildings now defines the setting of this Conservation Area. To the north is the permitted 100 Bishopsgate Tower, to the east, 30 St Mary Axe; to the west stands Tower 42 and to the south is the Undershaft Tower and the permitted and commenced scheme on this site. These towers are (and would be) clearly visible as prominent elements in the backdrop and setting of the Conservation Area and are now characteristic of its setting. Within this context, the proposed development, whether through development within the conservation area, or through impact on its setting would not harm the character or appearance of the Conservation Area or its significance. The proposed lower flat top design will not have a significant visual impact on views within the Conservation Area.

Bank Conservation Area

239. To the west, the Bank Conservation Area includes all of the west side of Bishopsgate from Gibson's Hall to 8 Gracechurch Street. Views of and from within this Conservation Area include the backdrop of tall buildings in the City cluster. The proposed tower would appear as a prominent landmark in views along Bishopsgate, Cornhill and further afield such as the Bank junction. However, as stated above, it would be seen against the backdrop of completed and permitted towers and therefore the principle of a tower would not harm the setting or significance of the Bank Conservation Area. The proposed scheme omits the stepped upper storeys of the recently permitted scheme which were convincingly dynamic in this view, a change which will be particularly noticeable. However, the design would still retain its slender prow facing the Bank junction and its faceted sides angled away from the view would introduce sufficient verticality.

Leadenhall Market Conservation Area

240. Some distance to the south of the site is the Leadenhall Market Conservation Area. The proposed tower would be a prominent backdrop (as was the permitted tower) to the Gracechurch Street entrance to Leadenhall Market in views northwards along Bishopsgate as would the permitted 6-8 Bishopsgate tower and agreed 1 Leadenhall Street tower in the foreground, which would partly obscure the lower half of the proposed tower. Leadenhall Market is characterized by the presence of tall buildings as a backdrop to the north and east.
241. Given the alignment and roof of the Market and the presence of the Leadenhall Building and the permitted 6-8 Bishopsgate, the development would barely be visible in glimpses from within the Market itself and where it would be seen, it would be against the backdrop of permitted tall buildings. In this respect, views out of or the setting of the Leadenhall Market Conservation Area and its significance would not be harmed.

Bishopsgate Conservation Area

242. This Conservation lies a significant distance to the north of the site. However, by reason of the substantial scale and height of the proposed tower it would have a significant impact on the setting and in particular views southwards from the Conservation Area.
243. The tower would appear as a highly prominent element on the skyline from Bishopsgate itself and adjoining streets. In these views, the tower would be seen alongside existing and permitted towers including, the Heron Tower, 100 Bishopsgate and the 150 Bishopsgate towers on the east side of Bishopsgate and No 99 Bishopsgate and Tower 42 to the west of Bishopsgate resulting in no significant additional impact on the conservation area. The tower would contribute to the dynamic quality of these tall buildings, resulting in a powerful and striking backdrop to the Conservation Area. The proposed scheme omits the permitted stepped upper storeys but this design change would not have a significant impact in views from the Bishopsgate Conservation Area. In this respect the proposal is not considered to harm the character or appearance or setting of the Bishopsgate Conservation Area or its significance.

Non-designated Heritage Assets

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

Transport, Servicing, Parking and Impact on Public Highway Servicing

245. The development proposes to re-use the existing (although modified) basements and vehicle lift arrangement from Undershaft constructed under the Pinnacle scheme and the subsequent permitted site remedial works and 2016 scheme. The freight consolidation operation proposed as part of the 2016 permitted scheme and secured by the S106 agreement, forms part of the current scheme and is outlined below.
246. The scale of the proposed development is such that unregulated deliveries to and collections from the site would have a major detrimental impact on the surrounding area, particularly at peak periods. The five

proposed servicing bays in basement level 3 and the two vehicle lifts to provide access to this level would be insufficient to provide for unregulated deliveries to and collections from the site to take place without significant queuing of servicing vehicles on Undershaft. This would have major impacts on the efficient servicing of neighbouring buildings and the safe and convenient movement of pedestrians and cyclists in the area together with consequent increased air and noise pollution. As a result, it is essential that the deliveries to and collections from the site are regulated and that the total numbers of servicing vehicles are very substantially reduced from those that would occur in an unmanaged situation. This requires freight consolidation and, as a result, the developer intends to establish a freight consolidation operation for the development (and potentially neighbouring buildings), which will include a freight consolidation centre anticipated to be in East London.

247. The use of an off-site logistics centre and consolidated servicing system would result in:

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

248. There would be a number of security benefits;

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

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

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

251. In order to relieve pressure on the City's streets and to avoid conflict with pedestrian and cyclist peak times the City would prohibit deliveries during morning and evening peaks and lunchtimes. This means that night-time servicing would be a pre-requisite of the development. A high proportion of deliveries (on average 14 vehicles per hour) would arrive

during night-time hours; the type of vehicles used, routes used and quick entrance into the building would need to be carefully controlled in order to minimise noise disturbance to the surrounding area.

252. The reduction in the number of delivery vehicle trips by the provision and use of the offsite logistics centre is critical to the acceptability of the scheme and as such must be fully operational before any occupation of the development. The provision of such a facility at all times must be guaranteed for the life of the building. Provision of the off-site logistics and consolidation centre and review procedures would be secured by S106 as in the 2016 permission. A Delivery and Servicing Management Plan would also be required under the S106 agreement.

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

Waste Management

254. The proposed waste management system remains as approved under the 2016 permission.

255. A centralised waste storage area is located at B3 level immediately adjacent to two compactors. The area would provide sufficient space for refuse vehicle access and manoeuvring, and appropriate balers, containers, recycling facilities and storage tanks for the proposed development. Baled waste would be removed from site by the empty consolidation vehicles for return to the consolidation centre where it would be segregated and sent for recycling.

256. Other refuse including food waste and glass would be collected by roll on roll off vehicles and standard refuse collection vehicles.

257. 5.3m clear headroom would be provided within the waste collection bays and 4.5m headroom in the remainder of the service area and lifts.

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

Parking

259. As approved in 2016 no car parking is provided on site other than 4 spaces at 2nd basement level for car parking for disabled people, one of which would have an electric vehicle charging point. No motorcycle spaces are provided.

Bicycle spaces.

260. The proposed bicycle spaces and associated showers, lockers and ancillary facilities are as agreed in the S73 amendment application.

261. A total of 1579 long stay cycle spaces are provided within the basement (levels B1 and B2) and 146 short stay cycle spaces (120 within the basement and 26 within the building's curtilage along the Great St Helen's frontage.) This total of 1,725 spaces is 595 spaces less than the 2,320 spaces in the 2016 permitted scheme.

262. 140 showers are proposed at basement B1 and B2 and on level 01M. This equates to one shower per 11.28 cycle spaces which while slightly

less than our advice of one per 8 spaces is considered acceptable. 1998 lockers are proposed at the same locations as the showers.

263. The Local Plan policy on cycle parking refers to the standards set out in Table 6.3 of the London Plan. This indicates that a policy compliant scheme would provide a minimum of 2190 long-stay and 155 short-stay cycle parking spaces, a total of 2,345 spaces.
264. The approved cycle parking in the 2016 permitted scheme was slightly less than the minimum standard. This was agreed because the space available for cycle parking is constrained by fact that the below ground structures and basements for the Pinnacle scheme, which have been constructed, are being reused and cannot be substantially changed. With this number of cycle spaces there was little space in the basements to accommodate the required changing facilities, showers and lockers. Most of these facilities were distributed on three upper floors (7M, 25M and 41M)
265. The reduction in the number of cycle parking spaces agreed under the S73 amendment is caused by moving the showers and lockers so that they are more conveniently located for cyclists in the basements but result in the reduction of space available for cycle parking. The accommodation at levels 7M, 25M and 41M that was to be used for showers etc. is now proposed to be used for alternative amenities for building occupants such as a gymnasium. The shower and locker facilities for cyclists are now all contained within the basements and level 01M.
266. In considering the S73 application the Mayor of London noted the particular constraints in this case and sought a pragmatic compromise to achieve the best overall package for cyclists in line with London Plan policy. The proposal was reviewed by Transport for London, who undertook the technical work and evidence base on cycle parking demand that underlies the London Plan standards. They acknowledge the benefits in the shower provision being closer to the cycle parking and do not consider that the proposals will set a precedent.
267. The details of the provision, range, type and location of cycle spaces, showers and lockers will be dealt with under planning conditions as previously proposed.

Public Transport

268. The development site is highly accessible by public transport and records the highest possible Public Transport Access Level (PTAL) of 6b. Bank, Monument and Liverpool Street Underground Stations are all within a five minute walk from the site, Liverpool Street, Moorgate, Fenchurch Street, and Cannon Street are all within a twelve minute walk and 24 bus services are available within 640m of the site.
269. It is predicted that the proposed development is likely to accommodate 11,548 office workers in total but assuming an 85% occupancy rate (9,815 office workers in any one day) it is forecast that 5506 employees would travel to and from the development in the AM (8am-9am) and PM (5pm-6pm) peak hours.

270. Additionally the proposed public viewing gallery, retail uses and visitors to the office premises would generate an estimated 409 people during the AM peak hour and 634 in the PM peak hour.
271. A total of 5916 and 6141 trips are forecast during the AM and PM peak hours respectively. (This is 12 trips less in each of the peak hours than generated by the permitted scheme.)
272. The trips have been split between the different predicted modes of transport; the majority of journeys would be undertaken by train or Underground and DLR, with the remaining journeys by bus, taxi, bicycle or foot. 84.8% of trips would be by public transport, and 10.1% of trips by bicycle.
273. It is estimated that the proposed development would increase the number of rail passengers at stations in the City by between 0.81% and 3.3% depending on the proximity to the development. It is anticipated that the proposed opening of Crossrail in 2018 would go some way to alleviating the pressure on the rail services. The Transport Assessment concludes that in the context of existing rail capacity and once trips are distributed to services across London, the proposed effect on the network would be negligible
274. A total net increase in London Underground trips as a final mode (slightly reduced once Crossrail is open) is estimated to be 2680 trips in the am peak and 2782 in the pm peak. In particular significant increases are predicted on the Central, Northern and Waterloo and City lines which already experience high levels of crowding in the peaks.
275. A total of 480 AM peak hour trips and 507 PM peak hour trips would be generated on the buses; on average less than one additional passenger per bus is expected.
276. In comparison with the June 2016 permitted scheme the proposed development would generate 12 less trips during the AM and PM peak hours. The scheme would not have a significantly different impact on the public transport networks and the Environmental Impact Assessment determines that the impact of the development would be negligible

Pedestrian movements

277. A detailed Pedestrian Comfort Modelling assessment has been carried out. Since the 2016 permitted scheme there have been a number of small pedestrian movement related changes such as the omission of the central office entrance on Bishopsgate, an increase in pavement width in Bishopsgate (although offset by the addition of trees) and a marginal increase in floor area which yields more pedestrian movements. The net effect of the changes however does not change the pedestrian comfort level classifications.
278. Forecast pedestrian comfort levels are expected to be acceptable immediately around the building, including on the eastern footway of Bishopsgate, the street between Great Saint Helen's and Crosby Square and on the new footpath between Bishopsgate and Crosby Square. Pedestrian comfort levels are similarly forecast to be acceptable on

Bishopsgate immediately south of the development. However, on the majority of the western footway of Bishopsgate opposite the site, the eastern footway of Bishopsgate north of the development and the northern footway of Threadneedle Street the existing narrow footways will experience poor levels of pedestrian comfort. At peak periods sections of these footways will be uncomfortably crowded and below standards usually sought by the City. The cumulative assessment which includes other developments further illustrates increased pressure on the footways.

279. The additional pressure on the pavements is a consequence of the City's adopted approach to focus future significant office development within the Eastern Cluster. The impact, leading to congestion on pavements is a local one within and close to the Cluster which diminishes with distance away from the Cluster. In developing the City's work on Future Cities, we are considering further ways of enhancing the pedestrian environment and public realm in and around the Cluster to facilitate this growth.
280. The developers, the City of London and Transport for London have been investigating ways in which the existing pedestrian crossings over Bishopsgate, close to Great St Helen's and at Threadneedle Street can be improved to better suit pedestrian desire lines and improve pedestrian safety. Any such works would be the subject of a Section 278 agreement with the City and TfL.

Stopping-up & dedication of land as public highway

281. A stopping-up order has been applied for in respect of the permitted 2016 scheme, including land on the frontage to Bishopsgate and part of Crosby Square.
282. As a result of the amendments proposed under the S73 scheme a further stopping-up order has been applied for, for the additional changes to Crosby Square and changes on other parts of the perimeter of the site. Some changes to the building lines, particularly on the corner with Great St Helen's and on the Bishopsgate frontage, would result in previously stopped-up land being rededicated for highway use. Under the S73 proposals the area to be stopped-up is 29.22sq.m and the area to be dedicated as public highway is 31.11sq.m. A stopping-up plan is attached to this report in relation to the S73 amendments.
283. Under the present application as well as the proposed stopping up outlined above a further application for stopping up will be required for one further area of public highway as the result of the need for an additional wind mitigation screen on the public highway. The additional area for stopping up would be 0.0286sq.m. A plan is attached to this report to illustrate this.
284. The change to the shape of the columns on Bishopsgate provides a minor improvement (200mm) in the width of footway available for pedestrian use between the kerb line and the columns.
285. The Mayor of London's request for further discussion on proposals for the public realm in Bishopsgate in line with London Plan Policy 6.10

would be a matter for negotiation between the developer and TfL in dealing with works on a TLRN road. This would be included in their joint agreement under Section 278 of the Highways Act.

Security

286. 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.
287. Externally, perimeter protection would be achieved by the installation of bollards and by the facade construction. In soft spots, such as at building entrances and at the entrances to the pedestrian passageway, bollards are proposed, most of which are incorporated on the developer's land. Some however, in front of the entrance on the north-west corner of the site and on the roadway leading from Great St Helen's to Crosby Square and at the top of the steps from Undershaft would be on public highway.
288. The City of London does not normally accept HVM measures on the public highway, but following a site assessment it is recognised that the applicant has proposed the minimum number of bollards to secure their site between the proposed development and 1 Great St Helen's and at their entrances. The bollards at the rear of the site would prevent unauthorised vehicle access to the service road and from the roadway onto the pedestrianised Crosby Square. At the north-west corner of the site the proposed entrance would project over and require stopping up of public highway and there is no space in front of this other than on public highway for the requisite number of bollards to protect the entrance. In this circumstance the proposed bollard locations are acceptable in order to achieve the required security.
289. Details of the final scheme of security measures would be sought by condition. Any alterations on the highway would be secured through a Section 278 agreement.

Aviation

290. The current scheme reduces the height of the building by c.22.5m from the permitted 2016 scheme.
291. It was assessed that the permitted scheme would have had an impact on the operation of the NATS radar located at Heathrow Airport and to overcome this, a technical solution was required as mitigation. This 'technical fix' has been implemented and NATS advise that with this in place they do not anticipate that the proposed development would cause an unacceptable impact on its infrastructure.
292. A Crane Operation Management Plan has been approved in relation to the permitted scheme. The applicants have advised that to construct in this manner is technically difficult, costly and would lengthen the construction time for the delivery of the scheme.
293. In respect of the proposed lower scheme, details are required to be submitted and approved of the cranes and other tall construction equipment required during the development works, in order to manage the impact of the development and to ensure that there are no

detrimental aviation safeguarding issues for London Heathrow, London City Airport and NATs.

294. The applicants have agreed that no structure including cranes would exceed 309.6m AOD in order to safeguard aviation routes.
295. The required safeguarding measures would be dealt with by condition.

Environmental impact of proposal on surrounding area

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

Wind Microclimate

297. The likely effect of the development on wind microclimate in the immediately surrounding area has been assessed and the results considered against the policy requirements of Policies 7.6 and 7.7 of the London Plan and DM10.1 of the Local Plan. The assessment has been undertaken using a boundary layer wind tunnel to simulate the wind microclimate conditions and the likely effects on sensitive receptors have been assessed for suitability using the widely accepted Lawson Comfort Criteria.
298. The assessment, using wind tunnel tests, delivers a detailed account of the average and gust wind conditions around the existing site and the proposed development and also assesses the cumulative impact with other proposed developments. Assessments are given for both the summer season and the windiest season.
299. The design of the development has been amended to incorporate a number of wind mitigation features in order to address potential areas of concern and control the pedestrian level wind conditions around the site. These were proposed in the 2016 permitted scheme, amended in the s73 amendment scheme and further amended in the current application. The presence of these measures is included in the final wind assessment results.
300. In the wind tunnel assessment the wind speeds were measured at 153 locations around the site including at sensitive areas such as entrances to buildings and external seating areas
301. The Lawson Comfort Criteria defines a range of pedestrian activities from sitting through to more transient activities such as crossing a road, and for each activity a threshold wind speed and frequency of occurrence is applied beyond which the environment would be unsuitable for that activity. The results show the microclimate suitable for a particular activity at each of the 153 receptor points. For a mixed use urban site such as the proposed development and surrounding area the desired wind microclimate would typically have areas suitable for sitting, pedestrian standing or building entrance use, and leisure walking.
302. When the baseline assessment was carried out the site was a cleared, hoarded site; the baseline assessment shows the wind conditions in the summer season as mainly suitable for 'sitting' with some areas suitable for 'standing or building entrances' and in the windiest season as mainly

conditions suitable for 'standing/entrances' with some areas suitable for 'sitting' and a few occurrences of areas suitable for 'leisure walking'. These conditions are typical of other Central London locations with closely spaced low rise buildings.

303. The wind mitigation features incorporated into the design of the building include canopies, screens and baffles and are as proposed in the S73 application together with two further baffles.
304. Two solid canopies are proposed, one at level 01M wrapping around the north-west corner of the building and the other at level 3 extending round the north (Great St Helens) and west (Bishopsgate) facades. The two canopies would be at a height of 8m and 17m above ground and at level 01M the canopy would extend across Great St Helens to within 1 m of the south facade of 42-44 Bishopsgate. Porous screens would be fixed to the columns close to the north-west corner in order to further break up and disperse the wind flow.
305. Additionally two porous screens are proposed on the pavement in Great St Helen's (at points previously stopped up under the Pinnacle scheme) together with a suspended porous baffle beneath the first floor overhang of 42-44 Bishopsgate.
306. These measures would control wind speeds at the north-west corner of the site where there would be most impact from wind turbulence and would reduce the effect of wind pressure here and to the north of the site from the prevailing south westerly winds.
307. A 50m high sculptural form is proposed at the south west corner of the site oversailing the pavement on Bishopsgate. The structure would be located 21m above pavement level. The sculpture has been modelled to capture downward winds from the proposed development and from the adjoining site to the south and divert these at high level. This would further protect the wind levels at street level in Bishopsgate.
308. Other measures around the site include three 3m deep porous sculptures in the pedestrian 'art street', a canopy on Crosby Square at level 01M and two porous baffles above the road way from Great St Helens to Crosby Square. These would all have the effect of improving the wind conditions at sensitive locations in and around the site.
309. Details of the appearance of wind mitigation features would be sought by condition and appropriate architectural solutions would be sought given the prominence of the proposed structures.
310. The wind tunnel test took into account six existing and three new trees on public highway on Bishopsgate and two trees in Great St Helen's, all of which were shown on the 2016 permitted scheme. The two trees on Great St Helen's are an essential part of the wind mitigation scheme.
311. The use of trees to provide wind mitigation is not ideal because they need to be transplanted as mature trees, can have a limited life and are faced with extremes of weather whilst becoming established. However, they are effective as wind breaks and the developer has accepted that they will need to be replaced from time to time.

