

<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	10 July 2018
<b>Subject:</b> 100, 106 & 107 Leadenhall Street London EC3A 3BP Demolition of the existing buildings and construction of a ground plus 56 storey building (263.4m AOD) for office use (Class B1) [102,043sq.m GEA], retail use (Class A1/A3/A4) [882sq.m GEA] at lower levels, a publicly accessible viewing gallery (Sui Generis) and after hours Restaurant/Bar (Sui Generis) [1,934sq.m GEA] at levels 55 and 56, new and improved Public Realm, ancillary basement cycle parking, servicing area and plant. [Total Scheme Area: 122,091sq.m GEA]	<b>Public</b>
<b>Ward:</b> Aldgate	<b>For Decision</b>
<b>Registered No:</b> 18/00152/FULEIA	<b>Registered on:</b> 16 February 2018
<b>Conservation Area:</b>	<b>Listed Building:</b> No

### Summary

The proposed development is for a tower comprising 56 storeys above ground (263.4m AOD) with 3 basements.

The building would provide offices, retail (ground floor), a publicly accessible viewing gallery (levels 55-56), and ancillary basement cycle parking, servicing and plant.

The gross floor area would be 122,091sq.m (GEA), comprising:

- 102,043sq.m offices,
- 996sq.m retail (Class A1-A3) (ground)
- 1,943sq.m public viewing gallery (sui generis) (levels 55-56)
- 17,232sq.m ancillary areas and plant

An Environmental Statement accompanies the scheme.

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

The public realm benefits include the creation of a new north/south route through the building linking Leadenhall Street and Bury Street and the creation of a route connecting Leadenhall Street to St Mary Axe providing an opportunity to reintroduce the Churchyard at the rear of St Andrew Undershaft Church, setting the building back from Leadenhall Street to create a new public realm in front of the main entrance of the building and the provision of a free public viewing gallery at levels 55 and 56. These public benefits are critical to the acceptability of this major development.

The Mayor of London supports the scheme in strategic planning terms.

Historic Royal Palaces has objected to the scheme on the grounds of its impact on the World Heritage Site.

St Pauls Cathedral has objected to the scheme on the grounds of its impact on the view of St Paul's Cathedral via Fleet Street and Ludgate Hill.

The Bevis Marks Synagogue has objected to the impact on the setting of the grade I listed Synagogue and the impact on daylight and sunlight received by the Synagogue and the adjoining Courtyard. A number of objections from the congregation of the Synagogue have been received raising the same concerns.

The Leathersellers' Company 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.

Representations have been received from nearby residents with regards to the impact on daylight and sunlight to their properties, the impacts from construction and additional servicing traffic and noise from the proposed restaurant/bar uses.

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 World Heritage Site has been assessed and is considered acceptable.

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

It is concluded that the proposal accords with the development plan as a whole, would preserve the setting of listed buildings and that it is acceptable subject to the imposition of conditions and to a Section 106 agreement and any necessary agreements under Section 278 of the Highways Act 1980 being entered into to address the matters set out in the report.

## **Recommendation**

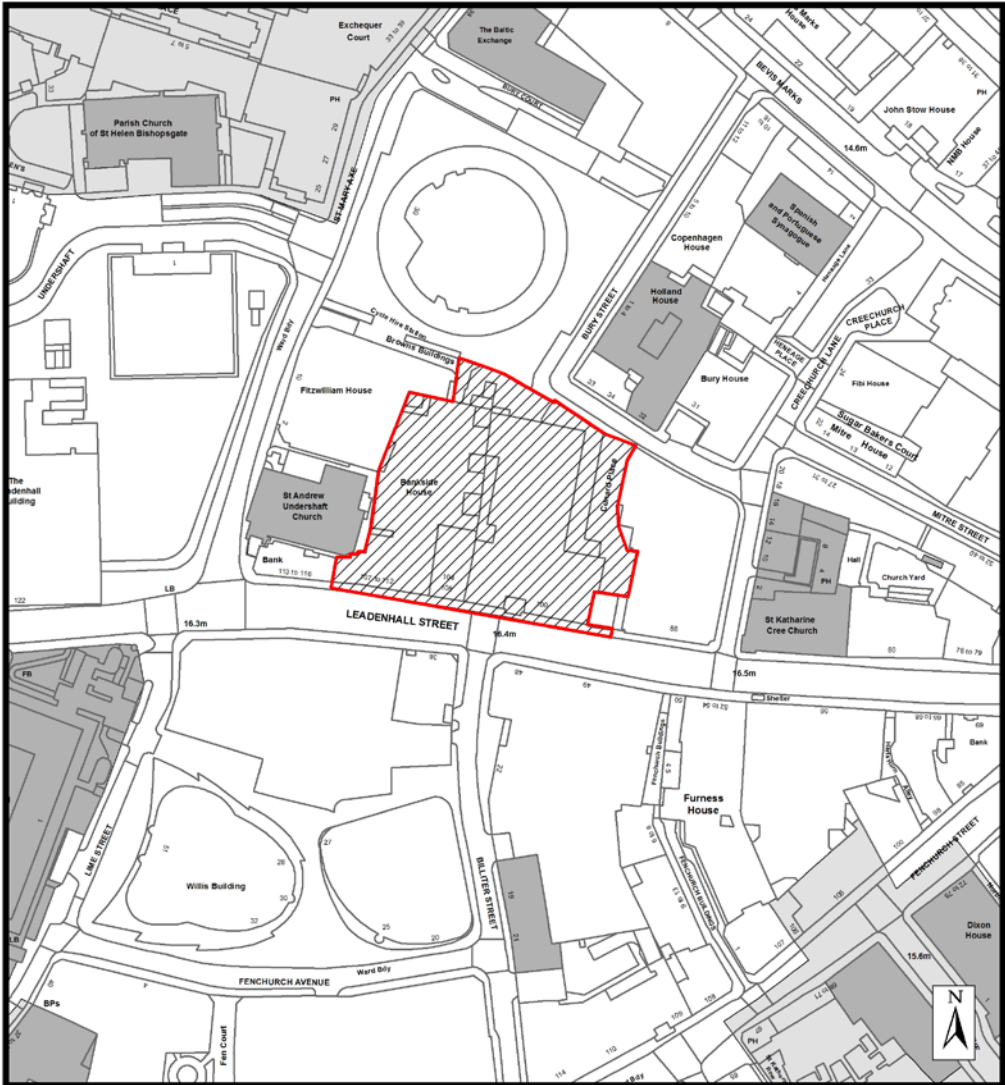
(1) That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

(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;

# Site Location Plan



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ADDRESS:  
100 Leadenhall Street

CASE No.  
18/00152/FULEIA

- CITY BOUNDARY
- ▨ SITE LOCATION
- LISTED BUILDINGS
- CONSERVATION AREA BOUNDARY



**CITY  
OF  
LONDON**

DEPARTMENT OF THE BUILT ENVIRONMENT



100 Leadenhall Street



107 Leadenhall Street



106 Leadenhall Street

## **Main Report**

### **Environmental Statement**

1. The application is for EIA development and is accompanied by an Environmental Statement (ES). The ES is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This is to ensure that the importance of the predicted effects and the scope for reducing them are properly understood by the public and the competent authority before it makes its decision.
2. The Local Planning Authority must take the Environmental Statement into consideration in reaching its decision as well as comments made by the consultation bodies and any representations from members of the public about environmental issues as required by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
3. The duties imposed by regulation 26 of the EIA Regulations require the local planning authority to undertake the following steps:
  - a. To examine the environmental information;
  - b. To reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to at (a) above, and where appropriate, their own supplementary examination;
  - c. To integrate that conclusion into the decision as to whether planning permission is to be granted; and
  - d. If planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures.
4. The local planning authority must not grant planning permission unless satisfied that the reasoned conclusion referred to at paragraph 3(b) above is up to date.

The draft statement attached to this report at Appendix A sets out the conclusions reached on the matters identified in regulation 26. It is the view of the officers that the reasoned conclusions set out in the statement are up to date.
5. 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.
6. The Environmental Statement is available in the Members' Room, along with the application, drawings, relevant policy documents and the representations received in respect of the application.

### **Site and Surroundings**

7. The proposal site comprises three buildings, 100, 106 and 107 Leadenhall Street. The site located on the northern side of Leadenhall Street, to the south of 30 St Mary Axe, to the east of St Andrew Undershaft Church, to the west of 88 Leadenhall Street and Cunard Place.

8. The existing buildings rise to nine storeys in height with additional basement levels across the three properties. These buildings are currently occupied by a mixture of office (Class B1), retail (Class A1-A3) and leisure uses (Class Sui Generis). The existing floorspace on the site is:
- Offices (Class B1) – 28,093sq.m (GEA)
  - Retail (Class A1-A3) – 1001sq.m (GEA)
  - Mixed Leisure (Class Sui Generis) – 1612sq.m (GEA)
9. The buildings on the site are not listed and the site is not within in a conservation Area. The site is adjacent to the Grade I listed St Andrew Undershaft Church and to the south of the Grade II listed Holland House, and to the west of St Katherine Cree.

### **Relevant Planning History**

#### **100 Leadenhall**

10. Planning permission was granted in January 1971 for the demolition of Leadenhall House and construction of a 7-storey office building including shops on the Leadenhall Street frontage and 3 residential units with car parking at basement level (CoL Ref: 4436K). It is understood that this is the permission, pursuant to which the building was erected. This followed a similar scheme, approved in September 1970, which did not include residential uses (CoL Ref: 4436J).
11. Planning permission was granted in May 1982 for change of use of one of the retail units (circa 90 sqm) to create an entrance hall serving the office use(s) on the site (CoL Ref: 4436Z).
12. Planning permission was granted in July 2000 for the comprehensive recladding of the front facade, along Leadenhall Street (CoL Ref: 4436AR).

#### **106 Leadenhall Street**

13. Planning permission was granted, albeit not implemented, in December 1990 for the demolition of the building and erection of a new office building (Ref: 3678B).
14. There have been some minor applications for alterations to the building as well as applications seeking to bring non-office uses to the building. This has included planning permission being granted in January 1996 for the change of use of lower levels from office (B1) to a wine bar/restaurant (A3) and/or shop (A1) (Ref: 3678G) and also in October 2006 for the change of use of some office floorspace at second floor level to provide flexible office / physiotherapy use for a temporary period of up to 5 years (Ref: 0600726/FULL).



### 107 Leadenhall Street ('Bankside House')

15. A number of applications have been made for changes of use primarily at lower levels (basement and ground floor). This has included planning permission being granted in June 1994 for a change of use of part of the basement and ground floor from offices (Class B1) to a wine bar (Class A3) (Ref: 1363AC); change from Class A2 space to a restaurant (Class A3) in August 1995 (Ref: 1363AF); and for the change of use from office (Class B1) to Class A3 use at basement level in May 2003 (Ref: 1363AU).
16. A change of use of the basement to a drinking establishment (Use Class A4) (Ref: 10/00343/FULL) was granted but this permission was not implemented. Planning permission was granted in December 2011, and later implemented, for a change of use of the basement from office (Use Class B1) to a gym (Use Class D2) (Ref: 11/00797/FULL).
17. Planning permission was granted in October 2015, and implemented, for the change of use of part of the ground floor and basement from office (Use Class B1) to a restaurant / drinking establishment / crazy-golf use (Sui Generis) and installation of a mezzanine floor (Ref: 15/00891/FULL).

### **Proposal**

18. The proposed development is for a tower comprising 56 storeys above ground (263.4m AOD/ 248.2m AGL) with 3 basements.
19. The building would provide offices, retail (ground), a publicly accessible viewing gallery (levels 55 and 56) and ancillary basement cycle parking, servicing and plant.
20. The gross floor area would be 122,091sq.m (GEA), comprising:
  - 102,043sq.m offices
  - 882sq.m retail (Class A1, A2, A3)
  - 1943sq.m public viewing gallery (sui generis) (levels 55 and 56)
  - 17,232sq.m ancillary areas and plant

### **Consultations**

21. A Statement of Community Involvement has been submitted with the application outlining the developer's engagement with the statutory authorities, other interest groups and with residents, building owners and occupiers in the surrounding area. A public exhibition was held at St Helen's Church, close to the site, on 17<sup>th</sup> and to 18<sup>th</sup> November 2017 attended by approximately 30 people.
22. A consultation website was launched on 2<sup>nd</sup> November 2017 ([www.100LeadenhallStreet.co.uk](http://www.100LeadenhallStreet.co.uk)), which presented full details of the proposed development and allowed people to submit comments and ask questions online. Since being live the website has attracted 542 users.