312. In this case all the trees are on land outside the applicant's control. Where they are on public highway trees may be subject to changes required by the highway authority. TfL has agreed the trees on Bishopsgate and their removal at a later date would not have a significant effect on wind conditions.
313. The two trees in Great St Helen's are on City owned land. Without these trees the wind conditions would exceed acceptable levels.
314. There are two additional trees proposed on the steps between Crosby Square and Undershaft (which is outside the application site) and one on the level 02 terrace together with low level planting in Crosby Square. Without these trees and the low level planting the wind conditions would be unsuitable for the intended use in the public realm.
315. All the trees will need to be replaced from time to time by trees of similar size and species to maintain their effectiveness. The developer will provide and maintain the trees on and off the site for the life of the building. This will be secured by legal agreement and/or condition.
316. With the mitigation measures in place the assessment shows that during the windiest season conditions would be suitable for leisure walking or better immediately around the base of the building, to the north and south along Bishopsgate and to the east, including along Undershaft and the open space outside 1 Undershaft. During the summer season the conditions in these same locations would be suitable for 'standing/entrances' or 'sitting'
317. At the entrances to the proposed development conditions would all be to the required 'standing' or calmer wind conditions in both seasons.
318. The measurements at entrances to surrounding buildings indicate that where entrances are recessed (the majority), acceptable 'standing' conditions would be achieved although there were some few instances of leisure walking conditions; however the exceedance of the Lawson Criteria at these locations is very marginal and would only occur during the windiest season.
319. Through most of the proposed pedestrian route including at the entrances to the public gallery and restaurant, conditions would be within acceptable 'standing/entrance' or 'sitting' levels although at its narrowest point conditions would be at one level higher, 'leisure walking'.
320. With the development in place areas to the north-east would enjoy some protection from wind, notably at St Helens Churchyard and the area around the Church compared to the existing baseline situation.
321. The open space at Crosby Square and outside 1 Undershaft would experience some worsening of conditions from the existing with a mix of sitting and standing conditions in the summer and to standing and 'leisure walking' in the windiest season. While this would be an adverse impact these levels would not cause unacceptable harm to amenity in this area.
322. The assessment states that when assessed alongside cumulative permitted schemes (and 1 Undershaft and 1 Leadenhall Street) all

conditions within and around the site continue to be acceptable for their intended use.

323. In conclusion the main wind effect of the proposed development would be to channel some of the prevailing south-westerly wind down to the ground increasing the windiness to the north of the site. With the proposed mitigation measures in place the assessment shows that wind would be diverted at high level before reaching the ground and at no point around the building or in the immediately surrounding area would the building cause conditions to exceed 'leisure walking' criteria. In the summer, conditions would be primarily 'sitting' or 'standing/entrance'. The results confirm that the proposed development would have some adverse impact but not such as to cause unacceptable harm to pedestrian level wind conditions which would remain at a level suitable for the urban environment in which the development is situated.
324. In comparison with the 2016 permitted scheme there is some improvement, with wind conditions to the north and east generally calmer due in part to further refinements of the wind mitigation strategy.

Daylight and Sunlight

325. An assessment of the impact of the development on daylight and sunlight to surrounding buildings has been undertaken in accordance with the Building Research Establishment (BRE) Guidelines and considered having regard to Policies 7.6 and 7.7 of the London Plan and DM 10.7 of the Local Plan. While the assessment has been carried out for all the surrounding buildings including commercial offices, only those considered as sensitive in terms of daylight and sunlight (16 in total) are evaluated in this report. These include residential properties at Wormwood Street and Creechurch Lane, (the nearest residential property at 50 Bishopsgate does not have windows that face the site and therefore would not be effected) and other sensitive sites such as the Church of St Helen's, St Andrew Undershaft Church, the Leathersellers' Hall, Drapers' Hall, Merchant Taylors' Hall, 19 Old Broad Street (City of London Club) and Gibson Hall, 15 Bishopsgate. The scheme has been assessed for impact on VSC (vertical sky component), NSL (no sky line) and APSH (annual probable sunlight hours).
326. The assessment of daylight and sunlight is a comparative one measured against the current base conditions. For the purposes of this assessment the baseline was taken to be a cleared site with a 2.4m hoarding and as such any impact of the proposed building is likely to be more marked than otherwise would be the case.
327. The results of the daylight and sunlight assessment for the proposed scheme differ from those for the permitted scheme due to a number of factors including a different baseline scenario, the progress of developments on nearby sites, and different information regarding the internal layout of certain surrounding properties. However in overall terms the extent of the impact on daylight and sunlight does not significantly differ between the current and permitted scheme.

328. In terms of impact on daylight to the sensitive properties, the assessment shows that for 9 of the 16 properties the effect of the proposed development would be within BRE criteria and thus have a negligible impact. Of the remaining sensitive properties (including one residential) the impact would range from minor to moderate adverse.
329. In terms of sunlight the impact would be negligible for 10 of the 16 properties identified as being sensitive. Of the remaining sensitive properties (including one residential) the impact would range from minor to moderate adverse.
330. 10 Wormwood Street (residential): For daylight 1 of 54 windows would experience a reduction of more than 20% of VSC and 4 of 10 rooms would experience a reduction in NSL of more than 20% (although 2 of these are circulation space and so not as sensitive). For sunlight 4 windows would experience noticeable reductions, although the effect would be more noticeable in the winter. The assessment considers the impact on daylight and sunlight levels to be minor adverse.
331. Church of St Helen's: For daylight 26 windows out of 39 would experience noticeable losses of VSC including very significant reductions to the windows to the nave of the Church. 5 rooms out of 12 would experience a noticeable reduction in NSL; those rooms affected by the reduction in NSL appear to be ancillary rooms to the main Church and may not be considered as sensitive in terms of daylight. For sunlight 16 of 38 windows would experience reductions beyond the BRE recommended guidelines. 10 windows would experience reductions in both winter and total APSH beyond 40%, although these all have very low existing levels so any change results in a disproportionate percentage change. Many of the affected windows serve the nave to the Church and so the assessment looked at the sunlight levels to the room as a whole; the results indicate that the sunlight levels in the main nave would meet the BRE guidelines for both winter and total APSH. The impact on daylight to the Church is assessed as being moderate adverse and on sunlight as being minor to moderate adverse. Due to the sensitivity of the Church this is assessed as being a significant impact.
332. Gibson Hall: For daylight 59 of 73 windows would experience more than 40% reduction in VSC and 21 of 29 rooms would experience reductions in NSL above 20% (in 14 rooms more than 40%). The report identifies the majority of affected rooms as offices and lobbies; however the windows to the main hall would be very seriously impacted with the reduction in VSC ranging from 88 to 98% and a loss in NSL of 53%. For sunlight, 60 windows of 77 would experience significant reductions in sunlight (59 being more than 40% of APSH). In the main hall APSH (annual probable sunlight hours) would be reduced by about 78%. For daylight the impact is assessed as moderate adverse and for sunlight, minor to moderate adverse.
333. Leathersellers' Hall (ancillary overnight accommodation): For daylight 19 of 23 windows affected would experience losses of more than 40% in VSC. 7 rooms would experience more than 20% reduction in NSL (of these 5 would be more than 40%) These are significant reductions in

daylight which would detract from the amenity of the rooms, albeit that some of the rooms are bedrooms and less sensitive to daylight. However the rooms are ancillary accommodation to the Livery Hall and are not classed as residential. For sunlight, 19 of 23 windows would experience very significant reductions in sunlight of more than 40% winter and 40% total APSH. The impact on daylight and sunlight is assessed as being moderate adverse.

334. As in the case of other properties very close to the site, but particularly for St Helen's Church, Gibson Hall and the ancillary accommodation at the Leathersellers' Hall, the extent of the impact on daylight and sunlight is not solely due to the scale of the development but also partly due to the low baseline position (cleared site), existing low daylight and sunlight levels to the properties and the proximity to the application site which together makes these sites sensitive to any development.
335. 19 Old Broad Street (City of London Club): 30 of 33 windows would experience more than 20% reduction in VSC and 6 of 13 rooms would experience reductions of more than 20% in NSL. The report states that the worst impacted rooms and windows experience existing low levels (some are courtyard windows) and so the loss reflects a disproportionate percentage change. For sunlight 3 windows would experience reductions exceeding BRE guidelines. The impact on daylight levels are assessed as moderate adverse and on sunlight minor adverse.
336. St Andrew Undershaft Church: the impact on daylight is regarded as negligible as just one room (a kitchen) would experience a noticeable impact. The assessment shows negligible impact for sunlight.
337. Drapers Hall: there would be a negligible impact on daylight while six windows would be affected by a 30-40% reduction in sunlight.
338. Merchant Taylors' Hall: the impact on daylight would be minor adverse with the impact on the larger majority of the rooms being within the 20% BRE guidelines. There would be negligible impact on sunlight.
339. In conclusion the proposed development would not cause unacceptable harm to daylight and sunlight levels to the majority of those properties identified as sensitive. The minor adverse impact identified to one residential property is limited and would not be to such an extent as to refuse the proposal on grounds of residential amenity. There would be instances of minor to moderate adverse effects to some non-residential buildings as outlined above, particularly to the Church of St Helen's, Gibson Hall and to 33 Great St Helen's. This would be a breach of policy that tall buildings should not affect their surroundings adversely. The breach is largely caused by the proximity of the buildings to the development site; this is not uncommon in a densely developed area such as the City where a number of properties experience daylight and sunlight levels below recommended BRE Guidelines.
340. The assessment shows that the present scheme presents a marginal worsening in VSC, NSL and APSH compliance compared with the permitted scheme although the scale or significance of adverse effects remains largely unchanged.

Transient Overshadowing

341. The assessment of the impact of transient overshadowing was undertaken according to the BRE Guidelines in respect of several key amenity areas identified in proximity to the site and considered having regard to Policies 7.6 and 7.7 of the London Plan.
342. The assessment shows that in the existing situation much of the City is in shadow for long periods of the day due to the existing surrounding buildings.
343. On March 21st the development would cast a shadow at 10am on part of Finsbury Circus and between 1pm and 2pm on St Botolph Bishopsgate Churchyard but would not cause additional overshadowing to other public amenity areas at Royal Exchange Buildings, City of London Club courtyard, St Helen's Churchyard, or to open areas at the base of 30 St Mary Axe and 1 Undershaft.
344. On June 21st the shadows are shorter in length; of the areas assessed above, St Helen's Churchyard and the public amenity areas around the Church would be affected by additional overshadowing between 2pm to 5pm and the area at the base of 30 St Mary Axe between 5pm and 7pm.
345. On December 21st there would be a marginal increase in overshadowing at St Botolph Churchyard but at none of the other areas.
346. Due to the proximity of St Helen's Churchyard to the development site the shadow cast over the Churchyard would cause harm to the amenity of that space and potentially to the two plane trees in the Churchyard. Mitigation would be sought through the S106 agreement for funds to carry out environmental improvements to the Churchyard.
347. Elsewhere in the City the overall assessment of the impact of transient overshadowing caused by the proposed development is considered to be minor adverse and would not cause unacceptable harm to the surrounding areas already largely overshadowed by existing buildings.
348. The comparison of the effects of transient overshadowing between the proposed and implemented 2016 scheme shows there is little difference in the level of impact between the schemes.

Light Pollution

349. The impact of light pollution has been considered in respect of the effect on 36 Great St Helens, a hotel in the immediate vicinity of the site. The assessment finds that while the impact during the day would be within acceptable levels, it is likely that levels would exceed recommended criteria after 11pm. This is due largely to the close proximity of the hotel to the proposed development. In mitigation light sensors would be used in the proposed development meaning light pollution would be significantly decreased at night-time; it is likely that the hotel would use thick curtains or blackout blinds, a common practice in inner City hotels. There is no change in significance of impact between the 2016 permitted scheme and the proposed.

Solar Glare

350. The potential for reflected solar glare or dazzle has been assessed particularly in relation to road safety and to the visual impact of glare from the building in long views from the west.
351. Assessments have been taken at nineteen potentially sensitive locations for road users and pedestrians surrounding the site. These are generally signalled road junctions and pedestrian crossings.
352. The assessment shows that the impact from solar glare would be minor to moderate adverse from 5 locations to the north of the site on Bishopsgate. Solar glare would be experienced during the late afternoon, early evening (approximately 4pm to 6pm) during the summer months. The assessment states that the presence of alternative sets of lights at the junctions and the use of a sun visor would lessen although not remove the detrimental impact.
353. Moderate adverse effects are also identified at the junction of Bishopsgate with Cornhill looking north towards the site where glare would occur in January to March and August to November between 1pm and 3pm
354. A further twelve instances of minor adverse impacts are identified.
355. The solar glare assessment concludes that the development would result in minor to moderate adverse impacts at certain times of the year at the 19 locations although these assume a worst case scenario whereby the sun shines all the time. Many of the instances of reflection occur in the evening period during which, the report states, the probability that the sun is shining is reduced to 10%.
356. In order to verify the assessment of the extent of the impact at street level and to inform the type and extent of measures which might be necessary to mitigate this impact, an independent solar glare assessment is being undertaken on behalf of the City Corporation as a requirement included in the S106 agreement attached to the 2016 permitted scheme. This is narrowing down the incidences of solar glare that might occur that could not be safely dealt with by the use of a visor and will inform whether and what type of mitigation might be necessary. Provision for a post construction solar glare audit will be included in the S106 agreement together with a requirement for the developer to undertake any necessary mitigation works in the event of adverse solar glare impacts at street level.
357. The impact of solar reflections on longer distance views from St James' Park and Waterloo Bridge has been assessed. From St James' Park the development would be largely obscured by trees and not significantly visible. From Waterloo Bridge solar reflection would be visible from 8am to 9am but would not have a dissimilar effect to reflections from other surrounding buildings.
358. Solar convergence would not arise from the proposed design.

359. In comparison to the 2016 permitted scheme, the overall significance of the effect of the proposed development in terms of solar glare remains unchanged.

Energy and Sustainability

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

361. A sustainability statement has been produced to demonstrate that the proposed development has been designed to take into account the likely impacts of climate change, that the materials specification would follow principles of lean design and use of environmentally friendly and responsibly sourced materials, that waste reduction measures would be incorporated, that pollution would be minimised, that sustainable travel methods would be promoted and that the design of the development would be guided by the health and wellbeing standard WELL.

Energy consumption

362. The London Plan requires an assessment of energy demand that demonstrates the steps taken to apply the Mayor's energy hierarchy to achieve the reduction of energy consumption within buildings and to use renewable energy sources. London Plan policy requires non-domestic buildings to achieve a 35% carbon emissions reduction over Part L (2013) of the Building Regulations. Policy CS15 of the Local Plan supports this approach.

363. Energy consumption reduction would be achieved by a number of building design features and the use of energy efficient building services plant. The development would feature a Closed Cavity Facade (CCF); this is a low maintenance double skin facade with a single layer of glass outside a double glazed unit and a retractable blind in the cavity. The blinds would automatically lower or rise in response to outside conditions. This design achieves improved energy performance, high acoustic performance and increased protection from solar heat gains and losses. In addition high performance building services are proposed including high efficiency air handling units, low energy lighting and use of light sensors. In line with the requirements of Core Strategy Policy CS15 a centralised CHP led low temperature hot water heating system is proposed. The CHP system engine(s) and associated storage will be designed to meet at least 70% of the building's annual heating demand, with the remaining 30% supplied by gas fired boilers.

364. It is not currently feasible to serve the development from the Citigen district heating network as connection to the system would require new distribution pipework which would be prohibitively costly and disruptive. The energy centre at the development would be designed for future connection into an expanded Citigen or other network in the future, should it become feasible.

365. The reduction in regulated carbon emissions following the energy demand reduction and with the proposed energy efficient measures in place would be 35%, in compliance with London Plan policy.

366. Renewable energy technologies were assessed for use on the site but were found to be either not feasible or not significantly productive for use at the proposed development.

BREEAM

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

Water Management

368. The site is not in the City flood risk area but a Flood Risk Assessment has been carried out in accordance with Local Plan policy CS18 for major developments. There is no scope for infiltration within the site curtilage so surface water would be discharged into the combined public sewer. The scheme, including flow rates, has been agreed by the Environment Agency and Thames Water subject to the provision of a device to prevent backflow into the sewer (should the sewer become surcharged) and to minimise groundwater discharges into the sewer. Two rainwater attenuation tanks and a green roof are proposed to reduce and control the load on the sewer network and to alleviate flood risk.
369. A number of matters of detail and details of a maintenance regime will be sought by planning condition.
370. Details of rainwater harvesting are provided; however the proposed re-use of water is very limited and a condition will be imposed requiring that further information is submitted regarding rainwater harvesting and seeking an improved scheme.

Air Quality

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

quality neutral' in terms of transport and building emissions in compliance with Development Plan requirements.

375. Planning conditions will be imposed to ensure that the development will comply with regulations and standards in respect of emissions, position of mechanical plant etc.

Noise and Vibration

376. The EIA assesses the impact from noise and vibration on the surrounding area and in particular in relation to noise sensitive receptors around the site such as the Church of St Helen's, St Andrew's Undershaft, residential premises in Bishopsgate and the hotel in Great St Helens. The assessment has been considered having regard to policies 7.15 of the London Plan and DM15.7 of the Local Plan.
377. In most City redevelopment schemes most noise and vibration issues occur during demolition and early construction phases. Much of this work has already been carried out under previous permissions. Noise and vibration mitigation, including control over working hours and types of equipment to be used are included in a Construction and Environmental Management Plan submitted with the application.
378. The impact on noise levels from traffic during the construction phase would be most noticeable in St Mary Axe and Undershaft where the impact is predicted to be minor adverse.
379. During the operational phase of the development while there would be increased levels of servicing traffic particularly in St Mary Axe and Undershaft, the impact on noise levels is assessed as negligible. The proposed freight consolidation strategy which would limit the number of vehicles and proposed delivery and servicing arrangements would ensure that the increase in vehicles would not cause unacceptable harm to the surrounding area. Taking into account the cumulative impact with other permitted developments (and 1 Undershaft and 1 Leadenhall Street) the impact assessment from traffic noise identifies a minor adverse effect in St Mary Axe and a moderate adverse effect in Undershaft. This is due to the increasing levels of traffic associated with the new developments in the Eastern cluster.
380. Noise levels from mechanical plant in the completed development would need to comply with the City of London's standard requirement that there would be no increase in background noise levels and approved under planning conditions to ensure there would not be an adverse effect on the surrounding area.
381. In comparing the assessment with that for the June 2016 permitted scheme, there is no significant difference in impact from noise and vibration.
382. The impacts on noise and vibration associated with the proposed development would be managed through conditions and provisions in the S106 agreement to control any adverse effects.