23. Following receipt of the application a further residents drop-in session was held at St Katherine Cree Church on 21<sup>st</sup> March, and five residents and a daylight and sunlight consultant appointed by the residents of 4-8 Creechurch Lane attended this session.
24. Following receipt of the planning application by the City the application has been advertised and widely consulted upon. Copies of all letters and e-mails making representations are attached.
25. The views of other City of London departments have been taken into account in the preparation of this scheme and some detailed matters are addressed by the proposed conditions and the Section 106 agreement. These include matters relating to environmental controls such as noise, fume extract and ventilation, controls during construction activities, and security matters.
26. Historic England have commented on the application and states that the redevelopment of this site for a tall building in the City's Eastern Cluster is not contentious in principle. Any harm caused to London's heritage by the existing Eastern Cluster will not be increased by the proposal, although views towards it from various points within London will change making the cluster appear potentially more prominent in the skyline.
27. Historic England refers the City of London to the formal pre-application advice provided to the applicant in 2017 and states that the proposals have not changed in any substantive way since this advice was issued, so the pre-application advice letter is valid for the current application.
28. Historic England state in their pre-application letter that in the view of St Paul's Cathedral from Fleet Street, the proposed tower is designed to angle away from the dome of the Cathedral, thus deferring to its prominence. The design of the tall building at No. 122 Leadenhall Street largely maintains the generous sky space between it and the Cathedral. Whilst the proposed development will be slightly visible beyond the current outline of No. 122 Leadenhall Street, the encroachment on the sky space is minimal and does not challenge the dominance of the Cathedral in this view. The pre-application letter also states that The London Advisory Committee of Historic England formally considered the proposal at their meeting on 29<sup>th</sup> June 2017.
29. In addition to the points made in the pre-application letter Historic England raise the following points: (1) should the City be minded to grant planning permission; the City of London are urged to ensure that local policies safeguard the view from Fleet Street towards St Paul's Cathedral from any future incursion; (2) ensure that the impact of the proposals on the Tower of London is in line with ICOMOS guidance.
30. The Ministry of Housing, Communities and Local Government has not responded.
31. A letter of objection has been received from the London Sephardi Trust raising concerns that the development will have unacceptable impacts on the setting of the Grade I listed Bevis Marks Synagogue and the daylight and sunlight received to the adjoining Courtyard.

32. The London Sephardi Trust raise concerns that the only assessment of impact on the heritage significance of the Synagogue is based from the rear entrance to the Synagogue on Heneage Lane and the objector suggests that this is an error by the applicants as the heritage significance of the setting of the Synagogue is largely experienced from completely different locations in the Synagogue Courtyard. Concerns are raised that the new building would loom in the background to the Synagogue's historic setting. It is requested that the applicants carry out and submit a proper assessment of the impact on the Synagogue's setting and significance from the Courtyard locations.
33. The overshadowing assessment submitted with the application shows that in Spring, Summer and Autumn, the proposed building would cast a shadow over all or part of the Synagogue and courtyard between 2pm and 4pm. Objections are raised to the overshadowing on the grounds that: (1) it will impact on the interior of the Synagogue and (2) the reduction in natural light will reduce the attractiveness of the Courtyard.
34. Concerns are raised that the application does not include an assessment of the impact of the reduction in natural light on the Synagogue and courtyard. It is requested that the applicants carry out and submit such an assessment.
35. In response to the concerns raised by the Sephardi Trust, the applicants have submitted supplementary information on the historic significance of the Synagogue and its setting and a supplementary note in relation to the Daylight, Sunlight and Overshadowing to address the concerns raised.
36. In response to the supplementary information provided by the applicants, the London Sephardi Trust have submitted a further representation letter on 12 June 2018 (this includes a letter prepared by Caroe Architecture responding to the supplementary information on the historic significance of the Synagogue).
37. With regards to the heritage impact, the response letter states that the Sephardi Trust maintains its objections on the grounds that the proposed development would harm the historic significance of the Grade I listed Synagogue and its setting and that they do not concur with the applicants' conclusion that the historic significance of the Synagogue would not be harmed by the proposed development. These issues are addressed in the 'Impact on significance and setting of listed buildings' part of the report at paragraphs 198-241.
38. With regards to overshadowing, the supplementary daylight, sunlight and overshadowing assessment now provides an assessment of the reduction in natural light to the Synagogue and courtyard that would be caused by the scheme. The response letter states that the Synagogue have had the supplementary daylight and sunlight information reviewed by their own independent consultant and they do not take issue with the GIA's calculations in relation to BRE guidelines. The Caroe report refers to the effects of the overshadowing and reduced light levels on the character and experience of being in the Synagogue along with the reduced amenity and atmospheric qualities of the Synagogue, courtyard and Annex building. The Sephardi Trust remain concerned that the development would remove

direct sunlight and would reduce light levels that have been part of the Synagogue/Courtyard experience for over 300 years. These issues are addressed in the Daylight and Sunlight section of the report.

39. The applicants provided a further response to the Sephardi Trust and the Sephardi Trust state that they are continuing discussions with the applicants to see if they can assist in providing measures that would mitigate the alleged harm the development would cause to the heritage significance and amenities of the Synagogue and courtyard.
40. An objection has been received from Tavor Holdings Ltd on behalf of Valiant House (4 Heneage Lane) raising concerns that the proposed development would have adverse impacts on the light levels and associated amenity currently enjoyed by Valiant House, which is located north of the application site. Concerns are raised with specific reference to the overshadowing assessment submitted with the application which shows that in Spring, Summer and Autumn, the proposed building would cast a shadow over all or part of the Synagogue and courtyard between 2pm and 4pm and this would have an impact on office workers. The objector states that the cumulative impact of tall buildings should be taken into account of all the schemes which have been consented.
41. A letter of objection has been received from The Wardens and Society of the Mystery or Art of the Leathersellers'. Concerns are raised about the Impact of the proposed development on the St Helen's Place Conservation Area and the setting of nearby heritage sites and listed buildings by virtue of its height and form and the increasing perception of the conservation area being hemmed in by tall buildings. The submitted Townscape Visual Impact Assessment appears to underplay the impact of the proposed development on the setting of the Tower of London, St Paul's Cathedral, Tower Bridge, St Andrew Undershaft Church, Leadenhall Market and Leadenhall Conservation Area. Concerns are raised that the proposed development risks diluting the special architectural qualities of the City's characteristic network of streets and alleyways.
42. The Leathersellers' raise concerns about the impact on the Daylight to one window at 33 Great St Helens which is not expected to meet the BRE guidelines. Furthermore, there are concerns about cumulative impact on the daylight to 33 Great St Helens. The objection letter states that they are yet to conclude its impact on daylight and reserves its position in relation to these issues. The objector also raises concerns about the impact of the increased pressure on Public Transport as well as the impact on the pedestrian and road network as a result of the increase in the number of workers and suggests that the Environmental Statement understates the impacts on traffic levels which the construction of the proposed development will have.  
The letter states that the Environmental Statement does not consider the impacts of the proposed development on waste and recycling facilities.
43. The Environment Agency have no comments to make as there are no environmental constraints that fall under their remit.
44. The Port of London Authority has no comment to make in response to this submission.

45. Natural England has no comments to make on this application and that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes.
46. Thames Water has recommended a number of conditions and informatives to be attached to the planning permission if approved.
47. London Heathrow Airport have assessed the application against the safeguarding criteria and can confirm that they have no safeguarding objections to the proposed development. Heathrow Airport advises that given the nature of the development it is possible that a crane may be required during its construction and draws the applicants attention to the requirement within the British Standard Code of Practice for the safe use of crane and for crane operators to consult the aerodrome before erecting a crane.
48. London City Airport have assessed the application and has no safeguarding objection to the building's completed structure. London City Airport requests to be consulted and allowed to comment on the construction methodology and crane plan when this information has been provided to the City.
49. Assessment by the National Air Traffic Services (NATS) indicates that the proposed development has been deemed to be acceptable and no mitigation is required. NATS has no concerns around the impact of cranes on its infrastructure. However, it recommends engagement with London City Airport and advises that an impact on airspace may exist for cranes above 300m AOD, in which case liaison with the Civil Aviation Authority is advised.
50. The London Borough of Hackney advises it has no objection.
51. Royal Borough of Greenwich advises it has no objection.
52. The London Borough of Lambeth advises it has no objection.
53. The London Borough of Tower Hamlets advises they do not wish to comment on this application.
54. The City of London Police have commented that they have reviewed the public realm amendments covering Hostile Vehicle Mitigation and public access and are happy with the proposals and have no issues.
55. Transport for London (TfL) has provided comments specifically addressing the transportation aspects of the scheme. TfL comments on access and public realm, cycling, trip generation, walking, servicing and freight, construction, Travel Plan and Planning Obligations and Section 278 works. TfL acknowledges and supports that the public realm around the site will increase by approximately 1000sq.m and permeability and pedestrian connectivity will improve both in and around the site and within the wider Eastern Cluster.  
TfL is satisfied the number of long stay cycle parking spaces would meet London Plan requirements and the provision of long stay cycle parking spaces should be secured by condition.  
TfL accepts that 25% of short stay cycle parking spaces would be provided and that they would be located in the basement. Whilst this is not preferable, TfL accept that due to the need for increased pedestrian

circulation at ground floor level and the unique characteristics of the local context, this is acceptable, and the provision of short stay cycle parking spaces should be secured by condition.

TfL is satisfied that London's strategic walking, cycling, public transport and highways networks are likely to be able to cope with the new demand generated by the proposed development.

TfL have reviewed the Pedestrian Comfort Level (PCL) analysis supplied in the Transport Assessment which shows baseline levels of local pedestrian congestion, compared to a future baseline. Increasing the public realm around the site with the creation of the new north-south route through the building and setting the building back from Leadenhall Street would result in a minimum Pedestrian Comfort Level score of B- on all adjacent footways around the site and this would be acceptable.

TfL suggest seeking S278 funds for cycling improvements along Bury Street, in particular the potential for widening and segregating the contraflow lane.

TfL strongly supports the proposal for delivery consolidation. It advises that the draft servicing, delivery management and construction management and, logistics approaches should be secured in detail through a condition.

TfL seeks a S106 contribution towards future provision of cycle hire in the vicinity given the size of the scheme and for a proportion of CIL to be allocated towards London Underground mitigation. S106 considerations are addressed in the Planning Obligations and Community Infrastructure Levy section of this report.

56. The Greater London Authority (GLA) have commented on the application and the Mayor supports the proposed development. It would respond to established demand for office space within the CAZ, and support London's continuing function as a World City. The proposed development is considered to be in an appropriate location for a tall building, and the high architectural quality proposed is fitting for a development of this scale. Further detail is requested regarding the elevational treatment of the lower floors and public connections around the site. The applicant has provided this additional information and the GLA have considered this additional information acceptable.

The Mayor does not consider that the development would compromise the ability to appreciate the Outstanding Universal Value of World Heritage Sites and would cause not harm to the historic environment.

The GLA requests the applicant explores the potential for connection to the City 2 district heat network. Additional information relating to the light transmittance of the proposed glazing, the use of two plant rooms as opposed to one and the full 'be lean' and 'be green' BRUKL sheets must be submitted. This further information has been submitted by the applicant and the GLA have considered this additional information to be acceptable.

The GLA recommends conditions and section 106 obligations to secure the following; formal consultation of TfL on the Section 278 agreement; post-occupation trip generation monitoring contribution; Crossrail

contribution; cycling improvements contribution; legible London signage contribution; Cycle Hire contribution; public realm access; restrictions to delivery and servicing times; 24-hour access to blue badge parking; details of cycle parking; travel plan; delivery and servicing plan; and construction and logistics plan.

57. Historic Royal Palaces (HRP) objects to the planning application. HRP considers that the proposed development is likely to have a significant effect on the setting of the adjacent Tower of London World Heritage Site (WHS).

In reviewing the Heritage Impact Assessment (HIA) HRP does not consider that the proposed development 'would consolidate the shape of the Eastern Cluster' in a manner appropriate to its relationship to the Tower but would create a vertical wall on the eastern edge of the Cluster and the building's assertive form would have an overbearing effect on the setting of the WHS.

HRP does not consider that the dominance of the White Tower will be maintained and considers that the relationship with the World Heritage Site changes to one of increased visual dominance and confrontation by the Cluster.

HRP analysed London Views Management Framework 2012 view 10A.1 (Tower Bridge/North Bastion). HRP agrees with the HIA assessment of the magnitude of change in this view as very major; but disagrees with the assessment of the significance of the likely cumulative effect as 'major, beneficial'. HRP are of the opinion that the outcome would be 'very major adverse' rather than beneficial.

HRP analysed London Views Management Framework 2012 view 25A.1-3 (from the Queen's Walk) HRP agrees with the HIA assessment of the magnitude of change in this view as major in these three views, but strongly disagrees with the assessment of the significance of likely cumulative effect as beneficial. HRP are of the opinion that the effect would be extremely visually intrusive and 'major adverse'.

HRP does not agree with the concluding statement of the HIA that 'The likely long-term significant effects of the completed proposed development on the setting of the Tower of London WHS would be 'major, neutral', with 'negligible' effect on the elements of setting that contribute to the relevant attributes of 'OUV' [Outstanding Universal Value]. HRP consider that the long term significant effects would not be 'negligible' but 'major' and 'adverse'

HRP believe that if the proposed development proceeds, its cumulative effect could put the WHS status at risk and asks the City Corporation to refuse the application in its current form.

58. The Surveyor to the Fabric of St Pauls Cathedral objects to the application which centres on the impact on the view of St Paul's Cathedral via Fleet Street and Ludgate Hill. The Surveyor states that the applicant has not adequately researched, understood and stated the significance of this view and considers that the application should not therefore be determined without this research, which should be subject to public consultation.

The Surveyor objects to the continuing encroachment on the sky-space around the dome of the cathedral and states that it should not be eroded further, because the absolute limit of harm was set by 122 Leadenhall (the Cheesegrater). It is not acceptable to further chisel-away at the setting of the Cathedral dome.