Television and radio reception

383. The Environmental Statement shows that the development would throw a terrestrial television shadow northwards in the area covered by transmission from Crystal Palace and a satellite shadow to the north west of the site. However the shadows which would be attributable to this development coincide with shadows already cast by existing developments, most notably Tower 42 and 5 Broadgate. No dwellings have been identified in the small additional predicted shadow areas that this development would impact on and therefore the development is assessed as having no effect on terrestrial and satellite reception to residential properties.
384. The Environmental Statement also concluded that due to the nature and behaviour of radio use signals the completed development would not affect radio reception.
385. This assessment is the same as for the 2016 permitted scheme.

Archaeology

386. An archaeological assessment has been submitted with the application which confirms that Roman and medieval remains survive below Crosby Square and the steps to east. The proposals to reduce the level would have a limited impact on the surviving remains. An archaeological watching brief is proposed to record any remains revealed and to ensure protection of the remains that would remain in situ. There are no objections to this work.

Planning Obligations and Community Infrastructure Levy

387. The development would require measures to mitigate the impact of the proposal and make it acceptable in planning terms. These measures would be secured through a section 106 agreement. The proposal would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.

The planning obligations and CIL contributions are set out below.

Mayoral CIL and planning obligations

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

Liability in accordance with the Mayor of London's policies	Contribution	payments made pursuant to 06/01123/FUL EIA and 15/00764/FUL EIA	Residual Amount	Forwarded to the Mayor	City's administration and monitoring costs
Mayoral Community Infrastructure Levy payable	£9,829,950	£9,773,700	£56,250	£54,000	£2,250
Mayoral planning obligation net liability*	£17,186,220	£17,072,790	£113,430	£113,430	Nil
Mayoral planning obligation administration and monitoring charge	£3,500	-	£3,500	Nil	£3,500
Total liability in accordance with the Mayor of London's policies	£27,019,670	£26,846,490	£173,180	£167,430	£5,750

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

City CIL

390. The City introduced its CIL on 1st July 2014 and is chargeable in addition to the Mayoral CIL and Mayoral planning obligations. CIL is charged at a rate of £75 per sq.m for Offices and £75 for all other uses. At the time of preparing this report the City CIL has been calculated to be £14,744,925, following the deduction of the CIL received on commencement of planning permission 15/00764/FULEIA the residual CIL payable would be £84,735. It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of payment and should therefore only be taken as indicative figures at this point. Under the CIL regulations the City Corporation is able to retain 5% of the CIL income as an administration fee. The contributions collected will be used to fund the infrastructure requirements listed in the City's charging schedule and regulation 123 list.

City S106 Planning Obligations

391. On 1 July 2014 the City's Supplementary Planning Document on Planning Obligations was adopted. City Planning Obligations would be payable by developers in accordance with the Planning Obligations SPD on new commercial developments where there is a net increase of 500sq.m or more of Gross Internal Area. The policy seeks contributions towards Affordable Housing (£20 per sq.m), Local Training, Skills and Job Brokerage (£3 per sq.m) and Carbon Offsetting (£60 per tonne of carbon offset).
392. In this case the proposed floorspace would be 196,599sq.m gia. On the basis of the figure indicated in the Supplementary Planning Document, the planning obligation figure would be £4,526,527 but this would be reduced to £75,584 as payments have been received under the permitted schemes 15/00764/FULEIA and 06/01123/FULEIA. It is the City's practice that all financial contributions be index-linked with reference to the appropriate index from the date of adoption of the City's SPD to the date planning permission was granted.
393. Contributions have been paid prior to implementation through the permitted schemes 06/01123/FULEIA and 15/00764/FULEIA. The corresponding obligations due under the 16/01150/FULEIA proposed scheme will be deducted as seen in the table below.

Liability in accordance with the City of London's policies	Contribution	Payments made pursuant to 06/01123/FULEIA and 15/00764/FULEIA	Residual Amount	Available for allocation	administration and monitoring costs
City CIL	£14,744,925	£14,660,550	£84,375	£83,531	£844
City Planning Obligation Affordable Housing	£3,931,980	£3,870,385	£61,595	£60,979	£616
City Planning Obligation Local, Training, Skills and Job Brokerage	£589,797	£580,558	£9,239	£9,147	£92
City Planning Obligation Monitoring Charge	£4,750	-	£4,750	-	£4,750

Total liability in accordance with the City of London's policies	£19,271,452	£19,111,493	£159,959	£153,657	£6,302
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394. It must be noted that all of the proposed S106 obligations have been secured and paid through the S106 agreements for the permitted 06/01123/FULEIA and 15/00764/FULEIA schemes and are still relevant with the proposed 16/01150/FULEIA scheme although only a top-up amount will be due for the financial obligations.

395. Separate contributions will be secured in accordance with the City's supplementary planning document under the deed of variation presently being prepared in relation to the agreed S73 scheme.

396. 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. The obligations include requirements relating to the following:

- Highway Reparation and other Highways obligations
- Delivery and Servicing Management Plan
- Freight Consolidation
- Travel Plan
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Local Procurement
- Carbon Offsetting
- Utility Connections
- Public Realm Access and City Walkway
- TV Reception Survey
- Wind Mitigation
- Solar Glare
- Business Incubator Space within the building
- Amenity Areas Replacement Trees (Wind Mitigation)
- Public Viewing Gallery

Affordable Housing Contribution

397. The Affordable Housing contribution will be used for the purpose of offsite provision of affordable housing in suitable locations in or near to the City of London in accordance with the London Plan. An affordable housing contribution of £3,870,385 was paid prior to implementation of the permitted schemes (06/01123/FULEIA and 15/00764/FULEIA). The

affordable housing contribution due under the proposed scheme will be deducted by the amount of £3,870,385. The applicant will be required to pay the residual amount listed above on or before the implementation of the planning permission.

Local Training, Skills and Job Brokerage Contribution

398. The Local Training, Skills and Job Brokerage contribution will be applied to the provision of training and skills initiatives, including job brokerage, in the City or City fringes. A Local Training Skills and Job Brokerage Contribution of £580,558 was paid prior to implementation of the permitted scheme (06/01123/FULEIA and 15/00764/FULEIA). The Local Training Skills and Job Brokerage Contribution due under the new proposed scheme will be deducted by the amount of £580,558.

Highways Reparation and other Highways Obligations

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

400. It will be necessary for the Developer to enter into a Section 278 agreement prior to implementation of the development, with the City of London, Transport for London and any other relevant parties to carry out works to the public highway and the Transport for London Road Network. All works will be at the cost of the Developer and will be required to mitigate the impact of the development.

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

Crosby Square Works

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

Crosby Square Steps Site

403. There will be a prohibition on the occupation of the development until the part of the public lift on the site, and the part of the public lift, wind mitigation measures, and steps outside the site boundary and approved under a separate application (ref: 16/00847/FULL), or such alternative as the City may approve, have been constructed, completed and brought into use. Occupation of the development will also be prohibited unless those facilities are retained in place. Despite extensive negotiations, the Developer will not agree to the Crosby Square Steps Site being made subject to positive obligations in the 22 Bishopsgate 106 Agreement requiring those facilities on the Crosby Square Steps site to be brought

forward and retained, due to the site being in different ownership. In practise, the prohibition of occupation, once tenants have moved in, may be difficult to enforce, should the facilities be removed, however the ability to apply for an induction to enforce the planning obligation will allow a court some scope to devise an appropriate remedy. In addition, the requirements would be reinforced by a planning condition on the Crosby Square Steps Site that "...the works will be maintained for the life of the building on the 22 Bishopsgate site". As such, it is open to your committee to place weight on the restrictions and requirements across both sites.

Counter-Terrorism

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

Delivery and Servicing Management Plan

405. The developer would be required to submit for approval a Delivery and Servicing Management Plan prior to occupation, and to adhere to the plan as approved. The plan will be required to include details of the freight consolidation operation and centre and the delivery booking and management system that are needed to achieve compliance with the maximum delivery numbers required by the planning obligation. In the event of any breach of the Management Plan, the developer will be required to resubmit a revised document, and should the developer default on this requirement, the City will be given the ability to provide a replacement plan. The operation of the Delivery and Servicing Management Plan will be subject to an annual review.
406. To ensure that the adverse impacts of servicing vehicles are reduced to an acceptable level, and in particular to a level that the five proposed servicing bays and two vehicle lifts will cope with, the development will require the following to be secured in the S106 agreement.
407. The total number of consolidated and unconsolidated deliveries shall not exceed 202 deliveries per day, of which a maximum of 20 deliveries per

day may be unconsolidated, but no more than 70 unconsolidated deliveries in total a week.

408. The development shall only receive deliveries from vehicles, other than the 70 unconsolidated deliveries per week, which have travelled from a consolidation centre.
409. The deliveries will need to be managed to ensure all deliveries including the 70 unconsolidated deliveries have pre-booked slots and only vehicles delivering the 70 unconsolidated deliveries shall arrive at the building without being pre-screened.
410. All occupiers are required not to accept any deliveries to the site except from vehicles parked in the servicing area constructed for this purpose in basement level 3 or from solo motor cycles in the solo motor cycle servicing area provided for this purpose within the curtilage of the site or from pedal cycles or from pedestrians.
411. The total number of trips to the Site by Goods Vehicles per hour shall not exceed the following:
 - Between 1900 hours and 0600 hours -16 Goods Vehicles trips to the Site per hour;
 - Between 0600 and 1000 - 0 Goods Vehicles trips to the Site per hour (other than on Saturdays, Sundays and Bank Holidays when the total number of such trips shall not exceed 10 per hour);
 - Between 1000 and 1200 10 Goods Vehicles trips to the Site per hour;
 - Between 1200 and 1400 - 0 Goods Vehicles trips to the Site per hour (other than on Saturdays, Sundays and Bank Holidays when the total number of such trips shall not exceed 10 per hour);
 - Between 1400 and 1700 -10 Goods Vehicles trips to the Site per hour; and
 - Between 1700 and 1900 -0 Goods Vehicles trips to the Site per hour (other than on Saturdays, Sundays and Bank Holidays when the total number of such trips shall not exceed 10 per hour).
 - TfL would encourage the applicant to commit to all vehicles travelling between the consolidation centre and the site to be FORS Silver accredited.

Pedestrian route from Bishopsgate to Crosby Square

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

Viewing Gallery

413. A public viewing gallery will be located on level 55-56. The Viewing Gallery will be accessible by the public free of charge, during opening hours and will accommodate no less than 310 people (including staff) at any one time during public opening hours. The Viewing Gallery will be served by its own entrance and lobby at ground floor level, off the new pedestrian route from Bishopsgate to Crosby Square. The reception will comprise necessary security and an escalator which will take visitors to level 1, where they will enter a queuing area to access the 2 dedicated double decker lifts which will take visitors to level 56.
414. No part of the development shall be occupied until the viewing gallery has been completed to shell and core and including fully operational lifts; (ii) the restaurant shall not be occupied until the viewing gallery is made available for public access; (iii) no more than 35% of the office space shall be occupied until the viewing gallery has been made available for public access.
415. Access to the Viewing Gallery will be via a booking system on a dedicated website and visitors will be able to book to access the Viewing Gallery prior to arrival. Office tenants will need to book via the dedicated website and access the Viewing Gallery from the ground floor entrance lobby in the same ways as all visitors.
416. The Viewing Gallery will be open to the public between the hours of 1000-1800 on weekdays, 1000-1700 on Saturdays and 1000-1600 on Sundays, Public Holidays and Bank Holidays [including Christmas Day, Boxing Day, New Year's Day, Good Friday and Easter Sunday] except in the circumstances of Force Majeure and to accommodate maintenance (which shall not be for more than 48 hours in any 8 week period).
417. The Viewing Gallery can be closed for private events or functions during the opening hours, provided there are no more than 7 instances, with each instance to be no longer than 12 hours per calendar year. Private closures days will not be permitted during times of public access without prior written approval from the City of London. The Developer will need to notify the City Corporation of any closure for maintenance prior to the closure, or if that is not practicable, as soon as reasonably practicable immediately after closure for maintenance.
418. Outside the hours when the Viewing Gallery is open to the public, the accommodation would be used for Class A3/A4 purposes with occasional hiring for private events.

Viewing Gallery Management Plan

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

St Helen's Bishopsgate Churchyard Improvements

420. The Church of St Helen's Bishopsgate raised concerns over the 15/00764/FULEIA application about increased overshadowing in St Helen's Churchyard, and the impact it would have on the quality of the open space but raised no concerns over the proposed 16/01150/FULEIA scheme. The City sought a financial contribution of £100,000, pursuant to the permitted 15/00764/FULEIA scheme from the developer towards site specific mitigation. This was to be used to mitigate the impact of the development for enhancement works to the St Helen's Bishopsgate Churchyard to include (but not limited to) new hard and soft landscaping, improved disabled access and additional seating and any necessary maintenance costs associated with the works. This contribution is due one year from the date of implementation of the 15/00764/FULEIA planning permission and the City will continue to negotiate the mitigation measures for the proposed scheme's S106 agreement in regards to the Church's concerns.

Solar Glare

421. In order to verify the assessment of the potential impact at street level and to inform the type and extent of measures necessary to mitigate this impact, an independent solar glare assessment is being carried out and the developer is required to pay any costs incurred for such independent assessment. In the event that the solar glare assessment reveals that the development has material adverse impacts, the developer shall undertake to implement any mitigation measures. The developer shall secure any necessary consents and permission prior to carrying out the mitigation measures. Provision shall be made for a post construction solar glare audit to be carried out together with an obligation for the developer to implement mitigation in the event of adverse solar glare impacts at street level.

Works to Adjoining Flank Walls

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

Amenity Areas

423. Prior to the Completion of the Development (unless otherwise agreed with the City Corporation) the Amenity Areas (measuring at least 1835sq.m in area) will be completed, fitted out and made available as part of the Building common parts for employees and staff of all occupiers of the Development as amenity space for recreation, relaxation and informal use ancillary to the office use of the Building for the benefit of tenants and occupiers in the Building. The Amenity Areas

will be retained for such use and in such manner for the life of the Building.

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

Monitoring and Administrative Costs

425. 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.
426. The applicant will pay the City of London's legal costs and the City Planning Officer's administration costs incurred in the negotiation, execution and monitoring of the legal agreement and strategies.

Conclusions

427. The proposed scheme would deliver office floorspace in accordance with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre and with the strategic objective to focus and promote a significant increase in office floorspace in the Eastern Cluster. The building would be the largest in the City and would deliver approximately 16.9% of the additional office floorspace sought in Policy CS1 to meet the needs of projected long term economic and employment growth.
428. The development has been designed to accommodate future workstyles and workplaces, providing high quality and flexible spaces which encourage flexible and collaborative working and a range of complementary facilities for tenants. The building would be designed to high sustainability standards.
429. While the change in design to the top of the building, namely the omission of the stepped articulation and the tapering of the upper storeys, is regarded as a diminishment in the design and the visual impact of the tower, this can also be regarded as having a beneficial effect on the emerging profile of the Eastern cluster. The reduced height ensures that the proposed Undershaft tower would appear as the coherent and distinct apex at the centre of the cluster and in the context of other towers, the flat top design would appear as a calmer and more restrained addition on the skyline.
430. With the development of a cluster of high buildings it is inevitable that some distant and local views will change and that the setting of heritage assets will be altered. The proposal, due to its scale and height, would be visible in a large number of views but, as outlined in the report, would not cause harm to these views.
431. The proposal would not harm views, the setting or the significance of the Tower of London World Heritage Site or St Paul's Cathedral
432. The development would impact on the setting of a number of designated and non-designated heritage assets but would not cause harm to their significance or settings and as a result their settings would be preserved.

The site lies, in part, within the St Helen's Place Conservation Area. The character and appearance of that conservation area would be preserved. The existing towers in the cluster provide a striking contrast in scale when seen in relation to the historic buildings and areas around them and are a defining characteristic and appropriate to this part of the City.

433. The scheme would deliver a significant public viewing gallery which would be free of charge and would be an important contribution to the public benefit of the scheme.
434. The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free. The servicing logistics strategy which would be incorporated in the Delivery and Servicing Management Plan would halve the number of service deliveries normally expected for a development of this size and establishes consolidation as an approach to servicing.
435. The scheme would result in extra pressure on surrounding footways and highways and as part of the City's work on Future Cities further ways of enhancing the pedestrian environment and public realm in the Eastern Cluster are under consideration.
436. The scheme would result in some adverse environmental impacts for example on daylight and sunlight and on overshadowing to surrounding areas which is a consequence of large scale development. It is not considered that the impacts would cause unacceptable harm such as to warrant a refusal of planning permission.
437. The scheme incorporates the changes to the base of the building, the public realm and to cycling provision already considered by your Committee in November 2016, with resolution to grant. Relevant planning obligations and conditions in relation to that scheme would be carried over to this scheme.
438. The 2016 permitted scheme provided significant benefits through CIL for improvements to the public realm and funding for public transport, housing and other local facilities and measures, which would be topped up by further payments under this scheme. That payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general there would be site specific measures sought in the S106 Agreement. Together these would go some way to mitigate the impact of the proposal.
439. Virtually no major development proposal is in complete compliance with all policies and in arriving at a decision it is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
440. In this case I am of the view that the proposal accords with the Development Plan as a whole and that having taken other material considerations and local finance considerations into account planning permission should be granted as set out in the recommendation and the schedules attached.

Background papers:

Internal

Memo 22.12.2016 Department of Markets and Consumer Protection

Letter 17.01.2017 Access Advisor

External

E mail 02.12.2016 Crossrail Safeguarding

Letter 06.12.2016 Historic England

Letter 06.12.2016 London Borough of Islington

Letter 06.12.2016 London Heathrow Airport

Letter 07.12.2016 NATS

Letter 08.12.2016 Natural England

E mail 07.12.2016 Transport for London

Letter 13 .12 2016 The Royal Parks

Letter 13.12.2016 Royal Borough of Greenwich

Letter 14.12.2016 City of Westminster

Letter 16.12.2016 Eversheds

Letter 19.12.2016 London Borough of Lambeth

Letter 20.12.2016 Environment Agency

E mail 20.12.2016 London City Airport

E mail 21.12.2016 Historic Royal Palaces

Letter 22.12.2016 London Borough of Tower Hamlets

Letter 03.01.2017 London Borough of Camden

E mail 05.01.2017 Thames Water

Letter 25.01.2017 Church of St Helen's Bishopsgate

Letter and Planning report 30.01.2017 Greater London Authority

E mails re daylight and sunlight 02.02.2017 and 06.02.2017 GIA

Email re daylight and sunlight 03.02.2017 DP9

E mail 14.02.2017 Surveyor to the Fabric of St Paul's Cathedral

Mrs Rob Hutchings - 02.12.2016

Mr Kowsar Ahmed - 04.12.2016

Mr Stephen Mercer - 04.12.2016

Mr Andy Clarke - 05.12.2016

Mr Alex Macfarlane - 05.12.2016

Mr Anthony Reilly - 05.12.2016

Mr Joel Rodrigues - 05.12.2016
Mr J.R. Harrison - 05.12.2016
Mr Tim Widden - 05.12.2016
Dr Petr Witz - 05.12.2016
Mr Spencer Davies - 05.12.2016
Mr Sebastian Stokes - 05.12.2016
Dr John Greenwood - 05.12.2016
Ms Susan Dugmore - 05.12.2016
Mr Kowsar Ahmed - 06.12.2016
Mr Dominic Burris-North - 06.12.2016
Mr Darren Lewis - 06.12.2016
Mr David Murray - 06.12.2016
Mr Damian Taylor - 06.12.2016
Mr Philip Ross - 06.12.2016
Mr Timothy Simon - 06.12.2016
Mrs Hazel Warren - 06.12.2016
Mr James Thornalley - 06.12.2016
Mr Jake Cornish - 07.12.2016
Mrs Helen Dolan - 07.12.2016
Mr Graham Hart - 07.12.2016
Mr Jack Horgan-Briggs - 07.12.2016
Mr Lee Mayne - 07.12.2016
Mr Oliver Wood - 07.12.2016
Miss Anna Peter - 08.12.2016
Mr Joseph Lee - 08.12.2016
Mr Rafal Muchowicz - 12.12.2016
Mr Miles English - 12.12.2016
Mr Harry John Wallis - 12.12.2016
Mr I Khan - 13.12.2016
Mr Adam Parton - 13.12.2016
Mr Paul Walton - 14.12.2016
Mr Martin Whelton - 16.12.2016
Mr Charles Thomas - 02.01.2017
Ms Miranda Stock - 10.01.2017
Mr David Wilson - 11.01.2017

Mrs Margot Andrews - 12.01.2017

Mr Peter Bateson - 18.01.2017

Ms Sarah English - 20.01.2017

Ms Hannah Wallace – 08.02.2017

Mr Scott Lebon – 13.02.2017

Planning Statement November 2016 DP9

Design and Access Statement November 2016 PLP Architecture

Environmental Statement non-technical summary November 2016 AECOM

Statement of Community Involvement November 2016 LR Developments

Pedestrian and cycle movement assessment November 2016 Space Syntax

Environmental Statement Volumes I, II and III November 2016 AECOM

Transport Assessment November 2016 WSP Parsons Brinckerhoff

Sustainability Statement November 2016 WSP Parsons Brinckerhoff

Energy Strategy November 2016 WSP Parsons Brinckerhoff

Servicing Strategy November 2016 WSP Parsons Brinckerhoff

Flood Risk, surface and foul water drainage assessment November 2016
WSP Parsons Brinckerhoff

SUDs November 2016 WSP Parsons Brinckerhoff

Waste Management Strategy November 2016 WSP Parsons Brinckerhoff

Archaeology Assessment November 2016 MOLA

Stopping Up Area Schedule (S73 and revised top design)

Stopping Up of Highway plan (S73)

Stopping Up of Highway Plan (revised top design)

Appendix A

London Plan Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

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

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

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

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

Policy 7.6 Buildings and structures should:

a. be of the highest architectural quality

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

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

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

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

Policy 7.7:
Strategic

A Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings.

Planning decisions

B 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 below. This is particularly important if the site is not identified as a location for tall or large buildings in the borough's LDF.

C Tall and large buildings should:

- a generally be limited to sites in the Central Activity Zone, opportunity areas, areas of intensification or town centres that have good access to public transport
- b only be considered in areas whose character would not be affected adversely by the scale, mass or bulk of a tall or large building
- c relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm (including landscape features), particularly at street level;
- d individually or as a group, improve the legibility of an area, by emphasising a point of civic or visual significance where appropriate, and enhance the skyline and image of London
- e incorporate the highest standards of architecture and materials, including sustainable design and construction practices
- f have ground floor activities that provide a positive relationship to the surrounding streets
- g contribute to improving the permeability of the site and wider area, where possible
- h incorporate publicly accessible areas on the upper floors, where appropriate
- i make a significant contribution to local regeneration.

D Tall buildings:

a should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference

b should not impact on local or strategic views adversely

E The impact of tall buildings proposed in sensitive locations should be given particular consideration. Such areas might include conservation areas, listed buildings and their settings, registered historic parks and gardens, scheduled monuments, battlefields, the edge of the Green Belt or Metropolitan Open Land, World Heritage Sites or other areas designated by boroughs as being sensitive or inappropriate for tall buildings.

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

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

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

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

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

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

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

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

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

Relevant Local Plan Policies

DM19.1 Additional open space

1. Major commercial and residential developments should provide new and enhanced open space where possible. Where on-site provision is not feasible, new or enhanced open space should be provided near the site, or elsewhere in the City.
2. New open space should:
 - a) be publicly accessible where feasible; this may be achieved through a legal agreement;
 - b) provide a high quality environment;
 - c) incorporate soft landscaping and Sustainable Drainage Systems, where practicable;
 - d) have regard to biodiversity and the creation of green corridors;
 - e) have regard to acoustic design to minimise noise and create tranquil spaces.
3. The use of vacant development sites to provide open space for a temporary period will be encouraged where feasible and appropriate.

DM19.2 Biodiversity and urban greening

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

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

DM20.3 Retail uses elsewhere

To resist the loss of isolated and small groups of retail units outside the PSCs and Retail Links that form an active retail frontage, particularly A1 units near residential areas, unless it is demonstrated that they are no longer needed.

DM20.4 Retail unit sizes

1. Proposals for new retail uses should provide a variety of unit sizes compatible with the character of the area in which they are situated.

2. Major retail units (over 1,000sq.m) will be encouraged in PSCs and, where appropriate, in the Retail Links in accordance with the sequential test.

DM21.3 Residential environment

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

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

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

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

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

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

CS1 Provide additional offices

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

CS2 Facilitate utilities infrastructure

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

CS3 Ensure security from crime/terrorism

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

CS4 Seek planning contributions

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

CS7 Meet challenges of Eastern Cluster

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

CS10 Promote high quality environment

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

CS11 Encourage art, heritage and culture

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

CS12 Conserve or enhance heritage assets

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

CS13 Protect/enhance significant views

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

CS14 Tall buildings in suitable places

To allow tall buildings of world class architecture and sustainable design in suitable locations and to ensure that they take full account of the

character of their surroundings, enhance the skyline and provide a high quality public realm at ground level.

CS15 Creation of sustainable development

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

CS16 Improving transport and travel

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

CS17 Minimising and managing waste

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

CS18 Minimise flood risk

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

CS19 Improve open space and biodiversity

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

CS20 Improve retail facilities

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

DM1.1 Protection of office accommodation

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

- a) prejudicing the primary business function of the City;

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

DM1.3 Small and medium business units

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

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

DM1.5 Mixed uses in commercial areas

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

DM2.1 Infrastructure provision

- 1) Developers will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity, both on and off the site, to serve the development during construction and operation. Development should not lead to capacity or reliability problems in the surrounding area. Capacity projections must take account of climate change impacts which may influence future infrastructure demand.
- 2) Utility infrastructure and connections must be designed into and integrated with the development wherever possible. As a minimum, developers should identify and plan for:
 - a) electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers, Temporary Building Supply(TBS) for the construction phase and the estimated load capacity of the building and the substations and routes for supply;
 - b) reasonable gas and water supply considering the need to conserve natural resources;
 - c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;

d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;

e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.

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

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

DM3.1 Self-containment in mixed uses

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

DM3.2 Security measures

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

a) building-related security measures, including those related to the servicing of the building, to be located within the development's boundaries;

b) measures to be integrated with those of adjacent buildings and the public realm;

c) that security is considered at the concept design or early developed design phases of all development proposals to avoid the need to retro-fit measures that impact on the public realm;

d) developers to seek recommendations from the City of London Police Architectural Liaison Officer at the design stage. New development should meet Secured by Design principles;

e) the provision of service management plans for all large development, demonstrating that vehicles seeking access to the building can do so without waiting on the public highway;

f) an assessment of the environmental impact of security measures, particularly addressing visual impact and impact on pedestrian flows.

DM3.3 Crowded places

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

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

DM3.4 Traffic management

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

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

DM10.1 New development

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;

- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

DM10.2 Design of green roofs and walls

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

DM10.3 Roof gardens and terraces

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

DM10.4 Environmental enhancement

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

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

DM10.5 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.

DM11.1 Visitor, Arts and Cultural

- 1) To resist the loss of existing visitor, arts and cultural facilities unless:
 - a) replacement facilities are provided on-site or within the vicinity which meet the needs of the City's communities; or
 - b) they can be delivered from other facilities without leading to or increasing any shortfall in provision, and it has been demonstrated that there is no demand for another similar use on the site; or

c) it has been demonstrated that there is no realistic prospect of the premises being used for a similar purpose in the foreseeable future.

2) Proposals resulting in the loss of visitor, arts and cultural facilities must be accompanied by evidence of the lack of need for those facilities. Loss of facilities will only be permitted where it has been demonstrated that the existing floorspace has been actively marketed as a visitor, arts or cultural facility at reasonable terms.

DM11.2 Public Art

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

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

DM12.1 Change affecting heritage assets

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

DM12.2 Development in conservation areas

1. Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.

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

DM12.4 Archaeology

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

DM15.1 Sustainability requirements

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

DM15.2 Energy and CO2 emissions

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

DM15.3 Low and zero carbon technologies

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

DM15.4 Offsetting carbon emissions

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

DM15.5 Climate change resilience

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

DM15.6 Air quality

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

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

DM15.7 Noise and light pollution

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

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

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

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

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

DM16.1 Transport impacts of development

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

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

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

DM16.2 Pedestrian movement

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

DM16.3 Cycle parking

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

DM16.4 Encouraging active travel

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

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

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

DM16.5 Parking and servicing standards

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

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

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

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

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

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

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

DM17.1 Provision for waste

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

DM17.2 Designing out construction waste

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

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

DM18.1 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.

SCHEDULE

APPLICATION: 16/01150/FULEIA

22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on three basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449sq.m. GEA)

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 The development shall not be carried out other than in accordance with the Construction Logistics Plan to manage all freight vehicle movements to and from the site hereby approved or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).
REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1.
- 3 The construction of the development shall not be carried out other than in accordance with the Construction Method Plan hereby or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.
REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3 and to ensure that the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through penetration of regulated airspace.
- 4 Before any works hereby permitted are begun details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces as shown on the details approved on 16 August 2016 (16/00655/MDC) pursuant to condition 4 of planning permission 15/00764/FULEIA and all development pursuant to this

permission shall be carried out in accordance with the approved details.

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

- 5 Before any works hereby permitted are begun 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.

- 6 The development shall not be carried out other than in accordance with the SUDs details hereby approved (other than in respect of the revised details required under Condition 7) or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Lead Local Flood Authority). Prior to the commissioning of the drainage system the following must 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 Lifetime Maintenance Plan for the SuDS system to include:

- o A full description of how the system would work, it's aims and objectives and the flow control arrangements;
- o A Maintenance Inspection Checklist/Log;
- o A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.

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

- 7 Unless otherwise approved in writing and before any construction works hereby permitted are begun, revised details of rainwater harvesting and grey water recycling systems shall be submitted to and approved in writing by the local planning authority.

REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policy of the Local Plan: CS18.

- 8 No excavation, piling or construction of basements beyond that already carried out shall take place other than in accordance with the details demonstrating that there would be no unacceptable risk to below ground utilities infrastructure approved on 16 August 2016 (16/00646/MDC), or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Thames Water).
REASON: To ensure that below ground utilities infrastructure is protected in accordance with the following policy of the Local Plan: DM2.1.
- 9 No construction work involving the erection of permanent structure above a datum height of 126m AOD shall commence on site until the Developer has agreed a "Crane Operation Plan" which has been submitted to and approved in writing by the Local Planning Authority in consultation with the "Radar Operator" (National Air Traffic Services). Construction at the site shall thereafter be operated strictly in accordance with the approved "Crane Operation Plan".
REASON: In the interests of the safe operation of Heathrow Airport, London City Airport and of NATS En-route PLC.
- 10 No structures or plant which exceeds 309m AOD shall be erected on the site during the period of construction without the prior written authority of the Local Planning Authority in consultation with National Air Traffic Services.
REASON: To ensure that the proposal is acceptable in relation to aircraft safety in accordance with the following policies of the Local Plan: CS14
- 11 Unless otherwise approved in writing and in accordance with details approved under Condition 16, no part of the building shall be occupied until the approved wind mitigation measures have been implemented. The said wind mitigation measures shall be retained in place for the life of the building unless otherwise agreed by the Local Planning Authority. Trees and shrubs forming part of the wind mitigation which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority defective shall be replaced with trees and shrubs of similar size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.
REASON: In order to ensure that the proposed development does not have a detrimental impact on environmental conditions or the amenities of the area in accordance with the following policies of the Local Plan: DM10.1, DM16.1, DM16.2.
- 12 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works thereby affected are begun.

The said measures shall be retained in place for the life of the building unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Local Plan: DM3.2.

- 13 Before any construction works thereby affected are begun details of the public lift between Crosby Square and Undershaft shall be submitted to and approved by the Local Planning Authority.
REASON: To ensure that the development will be accessible for people with disabilities in accordance with the following policy of the Local Plan: DM10.8.
- 14 A. No CHP plant in the thermal input range 50kWth to 20MWth with NOx emissions exceeding that specified in Band B of Appendix 7 to the GLA Sustainable Design and Construction Supplementary Planning Guidance published April 2014 (or any updates thereof) shall at any time be installed in the building.
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:
1. 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
2. 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.
- 15 Unless otherwise approved in writing by the Local Planning Authority, before any works thereby affected are begun, details of the provision to be made in the building's design to enable the discreet installation of street lighting on the development, including details of the location of light fittings, cable runs and other necessary apparatus, shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.
REASON: To ensure provision for street lighting is discreetly integrated into the design of the building in accordance with the following policy of the City of London Local Plan: DM10.1.
- 16 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) particulars and samples of the materials to be used on all external faces of the building;

- (b) details of all elevations to show typical details of all external components including details of drainage;
- (c) details of the projecting canopies incorporating artwork which shall include revisions to maximize the perforations and ensure an appropriately light and transparent character;
- (d) details of all other wind mitigation measures;
- (e) details of how rainwater will be drained from the canopies;
- (f) details of ground floor elevations including entrances;
- (g) details of escape doors, gates, doors to the vehicular lifts and bicycle entrance;
- (h) details of soffits, hand rails and balustrades;
- (i) details of junctions with adjoining premises;
- (j) details of ground level surfaces including materials to be used;
- (k) details of external lighting including anti-collision lights, lighting to the soffits and lighting to the new pedestrian route;
- (l) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level;
- (m) details of plant and ductwork to serve the Class A1, A3 and A4 uses and any kitchens ancillary to the Class B1 offices;
- (n) details of ventilation and air-conditioning for the Class A1, A3 and A4 uses;
- (o) details of bird boxes.

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.

- 17 All unbuilt surfaces shall be treated in accordance with a landscaping scheme to be submitted to and approved in writing by the Local Planning Authority before any landscaping works are commenced. Trees and shrubs which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority seriously damaged or defective within 5 years of completion of the development shall be replaced with trees and shrubs of similar size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.
- REASON: In the interests of visual amenity in accordance with the following policies of the Local Plan: DM10.1, DM19.2.
- 18 Before any works thereby affected are begun details of the artwork strategy and details of the size and location of artwork installations, structures and street furniture in the open space, 'art corridor', "art box" and office reception shall be submitted to and approved by the Local Planning Authority. The approved scheme must be implemented prior to the occupation of the building unless otherwise approved in writing by the Local Planning Authority and any changes thereto thereafter shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1; DM10.5; DM10.8; DM11.2.

- 19 Before any works thereby affected are begun details of the entrance, street frontage and ground floor lobby of the public viewing gallery shall be submitted to and approved by the Local Planning Authority. Such details shall be implemented prior to the occupation of the building unless otherwise approved in writing by the Local Planning Authority.

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

- 20 Unless otherwise approved in writing by the Local Planning Authority the ground level retail premises shall be used for Class A1 and for no other purpose (including any other purposes in Class A of the Schedule to the Town and Country Planning (Use Classes) Order 1987), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.
REASON: To support the provision of Class A1 retail uses in the area in accordance with the following policy of the Local Plan: DM20.3

- 21 The green roof(s) indicated on the drawings hereby approved shall be designed to achieve at least the number of BREEAM credits indicated in the pre-assessment in relation to flood risk/water run-off and enhancing ecological value of the site. Details of the position and size of the green roof(s), the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM15.1, DM18.2, DM19.2.

- 22 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
(b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design

requirements shall be submitted to and approved in writing by the Local Planning Authority.

(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.

REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

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

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

- 24 The proposed office development sharing a party element with non-office premises in the building 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 in the building and shall be permanently maintained thereafter.

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

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

- 25 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to any other premises in the building from the Class A uses. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the Class A uses take place.

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

- 26 No cooking shall take place within any Class A unit hereby approved or within any part of the Class B1 premises until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. Any works that would materially affect the external

appearance of the building will require a separate planning permission.

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

- 27 No public address system (PA), amplified live or amplified recorded music shall be played within any part of the building or site so loud that it can be heard outside the site or within any other premises in the building on the site.
REASON: To safeguard the amenity of the occupiers of nearby premises and the area in general in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 28 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.
- 29 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.
- 30 Unless otherwise approved the roof terraces hereby permitted shall not be used or accessed between the hours of 22.00 on one day and 8.00 on the following day and not at any time on Sundays or Bank Holidays, other than in the case of emergency.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 31 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.
- 32 A detailed facade maintenance plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London prior to the occupation of the building hereby permitted.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the development to ensure that there is no obstruction on the streets and in the interests of public safety in accordance with the following policy of the Local Plan: CS16

- 33 The commemorative RNLI plaque on the former building on the site and proposed Crosby Hall plaque shall be installed on the building and retained for the life of the building in accordance with detailed specifications including location, position and fixing details which shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the works affected thereby.
REASON: In the interest of visual amenity and to maintain the historic and cultural interest of the site in accordance with the following policy of the Local Plan: DM12.1.
- 34 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.
- 35 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.
- 36 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.
- 37 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 38 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.
- 39 A clear unobstructed minimum headroom of 5m must be maintained for the life of the building in the refuse skip collection area as shown on the approved drawings and a clear unobstructed minimum headroom of 4.75m must be provided and maintained over the remaining areas and access ways.