The Surveyor suggests that there has been insufficient examination by the applicant of the history and terms of the debate that led to the "Cheesegrater line. The Surveyor argues that because there is now an approved application for 6-8 Bishopsgate for a scheme that marginally breaks the '122 Leadenhall line', it is not a justification for another building which further harms the view.

59. The City's assessment of the impact on St Paul's Cathedral and the Tower of London is outlined at paragraphs 158-170 and 174-185 of this report.
60. A letter of objection has been received by Meron Holdings Ltd (on behalf of 18 Bevis Marks) raising concerns about the potentially adverse impacts of the proposed development on the light levels and associated amenity currently enjoyed in John Stow House. Of particular concern are the results of the Overshadowing Assessment which states that in spring, summer and autumn, the proposed building would cast a shadow over all or part of John Stow House.
61. Comments have been received from Anstey Horne (Daylight and Sunlight consultants) who have been appointed by residents of 4-8 Creechurch Lane to advise them on the impact of the proposed development on light. Residents of 4-8 Creechurch are concerned that various consented schemes are damaging their light and the Proposed Development could make a further material difference.
62. The consultant raises concerns that the submitted Daylight and Sunlight Report undertaken by GIA does not include the plans showing the daylight distribution results but provides numeric data only and has requested these plans are provided.
63. The consultant requested that a third assessment which builds in all of the consented schemes (including those commenced) into a notional existing condition and then separates out 100 Leadenhall Street as the proposed condition, to understand the extra impact of 100 Leadenhall Street.
64. In response to the concerns raised by Anstey Horne on behalf of the residents of 4-8 Creechurch Lane, the applicants have submitted supplementary daylight and sunlight information (which includes a third assessment building in all of the consented schemes (including those commenced) into a notional existing condition and then separates out the proposed development). These issues are addressed in the Daylight and Sunlight section of the report.
65. A representation has been received from the PCC of St Helen Bishopsgate, which is responsible for both St Helen Bishopsgate and St Andrew Undershaft Church raising three principal issues; impact of the wind changes on the physical fabric of St Andrew Undershaft and St Helen Bishopsgate, noise from the site during demolition and construction, and use of the new 'pocket park' open space to the east of St Andrew Undershaft.



With regards to wind, concerns are raised that the rate of erosion to the stonework has increased in recent years due to changes in wind speeds and wind directions as a result of new high rise buildings that have been constructed in the vicinity of the church. The PCC of St Helen Bishopsgate have requested that the applicant commission a separate wind study to assess the impact of the external pressures acting on the church buildings and the applicants have commissioned this study. The PCC of St Helen comment that they are awaiting the outcome of the study and if the study shows no significant impact on either of the two church buildings then their concerns will be resolved.

With regards to noise, concerns are raised that noise during demolition and construction would disrupt St Andrew Undershaft Church. The applicants have agreed to enclose the windows on the Church's east elevation and selected windows on the north and south elevation in order to provide mitigation during the works. These would be in the form of internal window boxing. The Church therefore has no concerns about the operational noise levels from the development.

With regards to the open space to the east of the Church, the PCC requests that the following points are addressed in any planning conditions of S106 obligations in a section 106 agreement;

- hours of public access to the open space to be open between 0600 – 2100 hours
- applicants to consult with the PCC with regards to the detailed design of the open space including hard and soft landscaping, street furniture, lighting, drainage and related construction details
- restrictions on the use of the open space – through a management regime in place to control the retail uses and associated tables and chairs
- arrangements to manage and maintain the open space, the routes through it including security cleansing insurance etc.

All the matters raised by the PCC of St Helens Bishopsgate (including securing the necessary consents and permission of the internal window boxing) will be covered within a separate neighbourly agreement between the applicants and the PCC of St Helen's Bishopsgate. Conditions are also recommended by the City of London to mitigate the impacts on neighbouring occupiers from construction noise and disturbance.

66. A letter of objection was received from the Georgian Group raising concerns about the impact of the Proposed Development on the Bevis Marks Synagogue and the courtyard. The Group consider that the courtyard surrounding Bevis Marks synagogue forms an extension to the synagogue itself and the impact of 100 Leadenhall, and the consented schemes of 1 Undershaft and 40 Leadenhall, would represent a significant increase in the visual intrusion of substantial modern buildings from within the courtyard, especially from the perspective of the access to the courtyard from Bevis Marks.

The Group assert that the visibility of 100 Leadenhall would compromise the setting of Bevis Marks Synagogue, and would have a negative impact

on views from within the courtyard and on the character and experience of the space. The Group state that given the essential relationship between the courtyard and Synagogue, this would cause harm to the significance of the Grade I-listed building. This harm, to a heritage asset, has not been sufficiently acknowledged by the applicant, and is therefore not adequately balanced against the benefits of the scheme, as outlined in paragraph 134 of the National Planning Policy Framework.

67. A total of 63 representations have been received regarding the impact on the Bevis Marks Synagogue and 11 representations have been received raising other planning issues such as the impact on daylight to neighbouring residential properties and the Bevis Mark Synagogue, impact on the heritage assets including nearby listed buildings and conservation areas, noise and disturbance as a result of the proposed development. The objections and the responses to these issues are summarised in the table below:

Representations Received	Number of Responses	Response
The proposed building is too large and objects to the proposed development	3	Addressed in paragraphs 119-128
Object to the demolition of the existing building as they are buildings of relative historic merit and they should be retained	3	Addressed in paragraphs 250-255
Building detracts from the character of the area/detracts from nearby Conservation Areas (including Bank and Lloyds Avenue)	4	Addressed in paragraphs 242-249
Detracts from the Setting of the Synagogue	17	Addressed in paragraphs 210-214
Detracts from the Setting of nearby listed buildings	2	Addressed in paragraphs 197-241
Impacts on local and strategic views	1	Addressed in paragraphs 129-197
Proposed tower impacts on the views of Tower of London	2	Addressed in paragraphs 174-185

Building obscures views from public viewing galleries	2	Addressed in paragraphs 171-173
Poor Relationship with the surrounding buildings and public realm	1	Addressed in paragraphs 119-128
Loss of daylight in nearby flats in Creechurch Lane	2	The applicants provided further information and is addressed in paragraphs 351-366
Impact on the Synagogue/Loss of natural light to the Synagogue and the Courtyard	56	The applicants provided further information and is addressed in paragraphs 369-374
The Application does not appear to include an assessment of the impact of the reduction in natural light on the Synagogue and courtyard	4	The applicants provided further information and is addressed in paragraphs 369-374
Applicants have not properly assessed the impact on the historic setting of the Bevis Marks Synagogue	4	The applicants provided further information and is addressed in paragraphs 210-214
Light Pollution	2	Addressed in paragraphs 417-421
Impacts on nearby residents from construction of the proposed development.	2	Addressed in paragraphs 441-447 and conditions 2,6,7 and 14
Security implications to the Synagogue and its worshipers	3	The City of London Police have reviewed the scheme and have no concerns regarding security. Addressed in paragraph 298-301
There is a surplus of office buildings in the area	2	Addressed in paragraphs 79-93
This area is already overpopulated	2	Addressed in paragraphs 99-104 and 280-291
Noise Pollution	2	Addressed in paragraphs 441-447 and conditions 2,6,7,14,21,29,30,31,33,34 and 48

Impacts on nearby residents from additional servicing traffic	1	Addressed in paragraphs 264-273 and the S106 agreement
Noise and disturbance from the proposed restaurants and bars	1	Addressed in conditions 21,29,30,31,33,34 and 48

### **Policy Context**

68. The development plan consists of the London Plan and the Local Plan.
69. The Mayor of London has prepared a draft new London Plan which is a material consideration to be taken into account. The London Plan, draft London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix B to this report. Relatively little weight should be afforded to the Draft London Plan as it is at an early stage prior to adoption.
70. There is relevant supplementary planning guidance in respect of the City of London's protected Views SPD of January 2012, Tower of London World Heritage Site Management Plan (2002), Tower of London Local Settings Study August 2010, Historic England Planning Advice Note 3, the Setting of Heritage Assets and Note 4, Tall Buildings, Fleet Street Conservation Area SPD, Historic England's Guidance 'Protection and Management of World Heritage Sites in England' and the Planning Obligations SPD. 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.
71. Government Guidance is contained in the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG). A draft revised NPPF and draft revised PPG were published for consultation in March 2018.

### **Considerations**

72. The Corporation, in determining the planning application has the following main statutory duties to perform:  
 To have regard to the provisions of the development plan, so far as material to the application, to any local finance considerations, so far as material to the application, and to any other material considerations (Section 70 Town & Country Planning Act 1990);  
 To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004);  
 For development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses

(S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990). When, as in this case, harm is caused to the significance of a listed building by reason of development within its setting, considerable importance and weight should be given to the desirability of preserving the setting of the listed building/s when carrying out the exercise of balancing public benefits and harm to significance.

73. The NPPF states at paragraph 2 that:  
Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
74. Paragraph 14 states 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...”
75. It states at paragraph 7 that sustainable development has an economic, social and environmental role.
76. Paragraph 131 of the NPPF advises, in determining planning applications, local planning authorities should take account of:
  - the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
  - the positive contribution that conservation of heritage assets can make to sustainable development;
  - communities including their economic vitality; and
  - the desirability of new development making a positive contribution to local character and distinctiveness.”
77. In considering the planning application before you, account must be taken of the environmental information including the Environmental Statement, the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
78. The Environmental Statement is available in the Members’ Room, along with the application, drawings and the representations received in respect of the application.
79. The principal issues in considering this application are:
  - The extent to which the proposals comply with Government policy advice (NPPF).
  - The extent to which the proposals comply with the relevant policies of the London Plan and the Local Plan.
  - The impact of the proposals on neighbouring residential occupiers.
  - The impact of the proposals on heritage assets, including a world heritage site

- The impact on nearby buildings and spaces, including daylight/sunlight and amenity.
- The impact on pedestrian and vehicle movement

### Economic Development

80. 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.
81. 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.
82. London's status as a world city is founded to a substantial degree on its concentration of international service activities and, most noticeably, by the clustering of financial and business services in the City of London.
83. The City is the home of many of the world's leading markets. It has world class banking, insurance and maritime industries supported by world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and in recognition that physical proximity to business customers and rivals can still provide a significant competitive advantage.
84. The City's dense Financial Services (FS) business cluster allows firms to benefit from access to a large pool of specialist labour, skilled workers, and support services (accounting, legal services, actuarial etc), as well as supporting demand in those businesses.
85. In 2016 the FS Industry provided 182,000 FS jobs in the City with 60,000 of these being in Banking. Large FS firms in the City employ 75% of workers in the financial services sector compared to 25% in SMEs.
86. The City Supply Chains research, based on its important cluster of SMEs found that 63% of firms in the City buy from other firms within the City. Whilst a similar proportion (68%) sold to other firms in the City, highlighting the importance of those local trade relationships and the importance of the presence of large FS firms for other City firms and SMEs.
87. Some of the key reasons given for purchasing within the City included the proximity of businesses, speed of delivery and the expertise and reputation of the firms found in the concentrated industry clusters around the business district. The effect of sales to other City firms by SMEs surveyed showed that more than one third of SME respondents' sales to

City firms accounting for more than half of their annual trading income. (City of London and Bone Wells Urbecon, 2013, <https://www.cityoflondon.gov.uk/business/economic-research-and-information/research-publications/Pages/City-SME-supply-chains-.aspx>)

88. The importance that is attached to the maintenance and enhancement of the City's role as one of the world's leading financial and business centres is reflected in the policies of the London Plan and Local Plan.
89. 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.
90. The London Plan projects future employment growth across London, projecting an increase in City employment of 151,000 between 2011 and 2036, a growth of 35.6%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.
91. Strategic Objective 1 in the City of London Local Plan is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. Local Plan Policy DM1.2 encourages the provision of large office schemes.
92. The scheme meets the aims of policy CS1 in delivering a significant growth in both office floorspace and employment. The current application provides for an additional increase in floorspace and employment in line with the requirements of the Local Plan. The proposed development would result in an additional 72,607sq.m (GIA) of Class B1 office floorspace consolidating the nationally significant cluster of economic activity in the City and contributing to its attractiveness as a world leading international financial and business centre. This amount of floorspace would contribute towards meeting the aims of the London Plan for the CAZ and deliver approximately 6.3% of the additional office floorspace sought in Local Plan policy CS1.
93. Using the London Plan's assumed density of one person per 12sq.m Net Internal Area (NIA) the number of office workers in the new building could be 6,312.
94. The proposed development includes large uniform floor plates maximising internal usable areas and addressing the needs of international business in accordance with Local Plan policy DM1.2 and could provide flexible floor space for a variety of occupiers.

## **Retail Provision**

95. The site is not within a designated Principal Shopping Centre (PSC) or Retail Link as defined in Local Plan policy DM 20.1, however, Leadenhall Market PSC is located close by to the south-west of the site. The existing retail provision within the site comprises 913sq.m (GIA). A total of 811sq.m (GIA) of flexible retail floorspace (Class A1/A3/A4) is proposed across the four units on the east and west sides of the development. However, there is the potential to increase this with an additional 185sq.m to the mezzanine level (subject to an interior fit out) creating total retail floorspace (996sq.m GIA).
96. Two of the retail units would be in two separate buildings on the south side of the development fronting Leadenhall Street which has high footfall. The other two units would be located within the main part of the tower on the west and east sides.
97. The retail units would be serviced from the main servicing bay at basement level 2.
98. It is intended for levels 55 and 56 to become a restaurant/bar (Class A3/A4) outside of public viewing gallery hours. This would provide 1,855sq.m (GIA) of additional retail floorspace.
99. At ground floor level, there could be a minor net loss of retail floorspace, the supporting text of Local Plan Policy DM 20.3 states that when considering the loss of retail floorspace particular consideration will be given to the contribution that the individual retail units make to the locality having regard to the size of a unit and the length of its frontage as well as the location of the unit within the identified frontage. The length of the frontages of the proposed retail units are considered to be generous and two of the retail units would have multiple frontages (which front onto the new pedestrian routes through the building and Leadenhall Street) both of which would help to activate and enliven the public realm at street level. With the use of levels 55 and 56 as restaurant/bar (Class A3/A4), outside the public viewing gallery hours, the scheme would comprise an additional 1,855sq.m (GIA) of retail floorspace and the scheme is considered to comply with Local Plan policy DM 20.3

## **Public Realm**

100. A series of new public routes and public realm spaces are proposed at ground floor level which will increase permeability through the Site and would help support the enhanced activity across the site. The proposals would result in a 1,050sq.m increase in publicly accessible space across the site and would be secured via a section 106 obligation.
101. A new north-south route with active retail frontages would be created linking Leadenhall Street and Bury Street. A new linear pedestrian route,



activated with retail units, would be created opening up at Cunard Place which will increase the porosity through the site. This route would remain accessible 24 hours a day (requiring 1 day out of 365 day closure).

102. An historic route off Leadenhall Street connecting to St Mary Axe would be created, providing an opportunity to reintroduce the Churchyard at the rear of St Andrew Undershaft. The Churchyard would be enhanced, and the rear facade of the Church and its stained glass windows would be revealed. This route is proposed to be open between 0600 and 2100 throughout the year.
103. The main building would be set back from Leadenhall Street and a new public realm would be created in front of the main entrance of the building. This space would incorporate seating with raised planters to encourage pedestrians to use the space and encourage pedestrian movement through the site.
104. The Bury Street frontage would replace an existing service yard and new hard landscaping and set steps are proposed to deal with the level changes to help integrate the site within its surrounding area and provide a seamless experience for pedestrians around the site. This area outside the Bury Street frontage would be referred to as the North Plaza and there are aspirations to extend the plaza to 30 St Mary Axe.
105. At the north east corner of the building raised reinforced planters and bollards are proposed to guide pedestrians along Cunard Place towards Bury Street, demarcating the area where vehicles will access the lifts. A logistics office and a banksman would be stationed at street level overseeing incoming and outgoing traffic to manage any pedestrian conflicts.

### **Public Viewing Gallery**

106. A significant contribution towards the public benefit would be the provision of a public viewing gallery at levels 55 and 56 of the building which would be accessible at no charge. The viewing gallery would provide 1,855sq.m (GIA) of floorspace and would provide 360 degree panoramic views across London.
107. Access would be from the ground floor via a dedicated vestibule for viewing gallery visitors, including a sheltered security and queuing space. This access would be created off the proposed new public route through the site.
108. Two dedicated express lifts would travel between the ground floor and terminate at level 56. For visitors leaving the viewing gallery, the lifts would discharge at ground floor level within the dedicated viewing gallery vestibule; exiting the building onto the proposed new public route through the site.
109. The proposed opening hours of the viewing gallery would be 10.00 to 18.00 hours Monday to Sunday including Bank Holidays (and closed on Christmas Day, Boxing Day and New Year's Day). 7 closure days per calendar year would be permitted. Access would be permitted to a maximum of 360 members of the public at any one time during the opening hours.

110. The provision of a free public viewing gallery would accord with London Plan policy 7.7 and is regarded as an essential element of the proposed development. Given the building's significant impact on its environs, the provision of freely accessible public realm space at the top of the building is a necessary public benefit. The gallery would improve the accessibility and inclusivity of the building for members of the public and deliver a new space and unique vantage point for London's residents, workers and visitors.
111. It is proposed to use the spaces at level 55 and 56 for a bar/restaurant outside of public viewing gallery hours to ensure the full utilisation of this space.
112. 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, and visitor management are reserved for future approval to ensure an inclusive space for the public.

### **Private Amenity Space**

113. Two open podium terraces are proposed at level 4 on the east and west side of building providing private amenity space accessible by the tenants of the building. The terraces would be beneficial for the office workers as it would provide access to outdoor space and would contribute to improving the health and wellbeing of occupants. Details of design and landscaping of the outdoor terraces would be secured by condition. A condition is recommended to restrict the hours of use to minimise any disruption to nearby occupiers.

### **Height and Bulk**

114. The tower is located on the eastern side of the Eastern Cluster. 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 a new tower at this location in the eastern part of the cluster is acceptable in broad policy terms in particular Local Plan Policy CS7, CS14 and London Plan Policy 7.7.
115. The proposed tower would rise to 263.4m and would be the third tallest tower 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: 305.9m
  - 22 Bishopsgate: 294.94m
  - 122 Leadenhall Street: 239.40m
  - 110 Bishopsgate (former Heron Tower): 217.80m
  - 52-54 Lime Street: 206.50m

- Tower 42: 199.60m
  - 30 St Mary Axe: 195m
  - 6-8 Bishopsgate: 185.10m
  - 1 Leadenhall Street: 182.7m
  - 100 Bishopsgate: 184m
  - 40 Leadenhall Street: 170m
  - Leadenhall Street: 165m
  - 150 Bishopsgate: 151m
  - Willis Building / 51 Lime Street: 138m
  - 99 Bishopsgate: 118m
116. The proposed tower would have a significant and far reaching impact on London wide views as well a substantial impact on local townscape views.
117. A tower would appear within the visual centre of the cluster of towers in some key views such as from Waterloo Bridge. In these views the cluster (both in terms of existing and consented towers) rises up from St Paul's Cathedral to the approved Undershaft tower before dropping down in height towards the south. In these views, the tower will mediate between the height of Undershaft tower (the apex of the cluster) and the Scalpel to consolidate the cluster's profile.
118. In views from the east, north and south, the tower will define a strong eastern bookend of the cluster consolidating the dynamic profile of the cluster and in many of the views will provide a counterbalance to the height of 22 Bishopsgate to the west, both buildings framing the apex of the cluster, the Undershaft Tower.
119. The tower's height and striking appearance would enhance and consolidate the dynamic profile of the cluster on London's skyline.

#### Design Approach

120. The design approach to the tower is to a significant extent a consequence of the need to address the visual impact of the tower in views of St Paul's Cathedral from Fleet Street as well as the setting of the Tower of London World Heritage site, views along Leadenhall Street and other views. Given these considerations, the design has been significantly amended to address these views.
121. In particular, the tower slopes back from the Leadenhall Street frontage to minimize its impact on views along Fleet Street in the backdrop to St Paul's Cathedral. This angled façade assists in minimizing the impact of the building in views along Leadenhall Street as well as offering a recessive south facing plane sloping away from the Tower of London in views on the south bank of the river and its bridges.
122. Despite the iterative design process resulting from views considerations, the design is considered convincing to have a strong sense of integrity, dynamism and is of high quality and a convincing and a worthy architectural addition to the cluster. The design approach would introduce a new architectural form to the cluster enabling the tower to

aesthetically hold its own alongside the very different architectural approaches of other towers in the cluster. Given the dense relationship of the towers in the Eastern Cluster, the need for the towers to appear architecturally distinctive is a key consideration.

123. The façades are richly modelled by crystalline, angled diamond shaped facets of 3m folding pleats. This will have a dynamic quality both in street level views and afar and will create a rich degree of modelling and shadow effects which will change throughout the day. The uppermost storeys will taper in an elegant manner and will incorporate a free public viewing gallery with a 12m internal height which will appropriately visually terminate the tower. The roof of the tower is designed in a convincing manner creating an acceptable fifth elevation which is important given it will appear in views from two consented public viewing galleries.
124. The Leadenhall Street frontage of the scheme consists of limestone streetblock facades providing, a more contextual response which reflects the tight urban grain of the stone frontages characterising Leadenhall Street. The proposed facades are a contemporary interpretation of this character and reflect the solid to void proportions of the facades, the materials, the architectural datum lines of cornices and string courses and the vertical hierarchy of the facades. The facades are considered to be an appropriate contextual design and the angled splayed stonework will animate oblique views along Leadenhall Street as well as creating a depth of modelling with a coherent base, middle and top proportions to the façade. A glazed canopy required for wind mitigation bridges between the two masonry facades above a small pocket park.
125. The recessed pocket park in the centre of the Leadenhall Street frontage connects to the two new routes proposed to the east and west. These two new routes respond convincingly to the character of the townscape. Two new passages are created accessing a small new triangular pocket park adjoining St Andrew Undershaft and connecting to the existing passage to the north of the Church. The scale and more intimate character of these new routes are appropriate to the setting of the Church and will open up new views of the east elevation of the Church as well as providing retail frontages to enliven the space.
126. The new route provided to the east which connects to Cunard Place is of more generous width and gravitas appropriate to its more principal role in the townscape, especially leading to the ground floor entrance to the new public viewing gallery and flanked by retail units. The scale of this route allows ease of pedestrian access and open views between Leadenhall Street and Bury Street.
127. In the townscape, in the case of the Cunard Place and north elevation, the glazed tower comes to ground. This is of an appropriate design with the angled façade of the tower merging in to vertical plane of glazing but with the framing of the diamond shaped facets continuing to ground resulting in a convincing base to the tower.

128. The tower has double skin glazed facades with a solar and low-E coated glazing framed by 200mm exposed metal framing. The result is a convincing façade which will be subject to conditions on detailing, material and finishes. Louvres are discreetly integrated in to the glazed facades. The masonry facades are proposed to be in a Roche de Valanges limestone. Details requiring the submission of samples are reserved by condition.
129. The Maintenance and cleaning equipment for the tower provides two cleaning cradles at the roof level accessed at level 56. These units, when parked, would be below the roof line and concealed from view. A davit cleaning system is proposed for the masonry buildings on Leadenhall Street which are dismantled when not in use. The lighting strategy (which will be conditioned) is discreet and seeks to be sympathetic to the surroundings.

#### London Views Management Framework

130. 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.
131. 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 are of particular significance:

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

132. 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. The application includes an Historic Impact Assessment in accordance with the ICOMOS guidance for assessing the impact of proposals affecting the World Heritage Site.
133. From this viewpoint, the proposed tower will appear as a significant tower on the eastern edge of the cluster of existing and permitted towers within the Eastern Cluster policy area. The lower half of the tower will be obscured by the consented 40 Leadenhall Street tower whereas the top half will step down in height from the approved Undershaft Tower and will define a strong eastern bookend to the cluster. At no point will the tower rise above or appear alongside the White Tower in this view.

134. Although the proposed tower will appear as a significant and eye-catching feature in the skyline, it will be visually integrated within the cluster of towers, located between the 40 Leadenhall Street and 30 St Mary Axe towers. The proposal will therefore consolidate the cluster of towers and form a dynamic profile to the cluster by visually terminating the eastern end of the cluster but not in a manner which breaches the easternmost building line of the 110 Bishopsgate tower.
135. The proposal will result in a more vertical eastern edge to the cluster which will have a more abrupt and more assertive visual impact on the skyline to the west of the Tower of London. However, in this view the proposed tower will mediate the height difference between the taller Undershaft Tower to the west and the lower scale of 30 St Mary Axe and the former Heron Tower to the east. In this manner the proposal will consolidate the stepping vertical hierarchy of the cluster rising in height from the east to its apex at the Undershaft Tower to the west.
136. The vertical eastern face of the tower when viewed alongside the other towers will not appear unduly over-bearing on the Tower of London in this view. In particular, in this view the height of the tower will appear to counter balance the height of 22 Bishopsgate to the west resulting in a more coherent relationship of both buildings framing the apex of the cluster, the Undershaft Tower. The result is a convincing and dynamic profile to the cluster. The angled southern façade of the building will be sloping away from the Tower of London in a recessive manner reducing its visual impact in this view.
137. The proposed tower is not considered to harm the view. It will, alongside the consented towers assist in consolidating and pulling the cluster together as a coherent single urban form on the skyline to the left of the tower, providing a clarity and coherence in the relationship between the cluster and the Tower maintaining the relationship of the City cluster to the Tower of London. The proposal is a significant distance from the White Tower on the eastern side of the view. The White tower and its walls of the tower would remain the dominant focal point in the foreground.
138. Therefore, the proposal in the context of the towers of the Eastern Cluster 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. The proposal would not breach the skyline of the four towers of the White Tower or its castellations and would retain visual separation between the upper parts of the White Tower and the tall building cluster. 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)

139. While outside the Protected Vista, the proposal would affect the views from, and between the three Assessment Points (25A.1, 25A.2 and 25A.3). The City cluster of towers is a characteristic element in these views. The site falls outside the Protected Vista from City Hall focusing on

the Tower of London. However, the proposal would affect the views from the three assessment points.