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

- 40 The loading and unloading areas must remain ancillary to the use of the building and shall be available solely 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.

- 41 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.

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

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

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

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

- 44 Provision shall be made for disabled people to obtain access to the offices, the public viewing gallery and to each Class A unit via their respective principal entrances without the need to negotiate steps and shall be maintained for the life of the building.

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

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

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

- 46 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 1,725 pedal cycles, details of which (including details of location and types of cycles) to be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.
- 47 Unless otherwise approved in writing by the local planning authority, changing facilities and showers, including no less than 140 showers and 1,998 lockers, shall be provided in accordance with the drawings hereby approved and maintained throughout the life of the building for the use of occupiers of the building.
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.4.
- 48 Unless otherwise approved by the local planning authority, there shall be no building, roof structures or plant above the top storey, including any building, structures or plant permitted by the Town and 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 that the appearance of the building is satisfactory and to ensure that the proposal is acceptable in relation to aircraft safety in accordance with the following policies of the Local Plan: CS14, CS10
- 49 The generator(s) shall be used solely on brief intermittent and exceptional occasions when required in response to a life threatening emergency or an event requiring business continuity and for the testing necessary to meet those purposes and shall not be used at any other time. At all times the generator(s) shall be operated to minimise its noise impacts and emissions of air pollutants and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.
REASON: To ensure that the generator(s), which does not meet City of London noise standards, and would have a negative impact on local air quality, is used only in response to a life threatening emergency or exceptional business continuity situation in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.

- 50 Unless otherwise agreed in writing by the local planning authority all combustion flues must terminate at least 1m above the highest roof in the development in order to ensure maximum dispersion of pollutants.

REASON: In order to ensure that the proposed development does not have a detrimental impact on occupiers of residential premises in the area and in accordance with the following policy of the Local Plan: DM15.6 and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10, in accordance with the City of London Air Quality Strategy 2015 and the Local Plan DM15.6.

- 51 No boilers that have a dry NOx emission level exceeding 40 mg/kWh (measured at 0% excess O2) 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.

- 52 The development shall not be carried out other than in accordance with the following approved drawings and particulars or in accordance with the conditions of this planning permission:

1348.04-PL-A-001 Rev P01; 020 Rev P00; 021 Rev P00; 022 Rev P00; 023 Rev P00; 025 Rev P00; 026 Rev P00; 027-01 Rev P00; 027-02 Rev P01; 030 Rev P00; 096 Rev P00; 098 Rev P00; 100 Rev P01; 101 Rev P00; 101M P01; 102 Rev P00; 103 Rev P00; 107 Rev P00; 107 Rev P00; 108 Rev P00; 125 Rev P00; 126 Rev P00; 128 Rev P00; 141 Rev P00; 142 Rev P00; 144 rev P01; 154 Rev P00; 155 Rev P01; 157 rev P01; 158M Rev P01; 159 Rev P01; 200-01 Rev P00; 201-01 Rev P00; 202-01 Rev P00; 203-01 Rev P00; 204-01 Rev P00; 205-01 Rev P00; 206 Rev P00; 207 Rev P00; 208 Rev P00; 209 Rev P00; 250 Rev P00; 251 Rev P00; 252 Rev P00; 254 Rev P00; 256 Rev P00; 257 Rev P00; 258 Rev P00; 259 Rev P00; 260 Rev P00. 300 Rev P0; 301 Rev P00; 302 Rev P00; 303 Rev P00; 304 Rev p)); 305 Rev P00; 306 Rev P00; 307 Rev P00.

INFORMATIVES

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

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

a full pre application advice service has been offered;

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

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

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

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

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

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Section106 Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.

- 3 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
- 4 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation as freeholder of part of the site; works must not be commenced on that part until the consent of the City of London Corporation as freeholder and ground landlords has been obtained.
- 5 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation or Transport for London as Highway Authority; and any temporary or permanent works affecting the public highway must not be commenced until the consent of the Highway Authority has been obtained.

- 6 Improvement or other works to the public highway shown on the submitted drawings require separate approval from the local highway authority and the planning permission hereby granted does not authorise these works.

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

- 8 The Department of the Built Environment (Transportation & Public Realm Division) must be consulted on the following matters which require specific approval:
 - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.

 - (b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City. Early discussion with the Department of the Built Environment Transportation and Public Realm Division is recommended to ensure the design of the building provides for the inclusion of street lighting.

 - (c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window sill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway).
You are advised that highway projection licences do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. Please contact the Corporate Property Officer, City Surveyor's Department.

 - (d) Permanent Highway Stopping-Up Orders and dedication of land for highway purposes.

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

(f) Carriageway crossovers.

9 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:

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

(b) Installation of engine generators using fuel oil.

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

(d) Alterations to the drainage and sanitary arrangements.

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

- provision for window cleaning (internal and external) to be carried out safely.

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

(g) Use of the premises for public entertainment.

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

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

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

(k) Methods of odour control.

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

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

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.

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

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.

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

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.

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

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

Food Hygiene and Safety

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.

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.

Terraces and Open Space

The location of outside space is an important consideration with regard to the exposure of air pollutants. The applicant is reminded to consider the location of existing and planned combustion plant termination points relative to any terrace, general access areas or openable windows, etc. In addition to any building control; or planning requirements, the third edition of the Chimney Height Memorandum (1987) requires that certain types of combustion plant terminates at least 3m above any area to which there is general access.

11 Thames Water advises as follows:

Waste Comments

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water 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 groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

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

Water Comments

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

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

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

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

Public houses, wine bars, etc.

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

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

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

(h) Works affecting a GLA road:

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

Works affecting water supplies, land drainage and flood defences:

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

- 15 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats

and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.

- 16 The Directorate of the Built Environment (District Surveyor) should be consulted on means of escape and constructional details under the Building Regulations and London Building Acts.
- 17 You are advised that unless otherwise agreed in writing by the Local Planning Authority, the archaeological post excavation work, publication and archiving must be carried out in accordance with the proposals and programme e-mail dated 17/09/2015 DP9.
- 18 Where groundworks not shown on the approved drawings are to take place below the level of the existing structure (including works for underpinning, new lift pits, foundations, lowering of floor levels, new or replacement drainage, provision of services or similar) prior notification should be given in writing to the Department of the Built Environment in order to determine whether further consents are required and if the proposed works have archaeological implications.

Stopping Up Order

DO NOT SCALE

- KEY
- EXISTING COL HIGHWAY BOUNDARY
- EXTENT OF TURN HIGHWAY BOUNDARY
- HIGHWAY TO BE STOPPED UP
- LAND TO BE DEDICATED TO HIGHWAY AUTHORITY
- AREA (1-17) AREA TO BE STOPPED UP
- AREA (18-31) AREA OF NEW HIGHWAY

REFER TO DWG NO SUO-SK-114-G FOR SCHEDULE OF AREAS

REV	DATE	BY	DESCRIPTION	CHK	APP
J	07/02/17	RAM	SCHEDULE REFERENCE AMENDED	JH	JH
I	06/01/17	RAM	SCHEDULE REFERENCE AMENDED	JH	JH
H	20/12/16	RAM	MINOR AMENDMENTS TO AREAS	JH	JH
G	25/11/16	RAM	MINOR AMENDMENTS TO AREAS	JH	JH
F	13/10/16	MC	AMENDMENTS TO AREA 15	JH	JH
E	20/09/16	MC	MINOR AMENDMENTS	JH	JH
D	12/09/16	MC	MINOR AMENDMENTS	JH	JH
C	09/09/16	MC	MINOR AMENDMENTS	JH	JH
B	30/08/16	MC	MINOR AMENDMENTS	JH	JH
				JH	JH

FOR INFORMATION ONLY



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CLIENT: LIPTON ROGERS DEVELOPMENT LLP

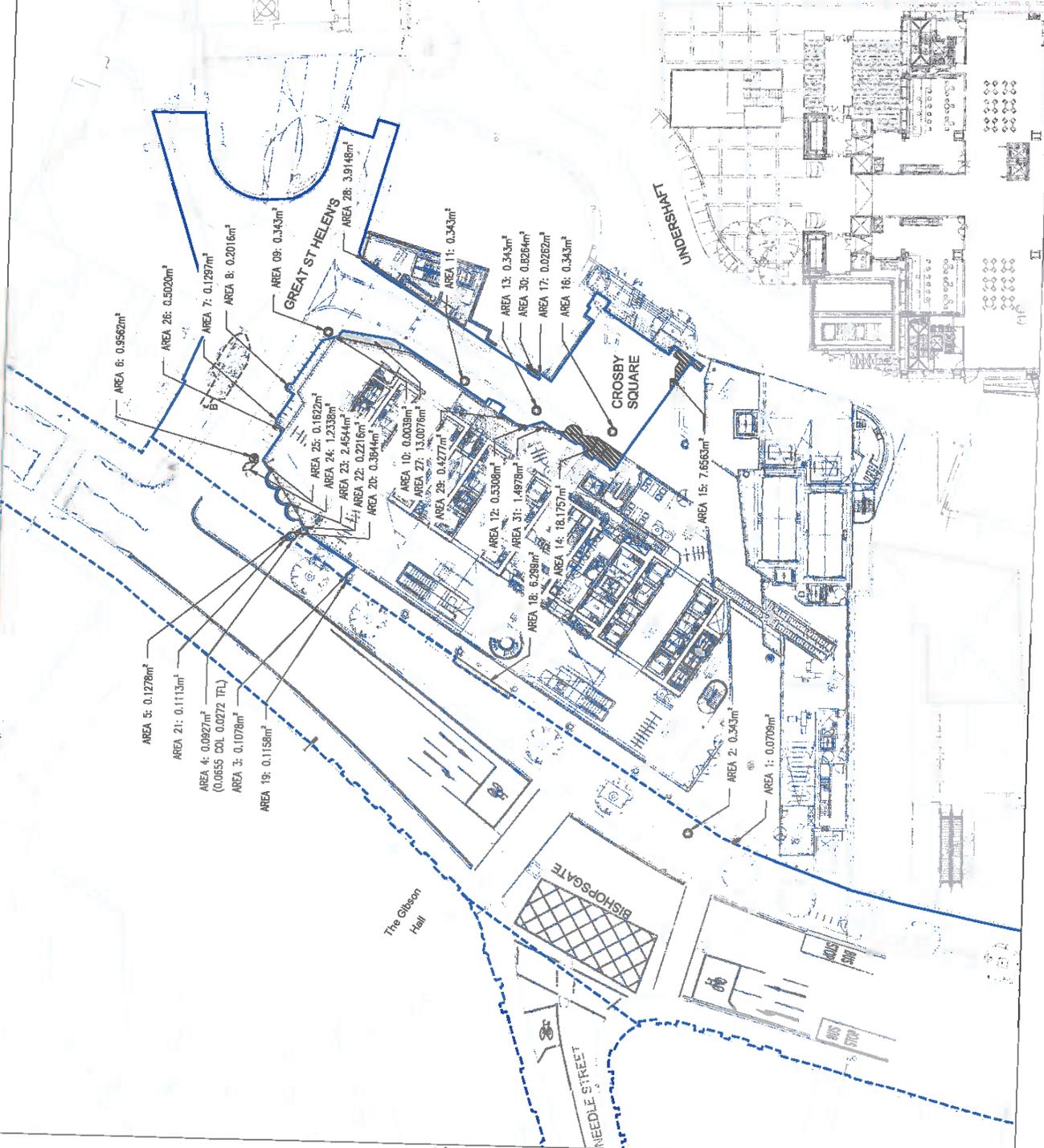
PLP

PROJECT: 22 BISHOPSGATE

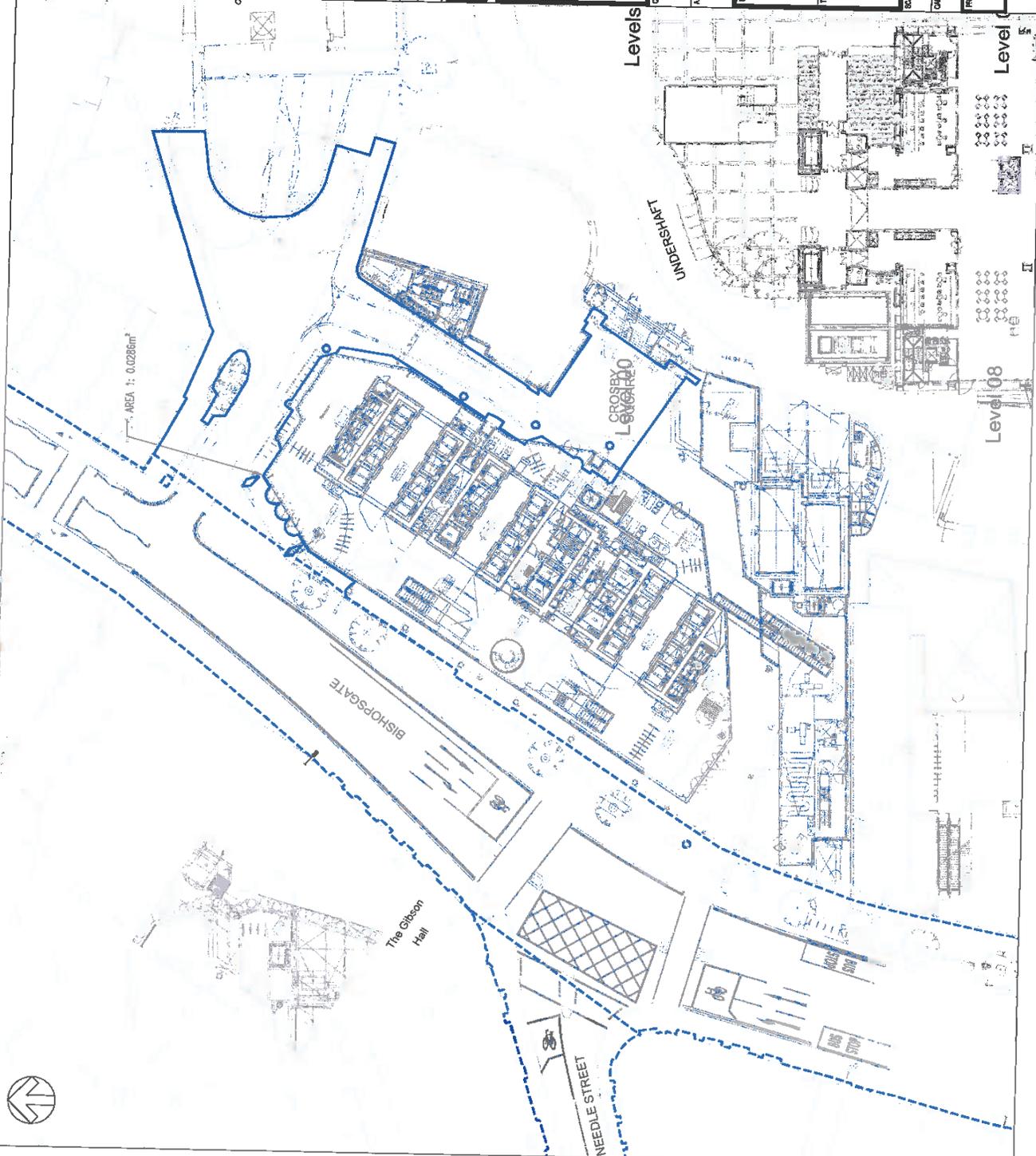
TITLE: STOPPING-UP OF HIGHWAY (SECTION 73 SCHEME)

SCALE @ AS	1:500	CHECKED:	PJ	APPROVED:	PJ
DATE:	SUO-SK-113J	DESIGNED BY:	MC	DATE:	February 2017
PROJECT NO:	70002983	DRAWING NO:	SUO-SK-113	REV:	J

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L:\002983 - 22 Bishopgate\1E Model and Drawings\Development\AUTOCAD\SK Sketches\SUO-SK-113-1.dwg 07/02/2017 15:56:37 Manager, Robert



DO NOT SCALE

- KEY**
- EXISTING COL HIGHWAY BOUNDARY
 - - - EXTENT OF TLRN HIGHWAY BOUNDARY
 - ▨ HIGHWAY TO BE STOPPED UP

REFER TO DWG NO SUO-SK-114-C FOR SCHEDULE OF AREAS

REV	DATE	BY	DESCRIPTION	CHK	APP
A	07/02/17	ELM	FIRST ISSUE	JH	JH

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CLIENT: LIPTON ROGERS DEVELOPMENT LLP

ARCHITECT: PLP

PROJECT: 22 BISHOPSGATE

TITLE: NEW TOP APPLICATION STOPPING-UP PLAN

SCALE @ A1: 1:500	CHECKED: JH	APPROVED: JH
DWG FILE: SUO-SK-117	DESIGNED BY: ELM	DATE: February 2017

PROJECT No: 70002983	DRAWING No: SUO-SK-117	REV: A
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S73 APPLICATION

AREA	REVISION TO BE STOPPED UP
AREA 1	0.0709
AREA 2	0.3430
AREA 3	0.1078
AREA 4	0.0927
AREA 5	0.1278
AREA 6	0.9562
AREA 7	0.1297
AREA 8	0.2016
AREA 9	0.3430
AREA 10	0.0039
AREA 11	0.3430
AREA 12	0.5308
AREA 13	0.3430
AREA 14	18.1757
AREA 15	7.6563
AREA 16	0.3430
AREA 17	0.0262
TOTAL	29.7946

S73 APPLICATION

AREA	NEW STOPPED UP
AREA 18	6.2990
AREA 19	0.1158
AREA 20	0.3844
AREA 21	0.1113
AREA 22	0.2216
AREA 23	2.4544
AREA 24	1.2338
AREA 25	0.1622
AREA 26	0.5020
AREA 27	13.0076
AREA 28	3.9148
AREA 29	0.4277
AREA 30	0.8264
AREA 31	1.4978
TOTAL	31.1588

NEW TOP APPLICATION

AREA	REVISION TO BE STOPPED UP
AREA 1	0.0286
TOTAL	0.0286

DO NOT SCALE

NOTE:

S73 SCHEDULE OF AREA BASED ON DRAWING
SU0-SK-113-J

NEW TOP SCHEDULE OF AREA BASED ON DRAWING
SU0-SK-117-A

REV	DATE	BY	DESCRIPTION	CHK	APP
G	07/02/17	RAM	NEW TOP APPLICATION ADDED	JH	JH
F	06/01/17	RAM	MINOR AMENDMENTS	JH	JH
E	20/12/16	RAM	AREAS AMENDED	JH	JH
D	25/11/16	RAM	AREAS AMENDED	JH	JH
C	13/10/16	MC	AMENDMENTS TO AREA 15	JH	JH
B	20/09/16	MC	MINOR AMENDMENTS	JH	JH
A	12/09/16	MC	FIRST ISSUE	JH	JH

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CLIENT: LIPTON ROGERS DEVELOPMENT LLP

ARCHITECT: PLP

PROJECT: 22 BISHOPSGATE

TITLE: STOPPING-UP AREA SCHEDULE
(SECTION 73 SCHEME)

SCALE: A1	NTS	CHECKED: JH	APPROVED: JH
CAD FILE: SU0-SK-114-G	REVISION: MC	DATE: February 2017	
PROJECT NO: 70002983	DRAWING NO: SU0-SK-114	REV: G	

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Hassall, Pam

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 02 December 2016 11:17
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 11:16 AM on 02 Dec 2016 from Mrs Rob Hutchings.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ
Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449 sq.m. gea)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application.