140. The principal focus of all three views is the strategic landmark of the Tower of London. The proposed tower would appear as a prominent feature on the skyline on the eastern side of the cluster of towers and would reinforce and consolidate the profile of the cluster with its highest point being 1 Undershaft and other towers diminishing in height eastwards towards the Tower of London. The tower will read as the eastern bookend of the cluster and will create a more vertical edge to the cluster but not in a manner which would harm the setting of the Tower of London. This is an appropriate relationship to the Tower of London which is a significant distance to the east in these views. 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 part of the view. The Outstanding Universal value and setting of the Tower of London World Heritage Site would not be compromised.
141. Therefore, the proposal is considered to be in accordance with the guidance for this view (paras 414 to 415 and 418 to 419 of the LVMF) and Policy 7.10B of the London Plan, in particular by virtue of the proposal's height, scale, massing and materials and its relationship to other buildings in this view and the quality of design. The proposal would not compromise the viewer's ability to appreciate the Outstanding Universal Value, integrity, authenticity or significance of the World Heritage Site, does not dominate the World Heritage Site and relates positively to the Tower of London. Consequently, the World Heritage Site would continue to dominate its surroundings.

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

142. The proposed tower would be seen as a transition between The Scalpel and the consented Undershaft and 22 Bishopsgate towers when viewed from and between assessment points 15B.1 and 15B.2. the tower would consolidate and enhance the dynamic profile of the City cluster, pulling the towers together visually, creating a more coherent urban form and a better sense of vertical emphasis and hierarchy to the cluster . Unifying the cluster as a clear urban form separate from St. Paul's would assist in clarifying the cluster's relationship with the Cathedral and would not detract from the Cathedral as a Strategically Important Landmark (SIL).
143. The proposal is considered to accord 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. Its height and architectural design would not draw the cluster closer to St. Paul's Cathedral ensuring the Cathedral's continued visual prominence.

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

144. The impact on the eastern views from Hungerford Bridge is very similar to that from Waterloo Bridge. The proposal would be a significant feature on the skyline from, and between assessment points 17B.1 and 17B.2 and would appear between The Scalpel and the approved Undershaft towers and will consolidate the cluster's profile and would not harm the appreciation, views or setting of St. Paul's Cathedral.
145. The proposal is considered to be in accordance with the guidance for this view (paras 301 to 305 of the LVMF). In particular, the setting of St Paul's Cathedral is preserved while the tower strengthens the composition of the existing cluster of tall buildings with a high quality tower.

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

146. The tower would be almost wholly concealed behind 20 Fenchurch Street tower from and between Assessment Points 11B.1 and 11B.2. It would consequently not harm the setting of the Tower of London World Heritage Site, which is in the extreme east of the view and would not harm the wider settings of the listed Adelaide House, Custom House, St Magnus the Martyr or Billingsgate Market.
147. 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 impacted.

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

148. The proposed tower would appear as a prominent feature on the skyline from and between assessment points 16B.1 and 16B.2 and would be seen between The Scalpel and the consented Undershaft tower. The tower would consolidate the profile of the cluster as a coherent urban form and clarify the cluster's relationship with St Paul's cathedral. The views and setting of St Paul's Cathedral or other Heritage Assets in this view would not be harmed.
149. The proposal is considered to be in accordance with the guidance for this view (paras 280 to 283 of the LVMF). In particular, the proposal would 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)

150. The proposed tower would be almost entirely concealed by the mature tree canopy on Duck Island during the summer months. During the winter months the top storeys of the tower would be visible through the branches to the right of 1 Undershaft and 22 Bishopsgate. Numerous tall buildings have been permitted (some of which are under construction) in both Lambeth and Southwark. These would be visible alongside the proposed tower from Duck Island. The result would be a backdrop of taller buildings to this view.



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

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

152. 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 be seen on the eastern side of the cluster and would consolidate the cluster in accordance with the Visual Management Guidance for these views in the LVMF.

153. 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)

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

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

155. 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 consented towers, the proposal would assist in consolidating and pulling together the Cluster of towers as a coherent single urban form on the distant skyline. The setting of Lambeth Palace would not be harmed. In this respect, the proposal is in accordance with the guidance for this view (paras 334 to 339 of the LVMF).
156. In conclusion the proposal is in relation to the London Views Management Framework is in accordance with Local Plan Policy CS13 and London Plan Policies 7.7 and 7.11.

Other Key Views (non LVMF)

157. 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

158. 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 proposed tower is almost wholly concealed by 20 Fenchurch Street, but its western side will be visible where it would appear alongside the cluster of tall buildings which characterise views to the north. The proposal would not harm or obstruct important views of the Monument from afar or in local views.

### Fleet Street / Ludgate Hill

159. The key element in informing the design of the building is the impact of the tower on the view of St Paul's Cathedral from views along Fleet Street eastwards towards Ludgate. This view is identified as a Viewing Point of St Paul's in the City of London's protected Views SPD of January 2012. Local Plan Policy CS13 aims to protect and enhance local views, setting and backdrop of St Paul's Cathedral. These views are of key significance where along much of Fleet Street the Cathedral is viewed against a backdrop of open sky with the cluster of towers to the north. The gap of open sky between the Cathedral and the cluster is important in the views and setting of the Cathedral.
160. The application included a rigorous visual assessment of the proposal on views along Fleet Street, sufficient for the visual impact to be understood.
161. The proposed tower projects southwards beyond the raking profile of the Leadenhall Building in this view. The angled, raking form of the Leadenhall Building (The Cheese Grater) is a site specific design response to minimize the tower's impact on St Paul's in the Fleet Street view. In terms of its proximity and difference, the Planning report for the scheme (04/0111) reported to the Planning and Transportation Committee on 26<sup>th</sup> October 2004 did not state that the massing and building line of the scheme represented a line in the sand in this view. The report concluded that the 122 Leadenhall tower would not have a significant adverse impact on the important views or the setting of St. Pauls
162. Para 2.18 of the protected Views SPD (adopted in 2012) sets out the sensitivity of the Fleet Street view and offers guidance on a number of views of St Paul's, including Fleet Street and states within these views, new development and the redevelopment of existing tall buildings should aim not to worsen and, where possible, to improve the backdrop to the views “
163. The proposal encroaches to a limited degree in to the existing open sky between the Leadenhall Building and the Cathedral therefore there is a degree of worsening. Given the importance of this view to the setting of St Paul's, this is of concern. The minor erosion of the open sky to the north of the Cathedral in these views would cause a degree of harm to the significance and setting of the Cathedral as a heritage asset by diminishing the breathing space between the Cathedral and the cluster of tall buildings. However, this harm is considered minor.

164. The tower's design was the subject of extensive design amendments, reducing its bulk and massing to minimize its impact on the view. The tower is angled away from the Cathedral in a deferential way in the same manner as the Leadenhall Building though rising slightly greater in height. It is considered that the resulting minor diminishment in the open sky to the north of the Cathedral resulting from the proposal is acceptable.
165. A significant area of open sky remains, sufficient for the Cathedral's dome and drum to remain generously framed by a backdrop of open sky. In these views, the proposed tower will not overpower the Cathedral and the Cathedral's dome and drum will remain the prominent and iconic focal point in the view and therefore this defining characteristic of the view will remain intact. It is not considered therefore that the proposal will cause significant harm to the view or setting of St Paul's from Fleet Street.
166. The proposed tower will be some 80m further to the east of the Leadenhall Building in this view, appearing as a backdrop and the lighter, glazed faceted elevations will appear less prominent in the view than the darker Leadenhall Building. The proposal will be viewed as consolidating the emerging cluster of towers.
167. On balance, the benefits of the scheme in terms of providing additional commercial floorspace for wider economic benefit, the tower's high quality design, the provision of a new route through the building and improved public realm as well as the provision of a free public viewing gallery at the upper levels of the tower represent substantial wider public benefits and while giving very considerable importance and weigh to the desirability of preserving the setting of St Paul's are considered to outweigh, the minor harm to the setting and significance of St Paul's in these views.

#### Bank Junction

168. Looking eastwards at Bank Junction, the tower will be viewed to the right of the Leadenhall Building where it will appear to consolidate the emerging cluster of towers which is developing as a characteristic backdrop to the Royal Exchange and other historical buildings around the junction. In this respect, the proposal is not considered to harm this view

#### St. Paul's Cathedral

169. The proposal does not fall within the St. Paul's Heights policy area.
170. Exceptional public views of London are afforded from the Golden gallery of St. Paul's, and from here the tower would be partly concealed behind 122 Leadenhall Street as an integral part of the cluster of tall buildings. From St. Paul's Churchyard, the tower is almost wholly concealed, but the upper storeys would be visible above the foreground roofline alongside the upper storeys of existing and consented towers and is not considered to harm this view.
171. The proposal is not considered to harm views within and out of or the setting or significance of the St. Paul's Conservation Area.

#### Views from other publicly accessible elevated viewing areas

172. The City cluster is a key element in a number of elevated views from the upper storeys of other buildings to which there is free public access. In particular, the cluster of towers forms a dynamic element in views from the Sky garden 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. The proposal would not harm future views from the roof terrace of 120 Fenchurch Street. From this public roof garden, the views northwards (where the proposed tower will appear) is dominated by consented and existing towers and the main focus of the views from this vantage point is south, east and west.
173. The proposed tower would to a degree obscure the views eastwards from the viewing galleries of 1 Undershaft and 22 Bishopsgate. However, the impact is not considered to substantially adversely affect the viewing experience as the Thames, the Tower of London and extensive views westwards will not be obscured.
174. The proposal would appear as a prominent and dynamic element in the heart of the City cluster of towers from the viewing gallery of Tate Modern on Bankside. In this view, the proposed tower would consolidate the form of the cluster and would not harm this elevated view.

#### Tower of London World Heritage Site

175. The Tower of London World Heritage Site Management Plan (2007) provides an agreed framework for long-term decision-making on the conservation and improvement of the Tower and sustaining its outstanding universal value. The Plan embraces the physical preservation of the Tower, protecting and enhancing the visual and environmental character of its local setting, providing a consideration of its wider setting and improving the understanding and enjoyment of the Tower as a cultural resource. The local setting of the Tower comprises the spaces from which it can be seen from street and river level, and the buildings that provide definition to those spaces. Its boundary is heavily influenced by views across the Thames.
176. The Tower of London Local Setting Study, produced in 2010, 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. It recognises and identifies the City of London Local Plan Policies CS12 and CS13 and on Policies Map A.
177. The application has provided a Historic Impact Assessment in accordance with the ICOMOS guidance for assessing the impact of proposals affecting a World Heritage Site as well as Historic England's guidance 'Protection and Management of World Heritage Sites in England'
178. The Tower of London World Heritage Site is located a significant distance to the east of the site. 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 LVMF views and have been 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. Therefore, the proposal accords with Policy 7.10 of the London Plan.

179. 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.
180. From the Scaffold Site viewpoint in the Inner Ward, the proposal will be concealed behind the parapet of the Chapel Royal of St Peter ad Vincula. The proposal from this view would therefore not detract from the scale of the buildings of the Inner Ward or the sense of place of the Inner Ward and, would ensure the buildings surrounding the Inner Ward remain the focus of the view in accordance with the guidance for this view in the Local Setting Study.
181. The Local Setting Study acknowledges that there is a range of views within the Inner Ward. A more detailed and comprehensive assessment of the visual impact on the Inner Ward was required as part of the submission. It is clear that the cluster of towers represent a prominent backdrop to views within the Inner Ward. It is only as one approaches the Chapel on the northern side of the Inner Ward that most of the towers are concealed by the Chapel and stepping forwards towards the Chapel the proposed tower and the rest of the cluster are concealed from view.
182. From the identified viewpoint from the Inner Wall looking northwards, the proposal would rise to the right of the Undershaft tower and its lower half will be concealed by the 40 Leadenhall Street tower. The proposed tower would introduce a further element on the eastern side of the cluster but not in a manner that would harm views out of the World Heritage Site. From this viewpoint, the proposed tower would sit comfortably within the City cluster and would consolidate it as a coherent unified form on the skyline.
183. In the view from the Byward Tower entrance, the proposed tower would similarly consolidate and add to the profile of the cluster rising behind the 40 Leadenhall Street tower and would not harm views out of the World Heritage Site from this point.
184. 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 create an eastern bookend to the cluster and would not harm the setting or Outstanding Universal value of the World Heritage site in any of these views.

185. The Planning and Transportation Committee were informed on 26th April 2016 that the Department of the Built Environment is undertaking three-dimensional (3D) computer modelling of the City's eastern cluster to understand better the effect of existing planning policies for that area and its relationship to its environs and other parts of the City. This work is providing confidence that the cluster can evolve while taking account of key protected views and the wider setting of the Tower of London World Heritage Site. The height and massing of the proposed tower is not considered to fundamentally conflict and is largely in line with the initial findings of the 3D model in terms of the relationship with the Tower of London World Heritage Site.
186. Therefore, in terms of the impact on the World Heritage Site the proposal is considered to be in accordance with London Plan Policy 7.10 and Local Plan Policies CS12 and CS13.

#### Other Local Views

187. Given the scale of the proposed tower, it would have a considerable impact on other views both in the City and in the wider area of central London. These have been assessed in detail.
188. The tower would appear as a prominent element towards the eastern edge of the established City Cluster not only signifying the cluster of towers as a key part of London's skyline but also playing a key visual role in complimenting and consolidating the profile of the City cluster as a coherent urban form in views.
189. In views west from Aldgate and the junction of Leadenhall Street and Fenchurch Street the development would have a significant presence. It would rise opposite the 52 Lime Street tower, in the foreground of the 122 Leadenhall Tower. From closer viewpoints the street block elements would maintain and reinforce the existing townscape, while the tapering form of the tower would have a deferent relationship to the street, with its richly detailed elevations adding a new layer to the established cluster.
190. In views east from streets including Threadneedle Street and Cornhill, the tower would be viewed alongside the 122 Leadenhall tower, as well as existing and consented towers to the north and south. Being further to the east it would appear to descend in height in comparison to other towers, with the tapered form reducing its dominance in these viewpoints.
191. Local views from the west along Leadenhall Street would reveal the tower's tapered form rising behind St Andrew Undershaft and the lower street block buildings. The tower would be viewed between the existing Lime Street, Leadenhall Street and St Mary Axe towers, adding a new layer to the established townscape character. The architectural quality of the tower would be fully appreciated in these views, and there would be no harm caused.
192. In views south from Bishopsgate the tower would sit alongside the cluster of existing and approved towers, rising above the lower-rise buildings of the Bishopsgate Conservation Area. The building would form part of the

established cluster and would not have a harmful visual impact. A similar impact would be seen in wider views from Shoreditch High Street, Finsbury Square and the Artillery company grounds to the north to Whitechapel Road, Altab Ali Park and Commercial Road in the east.

193. The tower would prominently appear in local views along Bury Street Billiter Street, Lloyds Avenue and Fenchurch Place, where the building would form a substantial new addition to the townscape. The overall scale of the tower would be broken up by the richly faceted elevations and dynamic geometry. Streets in the immediate area are partly characterised by the contrasts in scale and architecture, and it is not considered that harm would be caused by the proposed development.
194. From Butler's Wharf the proposed tower would appear as a prominent feature on the skyline at the eastern edge of the City cluster to the right of the northern tower of Tower Bridge. From the eastern end of Butler's Wharf, where the bridge is viewed virtually head on, Tower 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.
195. From the river terrace of Somerset House, the proposal would be located behind the mature tree canopy in the foreground to the south of existing and approved City cluster towers. The proposal would be a significant distance to the south of St Paul's and would not harm its setting when viewed throughout the year as it would be largely concealed by the mature tree canopies.
196. 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 to these views.
197. In the case of the impact on the Artillery Company grounds and Finsbury Square, the proposal would be seen alongside the existing towers of the City cluster and alongside permitted towers, the proposal would consolidate the cluster of tall buildings. Therefore, the proposal would not harm the quality of these views.

#### Impact on significance and setting of listed buildings

198. A large number of listed buildings are located in close proximity of 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. The impact on the setting of St Paul's Cathedral (Grade I) is considered above. Other listed buildings will be discussed in turn:

#### Church of St Andrew Undershaft, grade I

199. Church dating to the 12th century, rebuilt in the 16th century with a 15th century tower. It has exceptional architectural and historic significance as a surviving pre-fire building. The small surviving churchyard to the north, including its walls and railings, contributes to the building's setting and significance.

200. A group of small and medium sized 19th and 20th century buildings adjacent to the church on Undershaft and Leadenhall Street provide an appropriate townscape setting, with tall buildings of the City cluster in close proximity to the north, south and west.
201. The church lies in very close proximity to the proposed building which would have substantial impact on its setting. The proposed footprint of the tower and street block would be set further away from the east side of the church than the existing building, opening up a new publicly accessible space and revealing the church's east elevation.
202. One of the distinctive characteristics of the townscape of the City cluster is the striking and dynamic contrast in scale between the historic buildings such as the churches and the new towers. In other townscapes in London, such a contrast in scale would be uneasy in terms of the setting of historic buildings, whereas in this small part of the City it has become a defining characteristic between the old and new. From most vantage points, the church is already seen against a backdrop of towers. Within this specific context, the proposed tower is not considered to harm the setting or significance of St. Andrew Undershaft.
203. Given the proximity of the west elevation of the existing building on site, the proposed re-development will not result in a diminishment of daylight to the point where the appreciation of the historic interior will be compromised.

#### Church of St Helen Bishopsgate grade I

204. 13th century church with additions from the 14th-20th centuries. As one of the City's few surviving pre-fire buildings, the building has exceptional architectural and historic interest. The churchyard contributes to the building's significance.
205. The church's immediate setting comprises a group of 19th and 20th century buildings, with the tall buildings of the City Cluster providing a long-established dramatic contrast in scale immediately to the south and west.
206. The church would be largely shielded from the proposed development by the existing Aviva tower or approved 1 Undershaft tower and 10 Undershaft, and the relationship between the two sites would be less pronounced than with other towers of the cluster.
207. Views of the tower in the context of the church would be limited to glimpses from its churchyard, and it is not considered there would be a harmful impact on the setting or significance of the listed building.



Guild Church of St Ethelburga the Virgin, grade I

208. Dating to the 14th and 15th centuries with significant 20th century phases, built of ragstone and brick. Exceptionally significant as a pre-fire building. The church's modest scale is contrasted greatly by the neighbouring tall buildings.
209. The proposed development would be seen as part of the established cluster in the background of the church and would not result in any harm to its significance or setting.

Bevis Marks Synagogue, Heneage Lane, grade I

210. Following concerns raised by objectors, the applicant has submitted supplementary information on the historic significance of the Synagogue and its setting.
211. Synagogue of 1701 with associated buildings and courtyard. Of very high architectural and historic significance and importance reflecting the area's associations with the Jewish community. The synagogue forms a group with adjacent unlisted buildings facing Bury Street and Heneage Lane, which reflect the historic built-up nature of its setting.
212. The synagogue has large windows to the north, east and west, resulting in a well illuminated space during daylight hours, contributing to the quality and appreciation of the exceptional interior. Artificial light within the building is minimal and largely restricted to historic fittings. Given the large double height windows, the enclosed nature of the Synagogue's setting and the presence of numerous existing and consented tall buildings as a backdrop, the proposal will not diminish daylight to a degree that would harm the appreciation of the historic interior.
213. The forecourt is a remnant of the historic street pattern which has a long association with the use of the synagogue, and now forms a private, gated and enclosed space used in conjunction with the building and for events. The courtyard provides an ability to view the north and west elevations of the synagogue. From within the courtyard tall buildings, including 30 St Mary Axe, 52 Lime Street and 6 Bevis Marks are viewed in each direction.
214. The proposed tower would have an impact on views from the courtyard. It would appear in the view south-west, concealing 52 Lime Street tower and rising alongside 30 St Mary Axe. Although it would have a degree of prominence in the context of the established townscape, including existing and consented tall buildings, it is not considered that the proposal would harm the setting or significance of the synagogue.

Church of St Katherine Cree grade I

215. Church of 1631 with a tower of c.1504. A rare date for a City church and the building is a unique example in the City of the early use of classical architectural motifs alongside the perpendicular gothic features. The building is of exceptional architectural and historic significance, with the enclosed churchyard to the north-east contributing to this significance.

216. The church sits within a street block, and its setting is complemented by moderately-scaled masonry warehouse and office buildings which buffer the building from tall buildings further to the west.
217. The proposed development would result in a closer relationship between the cluster and the church, while the new street block would reinforce the Leadenhall Street townscape. However, it is not considered that there would be harm to the setting or significance of the church.

Lloyd's Building grade I and grade II

218. The 1986 High Tech building by Richard Rogers Partnership and the retained 1928 Portland stone frontage to Leadenhall Street. The building is highly significant as an example of its date and type, utilising high quality materials and innovative construction techniques. The building's setting has evolved since its completion and it sits comfortably amongst the taller buildings of the cluster, whilst providing a mediation in scale to the lower rise buildings to the west.
219. The proposed tower and street blocks would form a complimentary relationship with the Lloyd's building diagonally across the junction and would not harm the setting or significance of the listed buildings.

Church of St Botolph, Aldgate, grade I

220. The church of St Botolph Aldgate dates to 1741-4 in brick with classical stone detailing and a distinctive obelisk tower. The churchyard and railings to the south and west contribute to the building's setting and significance. The church's setting enhanced by the open space to its west, with a group relationship to the Sir John Cass School. The setting is otherwise characterised by modern commercial buildings of medium scale in the City and Tower Hamlets, with tall buildings of the cluster set some distance away to the west.
221. The proposed tower would be seen in the backdrop of the church as part of the established cluster and would not be harmful to its setting or significance.

Holland House, Bury Street, grade II\*

222. Grade II\* listed offices of 1914-16, built to designs by H.P. Berlage for a Dutch shipping company. The building is a striking landmark and singular in its use of grey-green faience materials. It has a very high quality of detailing and execution.
223. The building stands in close proximity to 30 St Mary Axe and as such has a well-established relationship with the tall buildings of the cluster. The proposed tower would have a similar relationship, to the south. The proposals would enhance the relationship between the rear elevations and service areas of the existing buildings on site. It is not considered that there would be any harm to the setting or significance of the listed building.

Leadenhall Market, grade II\*

224. A market complex built in 1881 by the City Corporation to the designs of Horace Jones on the site of the Roman forum-basilica. The market is of

high architectural and historical significance and forms a key landmark in the City cluster.

225. The market is largely appreciated internally from within its covered arcades, with development at its perimeter having minimal impact on its character. A number of existing and consented tall buildings lie between the market and the proposed development. The development would not result in any harm to its setting or significance.

Lloyd's Register of Shipping, 71 Fenchurch Street, grade II\*

226. Built between 1899 and 1901 to designs by the Victorian architect Thomas Edward Collcutt, the building is of very high architectural significance. The building has a strongly established relationship with modern tall buildings and has a substantial extension by Richard Rogers dating to 2001.
227. The proposed tower would form a prominent new element in the building's backdrop when viewed from Lloyd's Avenue, but set to the north behind the Fenchurch Street / Leadenhall Street block. The building would be highly visible in the context of the listed building but would not be harmful to its setting or significance.

Dixon House, 1 Lloyd's Avenue, grade II

228. A Portland stone classical building of 1900 which is of high architectural quality and has strong group value with Lloyd's Register and other buildings in the Lloyd's Avenue Conservation Area.
229. The proposed tower would form a prominent new element in the building's backdrop when viewed from Lloyd's Avenue, but set to the north behind the Fenchurch Street / Leadenhall Street block. The building would be highly visible in the context of the listed building but would not be harmful to its setting or significance.

Sir John Cass School, grade II\*

230. Sir John Cass School of 1908 formerly located in the churchyard of St Botolph Aldgate and on Jewry Street. Now stands within the former Priory complex on the site of the priory garden; a sense of openness is retained in the playgrounds, formed on the sites of buildings demolished in the 20th century.
231. The proposed tower would appear as part of the tall buildings cluster in the backdrop to the building when viewed from the east and south east but would be largely screened from view by 1 Creechurch Place. There would be no harm to the setting or significance of the school.

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

232. This collection of grade II listed buildings on Bishopsgate defines the western boundary of the St Helen's Place Conservation Area. The proposed tower would appear as part of the backdrop to these listed buildings in views southwards along Bishopsgate where the view is characterised by tall buildings, in particular 22 Bishopsgate immediately to

the south. Therefore, the proposed tower would not harm the setting or significance of these listed buildings.

38 St Mary Axe, grade II

233. The Baltic Exchange is, significant for its architectural quality. The tower of 30 St Mary Axe is located between the listed building and the proposed tower, and as such the development would not be detrimental to its significance or setting.

139-144 Leadenhall Street, grade II

234. A Lutyens Portland stone bank building of 1929. Significant for its architectural and townscape quality. The building is immediately adjacent to 122 Leadenhall Street. The proposed development would reinforce the listed building's existing context and would not be harmful to its significance or setting.

147 and 148 Leadenhall Street

235. A Portland stone bank building of 1927. Significant for its architectural and townscape quality. The building has an existing close relationship with cluster's tall buildings. The proposed development would reinforce the listed building's existing context and would not be harmful to its significance or setting.

2-16 Creechurch Lane, grade II

236. A former tea warehouse faced in brick and stucco, dating to 1885. The building sits within a group of warehouse buildings that form a coherent townscape setting. The proposed development would be located to the west, slightly closer than 30 St Mary Axe.
237. The listed building would be largely shielded from the proposed tower by No 88 Leadenhall Street which is a substantial modern masonry block, and when glimpsed from the west along Bury Street its foreground setting would be enhanced by public realm works. There would be no harm to its setting or significance.

19-21 Billiter Street, grade II

238. A Victorian commercial building in a classical style dating to 1865. The building is embedded within a modern office development and its context will be further altered when these buildings are replaced by the 40 Leadenhall Street development. The proposed tower would be seen in the backdrop of the listed building in views north along Billiter Street. The tower would add to the existing cluster of tall buildings and would not cause harm to its setting or significance.

The Setting of other Listed Buildings

239. There are three small-scale listed structures in the vicinity of the site which would not be impacted by the development. These are the Aldgate Pump (grade II), former churchyard gateway to St Katherine Street Cree Churchyard (grade II) and the former archway between Nos 39 And 40, And Nos 72 And 73 Leadenhall Street (grade II)

240. There are a cluster of listed buildings on Cornhill, the northern end of Gracechurch Street and Lime Street where in a limited number of views the proposed tower would appear as a new element in their backdrop. However, these views are characterised by the cluster of tall buildings (both completed and consented) and the proposed tower is not considered to harm the setting of these listed buildings in these views.
241. St Magnus the Martyr Church, Custom House, Billingsgate Market and Adelaide House are significant listed buildings which line the riverside from London Bridge eastwards. In the key views of the proposed tower from the southern bank of the Thames 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.