Proposal:

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mrs Rob Hutchings

Email:

Address: City of London London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: What happened to the 'Articulation' of this building. As if this couldn't get any worse, it is now even more monstrous and damaging for the skyline.



Will there be another public consultation
as the design has changed so
dramatically yet again?

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 04 December 2016 22:28
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 10:28 PM on 04 Dec 2016 from Mr Kowsar Ahmed.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Proposal: Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449 sq.m. gea)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Ahmed

Email:

Address: [REDACTED] Ruston Road Woolwich London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: This new design is a monstrosity, a basic and in my view incredibly ugly design. It is not of sufficient architectural merit to grace such a prominent and visible location in the capital and one which will potentially last and blight the skyline for decades. London deserves better. Its also a major change from the last design - although I was not a fan of that design it was much better than this latest basic ugly design.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 04 December 2016 23:25
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 11:25 PM on 04 Dec 2016 from Mr stephen mercer.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Proposal: Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449 sq.m. gea)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] mercer

Email:

Address: [REDACTED] fife road kingston upon thames

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: This design is unacceptably "value engineered" (read: cheap, corner-cutting, low-effort rubbish) for such a prominent building.

The London Plan clearly states that tall buildings are only acceptable given the highest standards of architecture, and this is just dismal. A plain box, a fat slab, showing no flair of design, no interest in the massing whatsoever, no attempt to make a nice crown, no attempt to reflect the existing architectural character of the City or London more generally... basically no anything except extracting

the maximum floorspace from the minimum expenditure.

This is simply not acceptable even for a medium sized tower, let alone one which would be the tallest yet built in the City. The previous design reflected the stepped/castellated crowns of Tower 42 and Heron Tower, and thus, despite its enormous bulk, made a reasonable stab at appearing as if it 'belonged' in the cityscape. This one abandons any attempt to offer any aesthetic value whatsoever. It's a big fat boring box of zero architectural value and this is simply not appropriate.

I trust you will tell the developers they must do better than this and not sell out the City's skyline to this abject mediocrity.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 05 December 2016 01:43
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 1:42 AM on 05 Dec 2016 from Mr Andy Clarke.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Proposal: Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449 sq.m. gea)]cr]|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Clarke

Email:

Address: [REDACTED] Walnut road London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: This re-design of 22 Bishopsgate should be rejected due to it clearly failing to offer London any architectural gain in a crucial piece of the city building cluster. It offers no real public flow through spaces, and pollutes the sightlines across the ENTIRE capital.

The London Plan stipulates that ""tall buildings are allowed only if they are of world-class, exemplary design" that ""contribute positively to the locale and wider skyline of the capital. If they do not, they shouldn't be allowed"", and there is a strong consensus

that this latest redesign fails on every count. This redesign is a bland glass monolith the will blight London for the next 50 years.

Reject please!

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 05 December 2016 21:48
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 9:48 PM on 05 Dec 2016 from Mr Alex Macfarlane.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ
Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Macfarlane
Email: [REDACTED]
Address: [REDACTED] Murray Street, London London

Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment:
Comments: I was a big fan of the original Pinnacle, though accept that it was too expensive to build. The replacement design was underwhelming, though I have softened to it a degree from certain angles. However, the revised scheme is completely unacceptable for such a location in London. It would just about be acceptable in Canary

Wharf, but not the City.

Surely CoL can't have completely given up on aesthetics? For the good of the skyline, I implore you to reject this revised lump. It will be a folly of unimaginable proportions to allow it. At the very least the previously approved version should be built, although I still think that is a massive letdown compared to where London's ambitions should be.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 05 December 2016 15:00
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 2:59 PM on 05 Dec 2016 from Mr Anthony Reilly.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Reilly

Email:

Address: [REDACTED] Hawthorn Avenue Rainham

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: Dear Sir / Madam

I've recently viewed the new design for 22 Bishopsgate and I really don't think it works in the city. I was born and raised in London so I care. I work on Bishopsgate and just find the new design ruins the skyline.

I understand the reason for building these tall skyscrapers is for office space. Im a fan of the buildings that have been built. The Gherkin, The Shard and the Heron Tower. I also like the look of the new Scalpel building. I actually like the design for 1 Undershaft which is just next door. The previous design of 22 Bishopsgate looked fine to me. This new design just doesn't look good at all and I hope it doesn't go up looking like that.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 05 December 2016 10:58
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 10:57 AM on 05 Dec 2016 from Mr Joel Rodrigues.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Proposal: Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449 sq.m. gea)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Rodrigues
Email: [REDACTED]
Address: [REDACTED] Elm Park Reading

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

- Noise
- Residential Amenity
- Traffic or Highways

Comments: This latest design is an overbearing monstrosity, which completely lacks the architectural merit required for such a prominent location in the City. As a bland, fat box, it threatens the existing skyline of the city of London, and risks turning public opinion

against future skyscrapers.

I would hope that the City of London reject this application, and moves to advise the developer to either continue with the already approved design, or suggest reverting back to the original "Pinnacle" design submitted in 2006, which was a design fitting for one of the world's global centres.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 05 December 2016 10:12
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 10:11 AM on 05 Dec 2016 from Mr j.r. harrison.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Proposal: Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449 sq.m. gea)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] harrison

Email: [REDACTED]

Address: [REDACTED] chingford avenue london

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: A very ugly design that will damage the City skyline.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 05 December 2016 22:34
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 10:33 PM on 05 Dec 2016 from Mr Tim Widden.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Widden
Email: [REDACTED]
Address: [REDACTED] Spencer Way Shadwell

Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment:
Comments: This monolith is completely out of scale and inappropriate for it's location. The Pinnacle was designed to respect and complement the City skyline and taper so as not to dominate and detract from our existing landmarks. Whilst I understand that the Pinnacle was not cost effective in the current climate, I fail to believe we

now need to resort to such brutal maximisation of space as demonstrated by the current 22 Bishopsgate.

It is buildings like this that cause and confirm anti-high rise sentiment in the public and lead to increased challenges to future building projects. It demonstrates nothing but greed and disregard for its location.

The City has a proud history of beautiful architecture and I had believed that there were criteria in place to ensure this heritage was respected. This current incarnation is an insult to London and a grotesque symbol of corporate greed that gives nothing back to this important location.

I would ask everyone involved to think again before allowing this tower to blight our City for decades to come.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 05 December 2016 15:14
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 3:13 PM on 05 Dec 2016 from Dr Petr Witz.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Proposal: Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Dr [REDACTED] Witz
Email:
Address: Husova Domazlice, Czech Republic

Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment:
Comments: The current proposal is much worse than the previous ones. The City of London should aspire to the first class architecture only. If this inferior 'emergency' design gets approved it will damage the reputation of the City of London and its attractiveness to foreign investors for decades to come.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 05 December 2016 10:37
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 10:37 AM on 05 Dec 2016 from Mr spencer davies.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Proposal: Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449 sq.m. gea)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] davies

Email: [REDACTED]

Address: [REDACTED] bedford road london

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: The latest design application reducing the height to 255.27m AGL (272.32m AOD) completely destroys any design aesthetics that the original approved "step back" design had. The Lipton Rogers design is poor to begin with. This is one step too far. The new design is a bland, fat box that will ruin the skyline of the city of London

and could turn public opinion even further against
skyscrapers in the city. I would strongly suggest that the
City of London reject this application and advise AXA to
continue with the already consented design.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 05 December 2016 11:03
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 11:02 AM on 05 Dec 2016 from Mr Sebastian Stokes.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449 sq.m. gea)|cr||cr|

Proposal: This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr ██████████ Stokes

Email:

Address: ██████████ Wootton Drive Ipswich

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: London is a world class city and deserves better than this. The new design is clearly inferior to the old, a small cost saving to the developer but a total travesty for the London skyline. I support tall buildings but this is a horrid lump. Everyone deserves to enjoy London, not just these greedy developers.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

Janet C Wells
Planning Support Officer
Department of the Built Environment
0207 332 3794
www.cityoflondon.gov.uk

From: PLN - Comments
Sent: 05 December 2016 07:32
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 7:32 AM on 05 Dec 2016 from Dr John Greenwood.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Proposal: Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sul generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449 sq.m. gea)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Dr [REDACTED] Greenwood

Email:

Address: [REDACTED] Champion Grove London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: This building is a disgrace.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 05 December 2016 14:48
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 2:47 PM on 05 Dec 2016 from Ms Susan Dugmore .

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Ms [REDACTED] Dugmore

Email:

Address: [REDACTED] Roman Road London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: Like the Walkie-Talkie, this building would only damage the skyline. The sheer width and 1980s American design does not work in the City of London.

I remember reading an interview with the architects who stated that instead of building a perfect rectangle they

have cut away the corners to make it work from a townscape perspective. The new design no longer adheres to these promises and would damage the skyline from Waterloo Bridge and Tower Bridge.

A building so tall will be seen by millions of people each day from all over London. I would hope that the CoL understand the duty they have to only allow exceptional buildings to be built in such important locations.

It seems like the public consultation that was had, along with the plans on show near the site were quite a waste of time!

Sehmi, Amrith

From: PLN - Comments
Sent: 06 December 2016 22:11
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 10:11 PM on 06 Dec 2016 from Mr Kowsar Ahmed.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Ahmed

Email:

Address: Ruston Road Woolwich London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: This new design is not of sufficient aesthetic merit to grace such a prominent and visible location in the capital and is one which will potentially last and blight the skyline for many decades. London deserves better. I as a Londoner, along with current and future Londoners, deserve better.

The redesign reeks of corporate greed - designing and potentially constructing a cheap building rather than one

which enhances the London Skyline and complements the world class high quality buildings that surround it. This basic and ugly design cannot in any way be said to meet the London plan stipulations of "tall buildings are allowed only if they are of world-class, exemplary design" that "contribute positively to the locale and wider skyline of the capital". I believe that there is a consensus, from visiting popular websites, forums, and talking to many Londoners that this design is not good enough for such an important, prominent building and one that will define the architectural legacy of a major section of the London skyline - visible from across London for many decades.

Its also a major change from the last design - although I was not a fan of that design it was much better than this latest basic ugly design. The applicants I am sure can resubmit a much better redesign if pushed.

Please reject this redesign.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 06 December 2016 01:12
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 1:11 AM on 06 Dec 2016 from Mr Dominic Burris-North.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Burris-North

Email:

Address: [REDACTED] John Ruskin Street London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: I find the design ugly and uninspiring and I am shocked that for a building which will be so prominent on the skyline it is being allowed. What makes this decision even more galling is the fact that the building is a massive downgrade from something that was IMHO literally the 'Pinnacle' in architecture. Such a shame.

London truly deserves better and I believe 22
Bishopsgate will be derided for decades, should it go
ahead as planned.

Sehmi, Amrith

From: PLN - Comments
Sent: 06 December 2016 17:59
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 5:58 PM on 06 Dec 2016 from Mr Darren Lewis.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Lewis

Email:

Address: [REDACTED] Este Road Battersea

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: A botched redesign of an already insipid design for a site of such importance. The City of London tall building cluster has developed over the last decade a collection of world-class and unique towers, shaped to adhere to strict guidance regarding towers in the capital. Each has tried to respect the streetscape below by tapering on the skyline to allow light to reach the ground, as well as creating a distinctive, yet harmonious silhouette on the skyline.

This latest redesign does none of these. It's impact on the cluster is profound, vastly out of scale widthwise with the other towers making them look like 'toy-town' objects; it's bland, rectilinear exterior instantly forgettable and more suited to the North-American style of Canary Wharf than the City of London. It's silhouette, viewed from the sight lines of Waterloo Bridge, is overbearing and distracting from the dome of St Paul's.

It is paramount this latest design is rejected and the scheme sent back to the drawing board in favour of something that actively works with the emerging cluster and is a positive addition to the skyline of London. As it stands it is an unconvincing, dated and damaging design that London with its strict tall building guidance has sought to avoid, until now.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 06 December 2016 09:36
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 9:35 AM on 06 Dec 2016 from Mr David Murray.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Murray

Email:

Address: [REDACTED] Artisan Place Harrow

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: Whereas all of the other skyscrapers in the CofL have an element of taper to them this is just one very large and very wide block. Whilst the previous design at 278m was not beautiful and still wide at least it still adhered to the design ethos of it's neighbours with setbacks on it's upper floors. Whilst this latest design will look ok viewed

from the south or the north, from the West, it will look terrible.

High buildings, especially one this high, can be seen from all around the city and therefore their design is of utmost importance. Your own guidelines to skyscrapers suggest that they should be of superior design and quality. I don't see a superior design in this latest proposal and urge you to reject this proposal

Sehmi, Amrith

From: PLN - Comments
Sent: 06 December 2016 22:29
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 10:28 PM on 06 Dec 2016 from Mr Damian Taylor.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Taylor

Email:

Address: [REDACTED] hill view road Bath

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: Appalling. London gradually becoming the ugliest capital in Europe. The city planners made the unforgivable mistake of allowing 20 Fenchurch - they are ashamed and embarrassed at that but cannot admit it - like a blistering wart on the Thames. How can they possibly consent to this gargantuan slab that will make this part of London look even more preposterous. If this ungainly wedge goes ahead it will demonstrate how totally out of touch and inept PLP, Lipton and the Col are in

consideration of the City's future look and with greed
overwhelming any other. This building is a disgrace

Sehmi, Amrith

From: PLN - Comments
Sent: 06 December 2016 20:41
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 8:40 PM on 06 Dec 2016 from Mr Philip Ross.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Ross

Email:

Address: [REDACTED] Aurelia House Sunrise Close London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: This redesign is appalling and reminiscent of what you would expect to find in an Asian city or the type of building designed in 1960's America. There is no imagination to what is possibly one of the most important sites for a tall building in all of London.

The planners have an obligation to ensure that the site works not only for the City but the whole of London well. Allowing the redesign of the Pinnacle was a

mistake and clearly the developers are using excuses to reduce costs and increase profits. The latest "excuse" of infringing flight path issues is clearly wrong since we know the limit to be the height of 1 Undershaft at 290m. This is a blatant attempt to reduce the cost of their scheme further at the expense of the British people and to all that come and visit.

You have a duty to the public to only allow something ascetically pleasing to the eye possibly by having the building taper and step back.

I urge you to reject the new blockier proposal as it may just destroy the skyline forever.

Regards

Philip Ross

Sehmi, Amrith

From: PLN - Comments
Sent: 06 December 2016 22:49
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 10:48 PM on 06 Dec 2016 from Mr Timothy Simon.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Simon

Email:

Address: [REDACTED] Jew Row Wandsworth

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: I do not approve of the proposed design. It would be a huge blot on the city's skyline. London needs to be at the forefront of design and innovation, this building won't achieve that.
 It's massive square flat design will create stronger wind channels along Bishopsgate road, the natural light will also be hugely compromised.
 The previous designs were much more efficient.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 06 December 2016 11:39
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 11:38 AM on 06 Dec 2016 from Mrs Hazel Warren.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mrs ██████████ Warren
Email:
Address: ██████████ Holland Park Avenue London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: This is quite a redesign!
I was against the old design, but I did appreciate the stepping aspect to help minimise the impact of the size of the building (however poor that was).

Now the stepping has gone back I believe this is too

large and distracting on the skyline. It completely dominates. Blocks out the Gherkin from Southbank and is seriously out of proportion.

From the Tower of London the City looks a shambles. 22 Bishopsgate from Bankside/Tower Bridge looks like it will be very wide. Maybe two smaller towers would be better?

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 06 December 2016 08:56
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 8:55 AM on 06 Dec 2016 from Mr James Thornalley.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr. [REDACTED] Thornalley

Email: [REDACTED]

Address: [REDACTED] Warwick Road Manchester

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: This building is so damaging to our city skyline, it frustrates me how this can even be considered let alone approved. its a lazy greedy design that dose not compliment any of the other skyscrapers in the city. This is London!! the greatest maga city of the world and this is in the most prime location in London and if you let this

1

lazy unimaginative 80s style design get built, you will have solely destroyed the city of London and insulted all the architects that designed world class buildings like the gherkin and leadenhall

Listern to me people!! and take pride in your city!

Sehmi, Amrith

From: PLN - Comments
Sent: 07 December 2016 12:40
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 12:40 PM on 07 Dec 2016 from Mr Jake Cornish.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ
Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Cornish
Email:
Address: Woodbridge Road Ipswich

Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment:
Comments: This proposal is totally unsuitable for the location, the City of London has prided itself on world-class architecture and this hulking design does not fit at all with the surrounding buildings.

While appreciating the growing need for office space in the City, this requirement should not compromise the design in favour of maximising floor space within the tower - I urge you to reject this proposal and think again

about the shape and structure of 22 Bishopsgate so it is both cost effective and functional while not compromising the integrity of the existing cluster of tall buildings.

Sehmi, Amrith

From: PLN - Comments
Sent: 07 December 2016 13:42
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 1:42 PM on 07 Dec 2016 from Mrs Helen Dolan.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mrs [REDACTED] Dolan

Email:

Address: [REDACTED] Hesper Mews London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: I wish deeply object to this planning application.

If the height has to be reduced because of flight regulations, then I wonder why the design doesn't remove the floors from the bottom and leave the top tapered back to lessen its impact on the skyline. (as an architect, I know that this is a matter of office space loss, but I thought I would note it anyway).
The proposed rectangle it completely at odds with the

rest of the building and does nothing to bring them together. Instead, it still intrudes and allows no space to be seen between the buildings. That's because the building is far, far too wide. I'm puzzled as to how this has gotten so far. 3d imaging and physical skyline models in the design evolution have shown that this does not work at very early stages of the project, yet the architect has continued with the same massing. It's all very odd.

Sehmi, Amrith

From: PLN - Comments
Sent: 07 December 2016 12:07
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 12:06 PM on 07 Dec 2016 from Mr Graham Hart.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Hart

Email:

Address: [REDACTED] Chatsworth Great Holm Milton Keynes

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: I have seen images on the website Skyscrapercity.com. The earlier design by PLP/Lipton was just about passable but this enormous slab in the heart of the City is going to cause profound damage to London and the environment/skyline of the City. Please do not allow this gross block to be built; the view from the west/Bank Junction will be totally overwhelming (in a dominating sense) and will destroy completely the smaller, more individual high rises there at present (Gherkin,

Leadenhall, Willis examples). Not to mention the medieval fabric and churches that exist. London does not need to be another Houston or Shanghai.