#### Impact on the significance of conservation areas

242. The site is adjacent or in close proximity to a number of conservation areas. The proposal would also affect more distant conservation areas within and outside the City. These include conservation areas in the London Borough of Islington, Tower Hamlets, Westminster and Southwark and other boroughs which were assessed, and no harm was identified. The impact of the proposal on nearby conservation areas within the City is set out below:

#### St. Helen's Place Conservation Area

243. To the north of the site lies the St. Helen's Place Conservation Area which comprises a compact group of historic buildings around St Helen's Church and the Place. The St. Helen's Place Conservation Area, more so than any other, is surrounded by the tall buildings of the City cluster which define its setting. The proposed tower would have a moderate impact on views in to, out of and within the conservation area and its setting. The proposed tower would be viewed from the conservation area between the closer tall buildings of 30 St Mary Axe and 1 Undershaft. In the context of its existing character and setting, the additional impact of the development would not be harmful to the significance of the conservation area.

#### Bank Conservation Area

244. 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 are characterised by the backdrop of tall buildings in the City cluster on the north and east side of Bishopsgate. The view from Bank junction, the centre piece of the conservation area is discussed in more detail in preceding paragraphs.
245. The proposed tower would be visible in a number of and would appear alongside the existing Leadenhall Building and 6-8 Bishopsgate. However, as stated above they would be seen against the backdrop of the completed and consented towers. In this respect, the proposal is not considered to harm the significance of the Bank Conservation Area

### Leadenhall Market Conservation Area

246. Some distance to the south of the site is the Leadenhall Market Conservation Area. The proposed tower would appear alongside the Leadenhall Building tower in views northwards along Gracechurch Street above the western entrance to the market. Leadenhall Market is characterised by the presence of tall buildings as a backdrop to the north and east and, in this respect, the proposal would not harm views in to or the significance of the conservation area.

### Bishopsgate Conservation Area

247. This conservation area 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 an impact on the setting and in views southwards from the conservation area. The conservation area is characterised by an extensive grouping of historic masonry buildings around Liverpool Street Station, with a backdrop of towers in the City cluster.
248. In views south from the conservation area, the tower would be seen alongside existing and consented towers including, 1 Undershaft, the Heron Tower, 100 Bishopsgate, 22 Bishopsgate and the 150 Bishopsgate towers on the east side of Bishopsgate and No 99 Bishopsgate and Tower 42 to the west of Bishopsgate. The tower would contribute to the dynamic quality of the tall buildings cluster, consolidating the established character of the area. The proposal is not considered to harm the significance of the Bishopsgate Conservation Area.

### Lloyd's Avenue Conservation Area

249. The conservation area lies to the south east of the site and comprises a significant group of Edwardian and later buildings. The area is focused on the Lloyd's Avenue thoroughfare, with the view north terminated by 105 Fenchurch Street, and flanked by Lloyd's Register (GII\*) and Dixon House (GII). 30 St Mary Axe is glimpsed in the background, and the proposed tower would rise above the roof line to a greater height. The tower would form an imposing new element in the townscape but due to the enclosed character of the conservation area there would be no harm caused to its significance.

### Non-designated Heritage Assets

250. The proposed development would impact on the significance of non-designated heritage assets within the site boundary and in its vicinity. These are identified in turn:

#### Within the site

##### 107-112 Leadenhall Street (Bankside House)

251. The building dates from 1931 and was designed in-house for the Bankside Investment Trust. It is a Portland stone office building with deeply modelled classical features, built in two sections stepping down towards St Andrew's Church. The front elevation is well composed and robustly detailed, and the building is considered a non-designated heritage asset for the positive contribution it makes to the townscape. Along with 113-116 Leadenhall Street, the building reinforces the street block and forms an

appropriate setting for the church. The utilitarian west and north brick elevations are exposed in local views, forming a regrettable visual backdrop to the church.

#### 104-106 Leadenhall Street

252. Designed in 1924 and largely reconstructed in the 1990s, the building is Art Deco in style with strongly vertical Portland stone framing details around large areas of glazing and metal spandrels. It has a deeply projecting stone cornice with additional floors and plant set above. The building facade is refined in its composition and detailing and is considered a non-designated heritage asset for the positive contribution it makes to the townscape and has group value with its neighbours to the west.

#### 100 Leadenhall Street

253. The building dates to 1975 and was re-clad in 2002. The building continues the scale and general materiality of the adjoining buildings on the north side of Leadenhall Street but is not considered to be a non-designated heritage asset, or to be of particular value in design or heritage terms.
254. 100, 104-106 and 107-112 Leadenhall Street would be demolished as part of the proposed development. Paragraph 135 of the NPPF advises that in weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. The loss of 107-112 and 104-106 is considered harmful due to the total loss of these attractive non-designated heritage assets. Though the significance of these buildings is considered low.
255. In accepting their loss, the proposals are considered to replace the non-designated heritage assets with a building offering an equivalent contribution to the townscape and the setting of the church. The proposed western street block would have a robust masonry character, while the existing utilitarian rear sections of 107-112 would be replaced with a new open space and the high quality elevations of the tower. The rear of the existing building would be replaced by new public realm and an activated tower elevation. The benefits of the scheme as a whole are considered to outweigh the loss of the non-designated heritage assets.

#### Outside the site

256. A number of unlisted historic buildings in immediate setting of the proposed development are considered non-designated heritage assets.
257. 113-116 Leadenhall Street is an attractive stone bank dating to 1891 with refined detailing. As the only surviving Victorian building on Leadenhall Street, the building is a valuable element of the townscape and particularly reinforces and contributes to the setting of St Andrew's Church.
258. 33-34 Bury Street is an office building of 1912, built for Messrs Burge, grain dealers. The building is a characterful survival of a small-scale early 20th-century office building, once a common type in the City. It has good

quality carved stone detailing and makes an effective contrast with Holland House adjacent.

259. To the east of Creechurch Lane, north of the church are a group of high quality 19th century former warehouse buildings. Each is considered a non-designated heritage asset for the positive contribution it makes to the townscape and setting of the church. The buildings form a strong group and are a valuable section of surviving historic townscape at the eastern edge of the City cluster. The buildings are 18-20 Creechurch Lane (Cree House), 24 Creechurch Lane (Fibi House), 12-14 Mitre Street (Mitre House), 27-31 Mitre Street.
260. The proposed development would impact on the setting of the above non-designated heritage assets due to its scale and proximity. However, the historic buildings have a well-established relationship with the tall buildings of the City cluster and it is not considered that the impacts of the scheme would be harmful to their significance.
261. The proposal has been assessed in relation to the relevant heritage policies of the London Plan and Local Plan. It is considered that the proposed development would be in accordance with Local Plan policies CS7, CS12, DM10.1, DM12.1, CS13 and CS14 and would safeguard the setting and significance of heritage assets, with the exception of the setting of St Paul's Cathedral which would be impacted in views from Fleet Street, causing a degree of harm. The proposal would have an impact on the setting of the Tower of London World Heritage Site but would not affect its outstanding universal value. The proposal would accord with London Plan policy 7.8 and would conserve the significance of heritage assets by being sympathetic to their form, scale, materials and architectural detail.
262. The proposal has been assessed against national policy and guidance including the NPPF, its accompanying Planning Practice Guidance, and Historic England Planning Advice Note 3, the Setting of Heritage Assets and Note 4, Tall Buildings.
263. When considering the impact on the impact on heritage assets, including any harm or public benefit, considerable weight has been given to the desirability of preserving the setting of listed buildings. It is concluded that the proposal would cause less than substantial harm to the setting and significance of St Paul's Cathedral, but this harm would be outweighed by the public benefits of the scheme which are set out in the report. With the exception of St Paul's Cathedral, it is concluded that the proposal would not cause harm to the setting and significance of listed buildings or the significance of conservation areas. It would cause harm to the non-designated heritage assets proposed to be demolished but would not be harmful to the setting or significance of those others identified. This harm would be outweighed by the overall benefits of the scheme.



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

### **Servicing**

264. 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. A servicing consolidation strategy is proposed to reduce and manage the number of vehicle movements travelling to the site as well as manage the vehicle type and size requiring consolidation. The reduction in service vehicle movements in the immediate locality would mean less potential conflict with residents and cyclists particularly during peak times and deliveries and collections from the site can take place without significant queuing of servicing vehicles on Bury Street together with a reduction in noise and air pollution levels.
265. Vehicle deliveries would be made to an off-site logistic centre, where freight would be consolidated and then transferred to the basement of the Site.
266. The use of an off-site logistics centre and consolidated servicing system would have a number of benefits:
- Reduction in the number of service deliveries by at least 50%;
  - 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:
267. There would also be a number of security benefits;
- All delivery vehicles from the consolidation centre would be expected;
  - Vehicle contents could be security checked and vehicles sealed at the consolidation centre;
  - Drivers would be security vetted.
268. Servicing is proposed from Bury Street via two lorry lifts that are located to the northeast of the building. The lifts would provide access to loading bays at basement level 2. There are five servicing bays, four proposed for 8m vehicles and one proposed for 6m vehicles. A parking space for longer stay maintenance vehicles is also provided at basement level 2.
269. Considering the nature of the street environment surrounding the site, the vehicle size would be limited to 8m length. The applicants' consultants have shown that the vast majority of supplies 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. It is envisaged that 10% of vehicle deliveries would be direct to Site and not consolidated.
270. It is estimated that up to 138 vehicles a day would service the building. Included in this number would be non-consolidated vehicles 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.

271. Except in emergency (lift repairs, etc.) and in order to relieve pressure on the City's streets and to avoid conflict with pedestrians and cyclists at peak times, it is intended that the City would prohibit delivery vehicles servicing the site at peak periods; between 7am-10am, 12pm – 2pm and 4pm-7pm. This means that night-time servicing would be a pre-requisite of the development. A high proportion of deliveries (on average 9 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.
272. The reduction in the number of delivery vehicle trips by the provision and use of the offsite logistics centre is critical to the acceptability of the scheme and as such must be fully operational before any occupation of the development. The provision of such a facility at all times must be guaranteed for the life of the building. Provision of the off-site logistics and consolidation centre and review procedures would be secured by S106 and would include details of numbers and timings of daily deliveries and numbers of non-consolidated deliveries, both of which would be capped. A Delivery and Servicing Management Plan would be required under the S106 agreement.
273. Facilities would be provided at street level adjacent to the lorry lifts for cycle and motorcycle couriers within the servicing bay at ground floor level.

#### Parking

274. The only car parking on site would be at basement level 2 where two spaces for disabled car parking would be provided. No motorcycle spaces are provided.

#### Bicycle spaces

275. A total of 1,362 cycle parking spaces are proposed. These would comprise 1339 long stay (commuter) spaces at basement level 1 and basement level 1 mezzanine which would be policy compliant with London Plan Standards.
276. The London Plan requires the provision of 80 short stay (office visitor) spaces, however a total of 23 short stay spaces are provided (which is 29% of the total short stay provision) at basement level 1 and basement level 1 mezzanine, which would not be complaint with London Plan Standards. It has been acknowledged due to the site constraints around the curtilage of the building, these spaces would not be able to be provided at ground floor level and the provision of 29% short stay spaces is considered to be adequate.
277. A total of 136 showers are proposed at basement level 1 and basement level 1 mezzanine. This equates to one shower per ten spaces which would meet the recommendations of the development plan.

278. A total of 1362 lockers are proposed in the same locations as the showers. This equates to one locker per cycle parking space which would meet the recommendations of the development plan.
279. The number of long stay cycle spaces proposed accords with the London Plan Standards. It is considered that the proposal achieves a significant provision of cycle spaces together with associated facilities which is acceptable for the development. The details of the provision, range, type and location of the cycle spaces, showers and lockers would be dealt with under planning conditions to ensure general compliance with policy.

#### Public Transport

280. 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 Mainline Stations are all within a twelve minute walk and 27 bus services are available within 640m of the site.
281. It is predicted that the proposed development is likely to accommodate 6,312 office workers and that 2,854 office employees and visitors would travel to the development in the AM peak hour and 2,629 from the development in the PM peak hour.
282. Additionally, the proposed public viewing gallery and retail uses would generate an estimated 382 people during the AM peak hour and 384 in the PM peak hour.
283. A total of 3,236 trips during the AM and 3,013 trips during the PM, from office workers and visitors, the viewing gallery and the retail units, are forecast; creating 650 additional trips during the AM and 776 additional trips during the PM over the existing baseline scenario.
284. The trips have been measured against the existing baseline and split between the different predicted modes of transport; the majority of journeys would be undertaken by train or Underground and DLR, with the remaining smaller percentage by bus, taxi, bicycle or foot. It is estimated that the proposed development would increase the number of national rail passengers by about 0.4% in the AM and PM peak hours respectively although this would not be distributed evenly across the network. It is anticipated that the proposed opening of Crossrail in 2018 would go some way to alleviating the pressure on the rail services.
285. A total net increase in London Underground trips as a final mode (slightly reduced once Crossrail is open) is estimated to be 930 trips in the AM peak and 804 in the PM peak. Increases are predicted on the Central, District, Northern and Waterloo and City lines which already experience high levels of crowding in the peak times. However, a number of improvements are programmed that will improve capacity.
286. A total of 262 AM peak hour trips (238 inbound) and 244 PM peak hour trips (220 outbound) are forecast on the bus network.