20 Fenchurch Street was a mistake as we can now observe. It would demonstrate total disregard for the City's look (and feel) to permit such a large and fat rectangular glass skyscraper with NO apparent redeeming features to be placed here. The original Pinnacle had some merit in its overall shape, although still rather wide. This latest proposal (renders of which only appear from better angles where the wide girth is less pronounced) harks back to 1970s American and is quite out of place in the medieval pattern of the City's streets.

The City had proposed that future high rises should have some quality and individuality but it seems that economic profit in filling as much office space as possible, has obscured the City's vision for the future. If you do decide to permit this enormous bulk then at least insist that the curtain walling is of the highest quality standard. I sincerely hope you will take on board my views. It would be catastrophic for London's image I fear. Thank you.

From: PLN - Comments
Sent: 07 December 2016 01:58
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 1:58 AM on 07 Dec 2016 from Mr Jack Horgan-Briggs.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Horgan-Briggs

Email:

Address: [REDACTED] Alton Road London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: This design is just awful, for such a prominent part of the London skyline we deserve something much more fitting, rather than a gigantic slab which dominates its surroundings. I understand 'The Pinnacle' was far too expensive to build, however the previous design of this building was much more fitting due to the tapered top and the setbacks which made it much more pleasing to look at.

Please reconsider this design, and the negative impact it will have on the world famous skyline of London, which deserves better than this.

Sehmi, Amrith

From: PLN - Comments
Sent: 07 December 2016 10:25
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 10:24 AM on 07 Dec 2016 from Mr Lee Mayne.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Mayne

Email:

Address: [REDACTED] Lockhart Street London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: This is so ugly. Please don't ruin our skyline. It's not the height that bothers me (i love skyscrapers) it's the greedy, uninspiring design. It's a hideous slab that bullies the skyline. The city of London should be ashamed that this is the sort of standard that will dominate one of the best cities in the world.

Sehmi, Amrith

From: PLN - Comments
Sent: 07 December 2016 01:09
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 1:08 AM on 07 Dec 2016 from Mr Oliver Wood.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Wood

Email:

Address: [REDACTED] Netheravon Road Chiswick London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: The proposal in its current form has no artistic merit as it has now taken on a purely functional form. This in itself would not be cause for concern, except for the fact that the size of the structure means it will dwarf every other building currently in the City. We will thus be in the position of being overwhelmed by a building, not for its innovative design or daring aesthetics, but due to its sheer bulk. I can't imagine any architect, of any architectural school, would want the impact of their

design solely to rest on its scale - but in its current form,
that is all its progenitor can hope for.

This redesign, in my view, requires a serious rethink.

Sehmi, Amrith

From: PLN - Comments
Sent: 08 December 2016 00:03
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 12:02 AM on 08 Dec 2016 from Miss Anna Peter.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Miss [REDACTED] Peter

Email:

Address: Eliot Park Lewisham London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: The older stepped design worked well by rising from the top datum of the Leadenhall building and forming a stepped peak to the city cluster, this same relationship will become stronger when considering the new additions to the City such as the tapered form of 52 Lime Street and the stepped form of 6-8 Bishopsgate. When the consented 1 Undershaft becomes the taller peak of the cluster, I feel the stepping of 22 Bishopsgate complements the new addition and forms a visual

transition up to the taller tower from the ones below. This creates a far more contextually rich peak to the cluster than what is evident in this inferior redesign.

The redesign is also contrary to the city of London's local plan which states on Page 91 "that the bulk, height, scale, massing, quality of materials and detailed design of buildings are appropriate to the character of the City and the setting and amenities of surrounding buildings and spaces." I personally feel the bulk, scale and massing of this redesign fails at complementing the character of the surrounding buildings, unlike the previous design. My main concern is with the sheer width of the West and East elevations of the building, that is clearly evident and overbearing from the western river views from Westminster and even worse from Tower Bridge and the East. The previous stepped design mitigated and broke up this broad massing and does far less damage to the those river views. If the height must be dropped due to flight path concerns, at least maintain the stepped massing.

Sehmi, Amrith

From: PLN - Comments
Sent: 08 December 2016 15:58
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 3:57 PM on 08 Dec 2016 from Mr Joseph Lee.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Lee

Email:

Address: [REDACTED] Old St London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: The latest proposal for 22 Bishopsgate continues to have the same problems as the previous. The building does not work well with the surrounding buildings, mostly due to the sheer width. In fact, without the stepping/articulated top, this scheme is even worse. Who would have thought it would be possible!

I had wondered why promotional pictures did not show how the building would look from Tower Bridge and the

East, and from the North-West. A building that is so tall will impact ALL areas of London, not just a few angles. The current form simply does not work. The width looks almost double of everything else in the current cluster, and that's why it looks completely out of place. It has to work from all angles to be a suitable design.

Has nothing been learnt from the Walkie-Talkie fiasco?

Hassall, Pam

To: Hassall, Pam
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 12 December 2016 23:35
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 11:35 PM on 12 Dec 2016 from Mr Rafal Muchowicz.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Muchowicz

Email:

Address: [REDACTED] new festival ave. London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: I like the fact initial project but it was scrapped the version provided 2 years ago was quite nice but from what I see the latest reduced submitted last month is a pure monstrosity design. I have never seen anything so ugly in my life. If you very built it will destroy forever the face of our buitiful City. Please do not allow tower 22 revised November 2016 version to go through.

Hassall, Pam

To: Hassall, Pam
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 12 December 2016 16:02
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 4:01 PM on 12 Dec 2016 from Mr miles english.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] english

Email:

Address: [REDACTED] Upper Brockley Road london

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: The mass of this building is so overpowering it will ruin London's skyline forever. It is the most important site in the city and this design has no artistic merit at all. It needs to be much more sympathetic to its surroundings. Keep the height but make it slimmer and let it soar. Please reconsider before it's too late! Every time you'll look up you'll realise your mistake

Hassall, Pam

To: Hassall, Pam
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 12 December 2016 16:07
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 4:06 PM on 12 Dec 2016 from Mr Harry John Wallis.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] John Wallis

Email:

Address: [REDACTED] Compass House London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: It is shocking that this project has gone from the original design, to a compromise, to what we have now: which, let's speak simply, is just an obscene, overbearing block. I'm genuinely disappointed. Opportunities to build tall buildings in London are rare, which makes this effort in particular such a let down. No architectural merit, none whatsoever. And in regards to its settings there has been no consideration - the sheer width of the building is akin to a glass wall blocking the rest of the city from either side. I have tried to appreciate the building, I've even attempted to convince myself that the new design will serve as a companion to future high rise projects. But I can't see it. It's a bloody disgrace.

Hassall, Pam

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 13 December 2016 18:49
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 6:49 PM on 13 Dec 2016 from Mr I Khan.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Khan

Email:

Address: [REDACTED] Walters Way London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: I'm not going to waste any more time than is necessary listing my objections, as clearly the CoL aren't interested in listening to feedback or comments, but this is a shambles.

London's skyline is fractured and a horrible mishmash of shapes all jostling for attention. Many people are against tall buildings, and although I'm not one of them I'm completely against this abomination. The City skyline is a laughing stock and will be made worse when this and 1US are completed.

If this existed in 1940, the Luftwaffe wouldn't have bothered dropping bombs on it.

Hassall, Pam

Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 13 December 2016 19:44
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 7:44 PM on 13 Dec 2016 from Mr adam parton.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] parton

Email:

Address: [REDACTED] Tudor Grove London

Comments Details

Commenter Type: Member of the Public

Stance: Customer made comments neither objecting to or supporting the Planning Application

Reasons for comment:

Comments: The previous design (prior to the November amendment) was sleek. This new design is too rectangular, with no 'step up' that helped the overall appearance of the City cluster. I am very dissapointed in this new incarnation of 22 Bishopsgate and feel that corporate greed in the name of extra floor space has damaged our future skyline forever. I love architecture and I feel that by not 'stepping up' at the top of the building, the flat roofline will be too overbearing and monolithic in a city of spires.

Adjei, William

From: PLN - Comments
Sent: 14 December 2016 18:32
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 6:31 PM on 14 Dec 2016 from Mr Paul Walton.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ
Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Walton
Email: [REDACTED]
Address: [REDACTED] Manorville Rd Hemel Hempstead

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: The revised application is not fit to be the tallest building in the square mile.

I do not object to the height as I like tall buildings but the latest design is nothing but a huge slab of mediocrity.

I understand a developer has to make a healthy profit on any project but this just seems to be about

squeezing as much revenue as possible out of the site.
I'm sure they can still do very well out of this by
creating a stepped top like the previous design.

I'm not convinced the height reduction is even
necessary, if so, how the hell is Undershaft going to get
built? This is all about profits and nothing else.

I urge you to instruct the developer to revisit the design
and bring back some kind of tapering to the top.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 16 December 2016 12:03
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 12:02 PM on 16 Dec 2016 from Mr Martin Whelton

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ
Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Whelton
Email: [REDACTED]
Address: [REDACTED] Clearwater Terrace London

Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment:
Comments: Good architecture always pays off in the long term. Unfortunately, much development is driven by short-term considerations and London is blighted by such buildings.
22 Bishopsgate will only add to the long list of failures.

The design has been compromised to maximise floor space and recover costs from the previous failed scheme. It is everyday Londoners who will be effected by this. There are no design features that help this incredibly wide building work with the other buildings in the area. The sheer size is the main part of this problem! The lack of articulation in favour of a flat top is a step too far in my opinion. From a Cityscape perspective this just simply does not work.

I would be interested to see what urban design committees would make of this proposal. I strongly urge the CoL to reconsider before Londoners and the media realise that the infamous 'Walkie-Talkie' mistake has repeated itself.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 02 January 2017 21:47
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 9:47 PM on 02 Jan 2017 from Mr Charles Thomas.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ
Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: [Sonia Williams](#)

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Thomas
Email: [REDACTED]
Address: [REDACTED] Water Lane Little Horkesley Colchester

Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment:
Comments: I am writing to object to the latest iteration of the planned tower at 22 Bishopsgate. While I understand the desirability of a centrepiece to the cluster of towers in the City, it does not seem to me that the proposed design is appropriate.

Viewed from the north or south the intended building appears broadly unobjectionable (if uninspired), but removing the stepped tapering in the previously consented scheme means that the east and west elevations present a vast, unrelieved and block-like cliff face that would swamp even large surrounding buildings.

Rather than constituting a complementary culmination to the City grouping, the planned scheme would obscure and overwhelm a group of distinguished buildings, including the planning successes of 122 Leadenhall Street and 30 St Mary Axe. We would be left to rely on the creation of future towers to mask the character of the Bishopsgate building, and to break up the effect of its size and scale. Is that the best that can be hoped for so prominent a building on so important a site?

Even the depiction of the intended view from Waterloo Bridge included in the Design and Access Statement (presumably a flattering rendering) cannot hide the overwhelming bulk of the proposed design, nor the way that the building will dominate London's skyline. It will be one of the principle landmarks defining London's representation around the world, especially when seen from the west along the Thames and as a backdrop to St Paul's -in other words as the context for some of the most important views of the city that we have. I find it impossible to reconcile that building to the "simple, elegant form" designed to "respect views of the City" that is described in the application's documentation. In my view that image alone should be disqualifying.

I hope that this application will be rejected so that the proposed design can be reconsidered.

Hassall, Pam

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 10 January 2017 15:42
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 3:41 PM on 10 Jan 2017 from Ms Miranda Stock.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ
Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Ms [REDACTED] Stock
Email:
Address: [REDACTED] Holland Park Avenue London

Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment:



Comments: The relationship that this planned building has with the current cluster and London as a whole is astonishing. Astonishingly poor, I'm afraid. This is very much 'developer architecture' and 22 Bishopsgate fails to deliver a building that compliments the other towers in the City. The developers are able to walk away from the development once it has been completed, but London will be stuck with an oversized eyesore for decades.

The building lacks an obvious silhouette and the shape is incomprehensible from most angles. I'm afraid that this utterly fails to deliver on the most important and obvious design principles. The building is just too wide for the historic layout of the streets. Office rental space will trump at the end of the day, I'm sure. The 'London Plan' for architecture will only be valued if its own principles are implemented. Please reconsider. Perhaps two, slimmer and smaller towers might suit the small space better.

Sehmi, Amrith

From: Sehmi, Amrith
Sent: 11 January 2017 15:19
To: Williams, Sonia
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 11 January 2017 10:58
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 10:58 AM on 11 Jan 2017 from Mr David Wilson.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ
 Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr ██████████ Wilson
Email:
Address: Northington Street Camden London

Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment:
Comments: An oversized, 1980s wall of glass.
 There's really not much more to add. It is damaging to London and already looks dated.

Comments for Planning Application 16/01150/FULEIA

Application Summary

Application Number: 16/01150/FULEIA

Address: 22 Bishopsgate London EC2N 4BQ

Proposal: Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449sq.m. GEA)|cr||cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

Customer Details

Name: Mrs [REDACTED] Andrews

Address: Porchester Terrace London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This building design is depressing.

Its size is overbearing and it is too close to the other buildings of the cluster. It will just look like one large sheet of glass. It lacks any sort of architectural merit and it seems like the mistake of the walkie talkie is to be repeated.

I really do believe that the vast majority of Londoners will find this building to be a blot on the skyline.

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 18 January 2017 15:17
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 3:17 PM on 18 Jan 2017 from Mr Peter Bateson.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ
Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Bateson
Email:
Address: Lillyville Road London

Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment:
Comments: I would like to object against the massing of 22 Bishopsgate.

From Southbank and Waterloo Bridge, no sky can be seen between the buildings. Along with 1 Undershaft, and the 'Cheesegrater' the city looks like one large

building and a wall of glass. 22 Bishopsgate needs to be much, much slimmer to work in this location. Otherwise it is oppressive and reckless for the skyline. Why has this building not been tapered to look slimmer from southbank?? Who in the council will be accountable for this when it is hated by the public?

Sehmi, Amrith

From: PLN - Comments
Sent: 20 January 2017 13:28
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 1:28 PM on 20 Jan 2017 from Ms Sarah English.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ
Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.

Proposal: (201,449sq.m. GEA)|cr|cr|This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Ms [REDACTED] English

Email:

Address: Gratton Road London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: I would like to comment on the latest design for 22 Bishopsgate.

I do not think that the visual implications of the height reduction have been very well conceived.

Whilst I do agree that the building should be lower in height, the loss of the thinning of the top levels for a flat and bulky appearance is careless and will damage the

skyline and the draw of the eye from St Pauls.

I cannot understand why the design had to lose the tapering at all. The loss of floor space is of course the reason, but I would hate to think that our planning system would compromise such important aesthetics for commercial gain...

Sehmi, Amrith

From: PLN - Comments
Sent: 08 February 2017 14:48
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 2:48 PM on 08 Feb 2017 from Ms Hannah Wallace.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Proposal: Construction of a building arranged on three basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449sq.m. GEA)

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Ms [REDACTED] Wallace

Email:

Address: Grove St Brighton

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: Having seen the revised design on the Evening Standard website, I feel the need to raise my objection. I have never commented on a planning application before. I am a keen photographer and often take photos of the City from Waterloo bridge.

It is plain and simple to see that this new design is damaging to the skyline. From all angles. If I were the developer/architect I wouldn't dream on submitting such a poor design. I would be too ashamed! It's just too overbearing in everyway - I see no redeeming factors at all.



16/01150

Sehmi, Amrith

From: Broughton, Helen
Sent: 13 February 2017 14:52
To: Williams, Sonia
Subject: FW: Comments for Planning Application 16/01150/FULEIA

From: PLN - Comments
Sent: 13 February 2017 14:22
To: PLN - Comments
Subject: Comments for Planning Application 16/01150/FULEIA

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

Comments were submitted at 2:22 PM on 13 Feb 2017 from Mr Scott Lebon.

Application Summary

Address: 22 Bishopsgate London EC2N 4BQ

Proposal: Construction of a building arranged on three basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development.
(201,449sq.m. GEA)

Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr [REDACTED] Lebon

Email:

Address: Dobson Close London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: I agree with the Mayor of London that this revised planning application does not comply with the London Plan. The building's proposed flat top would have a negative effect on London's skyline, so planning permission should be refused for this new design.

It's also highly questionable that the applicant should seek to make such a drastic and negative design change halfway during construction.

The City should learn the lessons from the Walkie Talkie tower and not repeat the same mistakes as in the past. The building should have a tapered top, not a flat top, to complement London's skyline.

GREATER LONDON AUTHORITY

Development, Enterprise and Environment

PLANNING & TRANSPORTATION		
PSDD	CPO	PPD
TPD	06 FEB 2017	LTP
OM		SSE
No	128243	PP
FILE		DD

Sonia Williams
City of London Corporation
PO Box 270
Gulldhall
London
EC2P 2EJ

Our ref: D&P/3704b/01/NR
Your ref: 16/01150/FULLEIA
Date: 30 January 2017

Dear Ms Williams,

**Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008
22 Bishopsgate
Local planning authority reference: 16/01150/FULLEIA**

I refer to the copy of the above planning application, which was received from you on 23 December 2016. On 30 January 2017, the Mayor considered a report on this proposal; reference D&P/3704b/01. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order.

The Mayor considers that the application does not comply with the London Plan, for the reasons set out in paragraph 24 of the above-mentioned report; but that the possible remedies set out in that paragraph could address these deficiencies. The Mayor considers that, given the scheme's central prominence within the City cluster, it is essential the impact it has on the London skyline is positive. The Mayor therefore considers it would be beneficial for further discussions to be held between the applicant, the City Corporation and the GLA to ensure this is achieved.

If your Council subsequently resolves to make a draft decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

Yours sincerely,



Colin Wilson

Senior Manager – Development & Projects

cc Unmesh Desai, London Assembly Constituency Member
Tony Devenish, Chair of London Assembly Planning Committee
National Planning Casework Unit, DCLG
Lucinda Turner, TfL
David Graham, dp9

planning report D&P/3704b/01

30 January 2017

22 Bishopsgate

in the City of London

planning application no. 16/01150/FULLEIA

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposal

Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A (retail) and B1 (office) of the Use Classes Order and a publicly accessible viewing gallery and facilities (sul generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449sq.m. GEA).

The applicant

The applicant is **22 Bishopsgate General Partner Ltd on behalf of 22 Bishopsgate Ltd Partnership and 22 Bishopsgate (DEVCO) Ltd**, the architect is **PLP**, and the planning agent is **dp9**.

Strategic issues summary

Land use principle and mixed use: the proposed high density office development in the Central Activities Zone is strongly supported. The applicant is required to commit to an appropriate affordable housing contribution through the S106, in accordance with the Corporation's Planning Obligations SPD. (paragraphs 15-17)

Public viewing gallery: the amended design of the public viewing gallery reduces the quality of this space. The applicant should amend the proposal to fully reflect the extant consent. The Council should secure its provision through the S106 agreement. (paragraph 18)

Design: further discussions are required to ensure that the revised design will continue to have a positive effect on the skyline. (paragraph 19)

Transport: the amendments would not significantly impact on the public transport network. (paragraphs 20)

Recommendation

That City of London Corporation be advised that, whilst the principle of the proposal is strongly supported, the application does not comply with the London Plan, for the reasons set out in paragraph 24 of this report. However, the resolution of those issues could lead to the application becoming compliant with the London Plan.

Context

1 On 13 December 2016 the Mayor of London received a letter from the City of London Corporation notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Application documents were received on 23 December 2016. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 30 January 2017 to provide the Corporation with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under the following Categories of the Schedule to the Order 2008:

- Category 1B: "Development (other than development which only comprises the provision of houses, flats, or houses and flats), which comprises or includes the erection of a building or buildings in the City of London and with a total floorspace of more than 100,000 sq.m."
- Category 1C: "Development which comprises or includes the erection of a building more than 150 metres high and is in the City of London."

3 The environmental information for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, as amended, has been taken into account in the consideration of this case.

4 The Mayor of London's statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

5 The 22 Bishopsgate site is a plot of 0.5 hectares located within the Central Activities Zone (CAZ), and situated centrally within the City of London's eastern cluster of tall buildings. The primary frontage of the site is onto Bishopsgate and its junction with Threadneedle Street to the west. The northern boundary of the site extends across Great St. Helen's to the southern elevation of 42-44 Bishopsgate. The eastern boundary runs south, around the existing building at 7 Great St. Helen's and along Undershaft. The southern boundary extends up to the existing building at 6-8 Bishopsgate as well as land adjacent to The Leadenhall Building.

6 The site formerly comprised three buildings known as 22-24 Bishopsgate, 38 Bishopsgate (Crosby Court) and 4 Crosby Square. However, since 2011 the site has been occupied by three basement levels and a 9-storey core, along with construction apparatus, following the cessation of works on an extent planning permission for a scheme known as 'The Pinnacle'.

7 With respect to the historic environment, there are no Listed Buildings at the site, however, a small part of the highway at the north of the site is located within the St. Helen's Place Conservation Area. Furthermore, Bank Conservation Area is located immediately to the west of the site, and there are various other Conservation Areas and Listed Buildings in the wider area (including St. Helen's Bishopsgate Church (Grade I), Westminster Bank (Grade I) and Leadenhall Market (Grade II*)).

8 In transport terms Bishopsgate forms part of the Transport for London Road Network, and Camomile Street and Leadenhall Street (a short distance away) form part of the Strategic Road Network. Various London Underground services are available at Bank, Monument and Liverpool Street stations, all of which are within a five minute walk of the site. National Rail services are also

available at Liverpool Street, as well as Moorgate, Fenchurch Street and Cannon Street stations – which are all within a twelve minute walk (960 metres). Furthermore, Crossrail services are due to serve Liverpool Street station from 2018. There are 28 bus services available within a 640 metre radius of the site (an eight minute walk) and the closest cycle hire docking station is located at St. Mary Axe, approximately 150 metres away. Overall the site registers a public transport accessibility level of 6b, on a scale of 0 to 6b, where 6b denotes the most accessible locations in the capital.

Details of the proposal

9 This application seeks permission for an amended design of the scheme previously consented under reference 15/00764/FULEIA and the S73 application reference 16/00849/FULEIA that was considered by the Mayor at Stage 2 on 12 December 2016. It is proposed to construct a building with a gross internal floorspace of 196,599 sq.m. in total, to provide predominantly office accommodation with a restaurant/bar and public viewing gallery on the upper floors and small scale retail facilities at ground level.

10 In summary, this application seeks to make the following amendments to the previous consent:

- Amendments to the design of the top of the building including a reduction in height from 62 to 59 storeys (295m to 272m);
- the proposal would increase the amount of office floorspace by around 5,000 sq.m., whilst the restaurant and public viewing gallery would be redesigned and reoriented; and
- amendments to the basement configuration, building base design, wind mitigation and cycle parking made under the recent S73 application are also incorporated.

Case history

11 The site is subject to partly implemented planning permission (City Corporation reference 05/00546/FULEIA) for a high-rise office scheme known as 'The Pinnacle' (refer to GLA report PDU/0201/02). That permission allows for a building of 304.9 metres A.O.D. and was approved in December 2006. Following the approval of an amended scheme (06/01123/FULEIA) in November 2007, works commenced on site before ceasing in late 2011.

12 On 16 June 2016 a new high-rise office planning permission was granted at this site for application 15/00764/FULEIA. That permission (which was referred to the former Mayor) allowed for a building of 295 metres A.O.D. (refer to GLA report D&P/3704/02). This permission was subsequently amended through a Section 73 application (16/00849/FULEIA), which the Mayor considered at Stage 2 on 12 December 2016.

Strategic planning issues and relevant policies and guidance

13 The relevant issues and corresponding policies are as follows:

- Land use principle and mixed use *London Plan; Central Activities Zone SPG*
- Urban design and heritage *London Plan; Character & Context SPG; World Heritage Sites SPG*
- Transport and parking *London Plan; Crossrail SPG*

14 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the City of London Local Plan (2015), draft City Plan 2036

(issues and options stage) and the London Plan (Consolidated with Alterations since 2011). Also relevant is the National Planning Policy Framework and Technical Guide to the National Planning Policy Framework, as well as the City of London Corporation Planning Obligations SPD (2014).

Land use principle

15 The planning history establishes the principle of a high density office development at this site. More generally, London Plan policies 2.10 and 4.2 recognise the established long-term demand for office space in the CAZ, and strongly promote the renewal of office sites in this area in order to meet demand and support London's continued function as a World City. The proposed amendments seek to redesign the massing of the building to overcome technical issues concerning the relationship with the flight path into London City Airport. The proposed high density office scheme is strongly supported in strategic planning terms and the increase in office floorspace is welcomed.

Mixed use development

16 The office scheme includes a range of active commercial uses (including restaurant/bar, retail and publicly accessible viewing gallery). The amended application proposes a modest uplift in office floorspace compared to the previous planning permission. In order to support the vibrancy and vitality of the CAZ, London Plan policies 2.11 and 4.3 promote mixed use development, including housing. The London Plan approach (refer to London Plan paragraph 4.17) nevertheless allows a degree of flexibility with respect to the provision of residential use in the CAZ and Canary Wharf - in recognition of the fact that it may not always be suitable to provide housing in London's core office areas. It has been established through previous planning permissions that the characteristics of this scheme allow it to sustain a strategically important cluster of CAZ business activity.

17 In such cases the City Corporation's Planning Obligations SPD requires office development to make a financial contribution towards affordable housing off-site (this is usually invested in the City Corporation's affordable housing programmes beyond the City of London boundary). Accordingly the applicant proposes to make an affordable housing contribution as per the tariff within the City of London Corporation Planning Obligations SPD. For the S73 application considered by the Mayor at Stage 2 in December 2016, the total contribution was nearly £3,900,000. The final contribution will be confirmed by the City Corporation, and reported at the Mayor's decision making stage. Ultimately the contribution will be secured by way of Section 106 agreement.

Public viewing gallery

18 This application retains a public viewing gallery, although it has been redesigned and, whilst the overall floorspace is similar, the extent of double height space and the south-westerly aspect has been diminished. The reduction in the double height element of the space will impact on the quality and generosity of the viewing gallery and the re-orientation of the space will impact on the aspect and public enjoyment of views away from the other buildings in the City cluster. The amendments to the viewing gallery diminish the public benefits of the scheme and this is a concern. The applicant should amend the proposal to revert back to the previous viewing gallery configuration and the Council should secure its provision and full public access through the S106 agreement.

Urban design and heritage

19 The key design change compared to the previous S73 application scheme is to the massing and design of the top of the building. The previously approved stepped massing design has been amended to a squarer profile, albeit with animation in the facades retained through the faceted external treatment. The maximum height of the building has been reduced by 23 metres, although the removal of the stepped design and increase in height of the former shoulder elements means

that the overall mass has increased. The revised design results in a building that is less distinctive in form and not as complementary to the character of the City cluster and its appearance than the consented scheme, in the context of other landmarks, particularly the strategic views identified in the Mayor's London View Management Framework SPG. The building would retain some important aspects to the design, notably the approach taken to the base of the building that would relate well to surrounding smaller buildings and the subtle articulation of the top of the building arising from higher floor to ceiling heights and different uses (viewing gallery and restaurant). GLA officers would welcome further discussions with the applicant and the City Corporation to ensure that the massing of the top of the tower will continue to have a positive effect on the skyline.

Transport

20 The proposed changes do not result in a significant change to trip generation, and the design of the ground floor and basement levels is as per the recent S73 application. On that basis, and provided all transport related planning conditions and obligations are again secured on any consent granted pursuant to this application, there are no transport concerns with this amended proposal.

Local planning authority's position

21 The Corporation are broadly supportive of the proposed amendments, but have raised concerns regarding the redesign of the viewing gallery.

Legal considerations

22 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application and any connected application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

23 There are no financial considerations at this stage.

Conclusion

24 Having regard to the proposed amendments, London Plan policies on Central Activities Zone; mixed use development; urban design and historic environment; and transport are relevant to this application. The scheme is strongly supported in strategic planning terms, although the following issues require resolution prior to the application being referred back to the Mayor:

- **Public viewing gallery:** the applicant should address concerns over the design of the public viewing gallery. The provision of the gallery, including full public access, should be secured by S106 agreement, in accordance with London Plan Policy 7.7.

- **Urban design:** the applicant should ensure that the massing of the top of the tower will continue to have a positive effect on the skyline, in discussion with GLA and City Corporation officers, in accordance with London Plan Policy 7.7.

for further information, contact GLA Planning Unit (Development & Projects Team):
Colin Wilson, Senior Manager – Development & Projects
020 7983 4783 email colin.wilson@london.gov.uk
Sarah Considine, Strategic Planning Manager (Development Decisions)
020 7983 5751 email sarah.considine@london.gov.uk
Nick Ray, Senior Strategic Planner, case officer
020 7983 4178 email nick.ray@london.gov.uk

From: [REDACTED]
To: PLN - Comments
Cc: [REDACTED]
Subject: 16/01150/FULEIA - 22 Bishopsgate -HRP
Date: 21 December 2016 18:57:36
Attachments: [image003.png](#)

Dear Sirs,

16/01150/FULEIA – 22 Bishopsgate London EC2N 4BQ

Thank you for notifying Historic Royal Palaces about the amended planning application for 22 Bishopsgate, showing the proposed building as now comprising 3 basement floor, and a ground and 58 upper floors.

We note that the decrease in the number of floors currently consented results in a modest reduction in the overall height of some 20 metres. We welcome this in principle, but note that the stepped profile of the top of the consented scheme has been omitted and replaced by a completely flat top to the building. We consider that the flat top is a regrettable consequence of that reduction and we would prefer to see a more elegant profile to the top of the building. The effect that the profile of the amended scheme will have on the emerging 'silhouette' of the City's Eastern Cluster [increasing the differential in height between it and the now consented scheme for 1 Undershaft], is in our opinion unfortunate.

Historic Royal Palaces is of the view that this revised application emphasises the need for an agreed 3-D digital model for the Eastern Cluster, as proposed by the City, against which proposals can be assessed, to be developed as a matter of urgency.

Kind regards,

Natasha Downie

Natasha Downie (née Taylor)
Business Manager, Conservation & Learning
World Heritage Site Coordinator, HM Tower of London
Historic Royal Palaces



www.hrp.org.uk

[Facebook](#) | [Twitter](#) | [YouTube](#)



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



Date 13 December 2016
Ref: FOL05/459

Dear Ms Williams

RE: 22 Bishopsgate, City of London - Consultation ref. 16/01150/FULEIA

Thank you for the information sent regarding the above-mentioned site. After reviewing all the details submitted, The Royal Parks Agency continues to Object to the proposed height of the development and the proposals contained in this Planning Consultation.

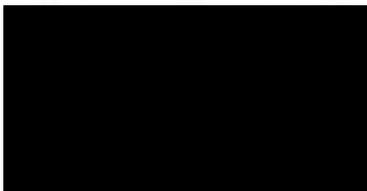
The excessive height of the new building and its impact upon strategic and general views from St James's Park and general views from Greenwich Park are of concern to us. The view from Blue bridge facing east is a protected view, and we also see impacts to views from The Mall near its junction with Marlborough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

We as an organisation adhere to the statutory spatial development strategy of the London Plan (2004) and through this, would deem the footprint to have an adverse impact on the views from the above mentioned Royal Parks. 150m AOD is the total height considered acceptable at this distance from the Park, with the revised height of this application measuring 122.32m over this, at 272.32m in total.

I would again point to previous objections and concerns raised in 2006 by the Royal Parks and additionally by ICOMOS (the International Council on Monuments and Sites) which spoke of the impact of the overshadowing cast by the development. Given the height of the development, we feel that these concerns continue to be valid 10 years on.

The Royal Parks also feel that the precedents set by other permitted high rise developments do not justify the massing of such visually intrusive superstructures.

Yours sincerely



Mathew Oakley
Estates Officer

PLANNING DECISION NOTICE

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



ISLINGTON

Development Management Service
Planning and Development Division
Environment & Regeneration Department
PO Box 3333
222 Upper Street
LONDON N1 1YA

Case Officer: Victor Grayson
T: 020 7527 6726
E: planning@islington.gov.uk

Issue Date: 06 December 2016
Application No: P2016/4776/OBS

(Please quote in all correspondence)

Dear Sir or Madam

TOWN AND COUNTRY PLANNING ACTS

BOROUGH COUNCIL'S DECISION: Observations to adjoining borough - comments

Notice is hereby given, in respect to the request for observation(s), of the above stated response of Islington Borough Council, the Local Planning Authority, in pursuance of its powers under the above mentioned Acts and Rules, Orders and Regulations made thereunder. The response relates to the application / development referred to below, at the location indicated.

The observations (if any) of the Borough Council are noted below.

Location:	22 Bishopsgate, London, EC2
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Application Type:	Observations to Adjoining Borough		
Date of Application:	01 December 2016	Application Received:	02 December 2016
Application Valid:	02 December 2016	Application Target:	23 December 2016

DEVELOPMENT:

Observations to the City of London in respect of the proposed construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis), hard and soft landscaping works, the provision of ancillary servicing and other works incidental to the development. (201,449sqm GEA).

OBSERVATIONS:

As previously, the main planning matters of relevance to Islington in relation to the proposed development are design and impacts upon heritage assets.

The proposed development would have a bland, bulky and inelegant appearance, and would not achieve the high quality of design that is essential for tall buildings. Due to its poor design, height and

prominence, the proposed development would substantially harm the setting of the Bunhill Fields and Finsbury Square Conservation Area, and heritage assets within it.

Certified that this document contains a true record of a decision of the Council

Yours faithfully



**KAREN SULLIVAN
SERVICE DIRECTOR - PLANNING AND DEVELOPMENT
AND PROPER OFFICER**

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

Date: 16 December 2016
Your ref: 16/01150/FULEIA
Our ref: GIBSONJW\303118-000002
Direct: +44 20 7919 0691
Email: [REDACTED]

By Email and Post

Dear Sirs

Planning Application ref: 16/01150/FULEIA, 22 Bishopsgate, London

We act for the Wardens and Society of the Mystery or Art of the Leather Sellers of the City of London.

We refer to the correspondence received by our client from the City of London Corporation dated 8 December 2016 confirming receipt of a full planning application for the following development:

"Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449sq.m. GEA)"

Our client objected to the original application carrying reference 16/0075/FULEIA by way of a letter to the Corporation dated 21 October 2015. Our client also objected to the amended scheme carrying reference 16/00849/FULEIA pursuant to a letter to the Corporation dated 6 October 2016.

Both letters raised serious concerns regarding the impact of the proposed development on the St Helen's Conservation Area and the setting of surrounding heritage assets. The letters also highlighted serious concerns regarding the daylight, sunlight, overshadowing and glare impacts of the proposed development as well as its negative impact on the surrounding public transport network.

We have now had an opportunity to review the content of the new planning application. We remain of the view that the development proposed as shown in the new planning application has the same significant adverse effects upon our client's interests as those identified in relation to the original planning application and amended scheme application. Furthermore, no satisfactory measures have been identified to mitigate such effects.

Accordingly, our client objects to the new planning application on the same grounds as the original planning application and the amended scheme application.

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ST HELEN'S
BISHOPSGATE

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

ACKNOWLEDGED

25 January 2017

Subject: Planning Application 16/01150/FULEIA

Dear Sonia

I am writing on behalf of the Parochial Church Council of St Helen Bishopsgate ("the PCC"). The PCC notes that a further planning application has been submitted for the 22 Bishopsgate construction site (reference 16/01150/FULEIA). The PCC do not wish to make any comments on or raise any objections to this revised scheme.

Yours Sincerely,

[REDACTED]
Mike Burden
Facilities Manager

E: m.burden@st-helens.org.uk
[REDACTED]

cc: Paul Hargreaves, Lipton Rogers Developments LLP (by email)

St Helen's Church Office
Great St Helen's
London
EC3A 6AT

020 7283 2231
[REDACTED]

www.st-helens.org.uk



ST HELEN BISHOPSGATE
with St Andrew Undershaft and
St Ethelburga Bishopsgate and
St Martin Outwich and St Mary Axe

1131501

Sehmi, Amrith

From: DBE - PLN Support
Subject: FW: 22 Bishopsgate Revised Application

From: Oliver Caroe
Sent: 13 February 2017 16:24
To: Williams, Sonia
Cc: Hampson, Annie; Richards, Gwyn
Subject: RE: 22 Bishopsgate Revised Application

Dear Sonia and Colleagues,

Thank you for consulting St Paul's Cathedral on the revised application for 22 Bishopsgate, which has been reviewed by Cathedral Chapter representatives. We have not had the opportunity to consult with Chapter entire, but I am authorised to respond on their behalf as follows:

Chapter's response is that St Paul's has *no objection* to the revised scheme.

There would not really be any substantive grounds for objection with respect to the Cathedral's immediate interests and concerns. However we are 'neighbours' to the 22 Bishopsgate tower, which will form a distinctive element of the City skyline, as viewed from the Cathedral and its environs. In this context we would therefore register some regret in the loss of the quietly confident, sculptural modelling of the previously consented scheme – which Chapter felt was both a successful and confident design solution, breaking the mould of other tower designs.

Whilst we do acknowledge some sympathy for the applicant and their architect in the technical challenge presented by a consented project which cannot be economically constructed due to CAA regulations, we also recognise that consequently there is a competition between the sufficient realisation of development floor area - meeting an economic imperative - and the design of the tower skyline and termination. In this instance, the desire (or need) for floor space appears to have won over earlier design aspirations, which Chapter agreed and acknowledged were of a high calibre.

Yours sincerely,

*Oliver Caroe; RIBA AABC
Surveyor to the Fabric of St Paul's Cathedral*



Office 5, Unit 8; 23–25 Gwydir Street; Cambridge CB1 2LG
Tel: . 01223 472237 Visit my [web site](#)