### Pedestrian movements

287. Pedestrian comfort assessments have been undertaken at footways and crossings surrounding the site. The assessments take account of forecast employment growth and are based on the proposed development layout, which would create new pedestrian space and new routes thereby changing existing patterns of movement.
288. The proposed development and public realm will create and cater for important pedestrian desire lines that are currently unavailable or indirect, in particular:
- A new north-south pedestrian route will be created connecting Leadenhall Street and Bury Street which would be 5m wide.
  - A new pedestrian connection is proposed between Leadenhall Street and a new public space to the rear of St Andrews Church.
  - The main building would be set back from Leadenhall Street creating a new public realm in front of the main entrance of the building.
289. The new north-south pedestrian route and the new route and public space created to the rear of St Andrews Church would enable easier pedestrian movement around and through the site.
290. In the future scenario most footways would experience acceptable or comfortable Pedestrian Comfort Levels (PCL). Pedestrian comfort along the northern footway of Leadenhall Street would be changed from PCL B+ to B- as a result of the Proposed Development. Based on TfL guidance this is an acceptable level of comfort for an office environment and identifies that normal walking speed is still possible. The new north-south pedestrian connection would achieve a PCL A indicating there is space for people to walk at the speed and the route they choose, and there is space to accommodate any increases in pedestrian flows. The PCL along Cunard Plane would improve from A- to A+.
291. As a result, it is envisaged the pedestrian trips generated by the proposed development and the committed developments, would not have a significant impact on the pedestrian network surrounding the proposal site.

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

292. There is no intended permanent stopping up.
293. The north side (pavement) of Leadenhall Street is proposed to be temporarily used as a layby for construction vehicles. Details of this will be secured via a s106 agreement and construction management and logistics plans.

### Section 278 Works

294. Section 278 works are considered necessary to mitigate the impacts of the increase in the potential number of cyclist and pedestrian trips generated to and from the site. Section 278 works include but are not limited to:
- Improvements to Bury Street (raising level of carriageway to the level of footway to slow vehicles down and give pedestrians more priority).

This would help the pedestrian conflict at the servicing bay which would also support the aspirations of the forthcoming Eastern Cluster Strategy and Transport Strategy.

- Widening the footways and Improvements along Leadenhall Street
- Improvements to surrounding junctions to improve cycling safety based on the increased number of cyclists expected as a result of the proposed development.

Any works would be the subject to a separate Section 278 agreement which will be secured via the Section 106 agreement.

### **Waste Management**

295. A centralised waste storage area is located at Basement Level B2. This area would provide four compactors for refuse and recycling and 240 litre wheeled bins for glass and food wastes.
296. There would be minimum headroom of 5m within the service area and lifts.
297. The proposed Waste Management Strategy meets the City's requirements.

### **Security**

298. 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.
299. Externally, perimeter protection would be achieved by the installation of bollards and by the facade construction. These bollards would all be on the development site.
300. The City of London Police have commented that they have reviewed the public realm amendments covering Hostile Vehicle Mitigation and public access and are happy with the proposals and have no issues.
301. Details of the security measures would be sought by condition. Any alterations on the highway would be secured through a Section 278 agreement.

### **Aviation**

302. The scheme would not impact on the radar operations for air traffic movements at Heathrow and London City Airport.
303. Heathrow and NATs have however advised that operation of cranes above 300m AoD may have an impact on the airspace. A Crane Operation Plan would be required to be submitted for approval in consultation with NATS in order to safeguard aviation routes at Heathrow and London City Airport.

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

304. The impact of the scheme on the amenity of the surrounding area has been assessed taking into account Development Plan policy and relevant guidance.

## **Wind Microclimate**

305. The likely effect of the development on wind microclimate in the immediately surrounding area has been assessed using two methodologies 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 and computer-based technologies 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.
306. For a mixed use urban site such as the proposed development and surrounding area the desired wind microclimate would typically have walking during the windiest season on pedestrian thoroughfares, standing conditions at main entrances, sitting conditions at outdoor seating and amenity areas during the summer season.
307. The assessment, using wind tunnel tests, provides details of the average and gust wind conditions around the existing site and the proposed development and assesses the cumulative impact with other proposed developments including 22 Bishopsgate, 1 Undershaft, 1 Leadenhall Street, 6-8 Bishopsgate, 40 Leadenhall Street, 60-70 St Mary Axe, 52-54 Lime Street. Assessments are given for both the summer season and the windiest season. Wind speeds were measured at 245 locations for 36 wind directions at 10° intervals. The measurements covered ground and terrace level locations along the building facades and at corners, thoroughfares within open amenity spaces and on pedestrian routes within and around the site.
308. The methodology adopted to carry out the wind assessment combined the use of Computational Fluid Dynamics (CFD) and physical model-based wind testing using a boundary layer wind tunnel testing. Both studies were carried out independently from one another. The combination of the two methods of assessment provides a comprehensive understanding of wind effects around the site.
309. Windspeeds across the site were tested under a number of different configurations to demonstrate a robust assessment of the wind environment, assessing the existing site with the existing surrounding buildings, the Proposed Development with the existing surrounding buildings, the Proposed Development with future consented buildings (cumulative scenario) and six further scenarios capturing the phasing of consented developments within the eastern cluster.

310. The design of the development has been amended to incorporate a number of wind mitigation features in order to address potential areas of concern around the site. The presence of these measures is included in the final wind assessment results.

#### Existing Baseline Scenario

311. The baseline assessment scenario has wind conditions ranging from being suitable for 'sitting' use to 'walking' use during the windiest season. The wind conditions to the east of the site are generally suitable for 'sitting' use with localised areas of conditions suitable for 'standing' use on Mitre Street. To the west of the Site, wind conditions in St Mary Axe and south of 122 Leadenhall Street, are generally a mix of 'standing' use and 'walking' use, acceptable for the intended pedestrian uses.
312. In the summer season, wind conditions to the east of the site are suitable for 'sitting' use. To the west of the site, wind conditions within 30 St Mary Axe public realm are suitable for a mix of 'sitting' and 'standing' use, the public realm to the south of 1 Undershaft is suitable for 'standing' use while conditions in the 122 Leadenhall amenity space are suitable for a mix of 'sitting' and 'standing' use. However, it is noted in the baseline configuration, there are two measurement locations with windspeeds exceeding 15 m/s for more than the approx. 2.2 hours per annum.

#### Proposed development with existing surrounding buildings

313. Wind conditions are windier than the baseline configuration by up to one category immediately east of the Proposed Development during the windiest season. To the west of the Proposed Development wind conditions are similar to those in the baseline conditions.
314. During the summer season wind conditions surrounding the site range from being suitable for 'sitting' use to 'standing' use at ground level and at terrace levels with conditions in ground level amenity spaces generally similar to those in the baseline configuration.

#### Thoroughfares

315. Wind conditions on Leadenhall Street and St Mary Axe, south and west of the Proposed Development, range from being suitable for 'sitting' use to 'walking' use. All thoroughfare locations would be suitable for the intended pedestrian uses during the windiest season.

#### Entrances

316. Entrances to the proposed development are suitable for 'standing' use or calmer during the windiest season, acceptable for the intended pedestrian use. The existing entrance at 10 St Mary Axe would be suitable for 'walking' use, one category windier than the baseline configuration and one category windier than suitable for an entrance location. This entrance is a mix of swing doors recessed by approximately 1m and a revolving door would provide a transition area

around the entrance resulting in conditions suitable for the intended pedestrian use.

#### Ground Floor Amenity Spaces

317. Amenity and public realm space around St Mary Axe, north of the Proposed Development, south of 1 Undershaft and around 122 Leadenhall has wind conditions suitable for a mix of 'sitting' and 'standing' use largely similar to that in the baseline configuration during the summer season. Conditions are windier than those in the baseline configuration by one category, changing from being suitable for 'sitting' use to 'standing' use which would be windier than acceptable for outdoor café seating. Localised screening against the seating furniture is recommended to improve the wind conditions. In order to be expected to provide adequate shelter, wind breaks should be no less than 1.1m in height and no more than 50% porous and the details of these would be secured via a S106 obligation which will require the developer to provide details of the proposed mitigation measures (outside the site boundary) and require them to secure the necessary consents, permissions and licenses to implement the mitigation measures. The applicants are in discussions with the owners/developer of 1 Undershaft to agree the proposed mitigation measures.

#### Terrace Level Amenity Space

318. During the summer season, when amenity space is most frequently expected to be suitable for use, podium roof terrace amenity space at level 4 is suitable for 'standing' use on the western side of the terrace and 'sitting' use on the eastern side of the terrace. Conditions on the western terrace would be one category windier than suitable for an amenity space during the summer season. Wind mitigation measures would be required on the western terrace in the form of dense hedging or shrubs approximately 1.5m in height or greater distributed around the terrace space and details of these would be secured via a condition. Details of the appearance of all wind mitigation features would be required by condition.
319. As noted in the baseline configuration, two locations would experience windspeeds exceeding 15 m/s for more the approx. 2.2 hours per annum. These conditions are present in the baseline, indicating that this is not an effect of the Proposed Development and mitigation measures would not be considered to be required at these two locations.

#### Proposed Development with Future Consented Buildings (Cumulative scenario)

320. Wind conditions are windier than the baseline configuration by up to one category immediately east of the Proposed Development during the windiest season. To the west of the Proposed Development wind conditions between the existing building at 10 St Mary Axe and the consented 1 Undershaft development are one category windier than in the existing baseline scenario.



321. During the summer season wind conditions surrounding the Site range from being suitable for sitting use to standing use at ground level and at terrace levels, with conditions in ground level amenity spaces similar to, or calmer than those in the existing baseline scenario.

#### Thoroughfares

322. Wind conditions on Leadenhall Street and thoroughfares to the east of the Proposed Development are suitable for a mix of standing use, similar conditions to those in the existing baseline condition. Wind conditions on St Mary Axe between 10 St Mary Axe and 1 Undershaft are one category windier than the existing baseline scenario, being suitable for walking use. All thoroughfare locations would be suitable for the intended pedestrian uses during the windiest season.

#### Entrances

323. Entrances to the Proposed Development are suitable for standing use or calmer during the windiest season. The existing entrance at 10 St Mary Axe would be suitable for walking use, one category windier than is suitable for an entrance location. This entrance is a mix of swing doors recessed by approximately 1m and a revolving door would provide a transition area around the entrance resulting in conditions suitable for the intended pedestrian use.

#### Ground Floor Amenity Spaces

324. Amenity and public realm space around St Mary Axe, would have wind conditions calmer than those in the existing baseline scenario during the summer season. Public realm and amenity spaces south of 1 Undershaft and around 122 Leadenhall would have wind conditions suitable for 'sitting, calmer than in the existing baseline scenario. Conditions would be windier than those by one category to the east of 1 Undershaft, which would be windier than acceptable for the outdoor café seating area and localised screening and localised screening would be required to improve the wind conditions for outdoor café seating.

#### Terrace Level Amenity

325. During the summer season when amenity space is most frequently expected to be suitable for use, the podium roof terrace amenity space at level 4 is suitable for standing use on the eastern terrace and sitting use on the western terrace. Conditions on the eastern terrace would be one category windier than suitable for amenity space during the summer season. Wind mitigation measures would be required on the terrace to improve wind conditions at this location.

#### Conclusion

326. Of all the configurations tested the changes in the wind conditions would not be significantly worsened and in most cases would remain suitable for their intended uses. Where there are minor to moderate impacts caused by the Proposed Development, mitigation measures such as localised landscaping may be implemented to improve wind conditions, and these would be secured via a condition or S106 obligations.

## **Daylight and Sunlight**

327. Local Plan Policy DM10.7 'Daylight and Sunlight' resists development which would reduce noticeably the daylight and sunlight available to nearby dwellings to unacceptable levels, taking account of the Building Research Establishment's (BRE) guidelines. Policies 7.6 and 7.7 of the London Plan provide further guidance. Policy 7.6B(d) states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings. Policy 7.7D states that tall buildings should not affect their surroundings adversely. Paragraph 3.10.41 of the Local Plan indicates that the BRE guidelines will be applied consistent with BRE advice that ideal daylight and sunlight conditions may not be practicable in densely developed city centre locations and should be applied flexibly.
328. The BRE guidelines consider a number of factors in measuring the impact of development on daylight and sunlight on existing dwellings:
- Daylight to windows: Vertical Sky Component (VSC): a measure of the amount of sky visible from a centre point of a window. The VSC test is the main test used to assess the impact of a development on neighbouring properties. A window that achieves 27% or more is considered to provide good levels of light, but if with the proposed development in place the figure is both less than 27% and reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable.
  - Daylight Distribution: No Sky Line (NSL): The distribution of daylight within a room is measured by the no sky line, which separates the areas of the room (usually measured in sq. ft) at a working height (usually 0.85m) that do and do not have a direct view of the sky. The BRE guidelines states that if with the proposed development in place the level of daylight distribution in a room is reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable. The BRE advises that this measurement should be used to assess daylight within living rooms, dining rooms and kitchens; bedrooms should also be analysed although they are considered less important.
  - Sunlight: sunlight levels are calculated for all main living rooms in dwellings if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are considered less important although care should be taken not to block too much sun. The BRE explains that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% APSH between 21 September and 21 March; and receives less than 0.8 times its former sunlight hours as result of a proposed development; and has a reduction in sunlight hours received over the whole year greater than 4% of annual probable sunlight hours.
329. It should be noted that where there are existing low levels of daylight in the baseline figures any change in the measured levels has been

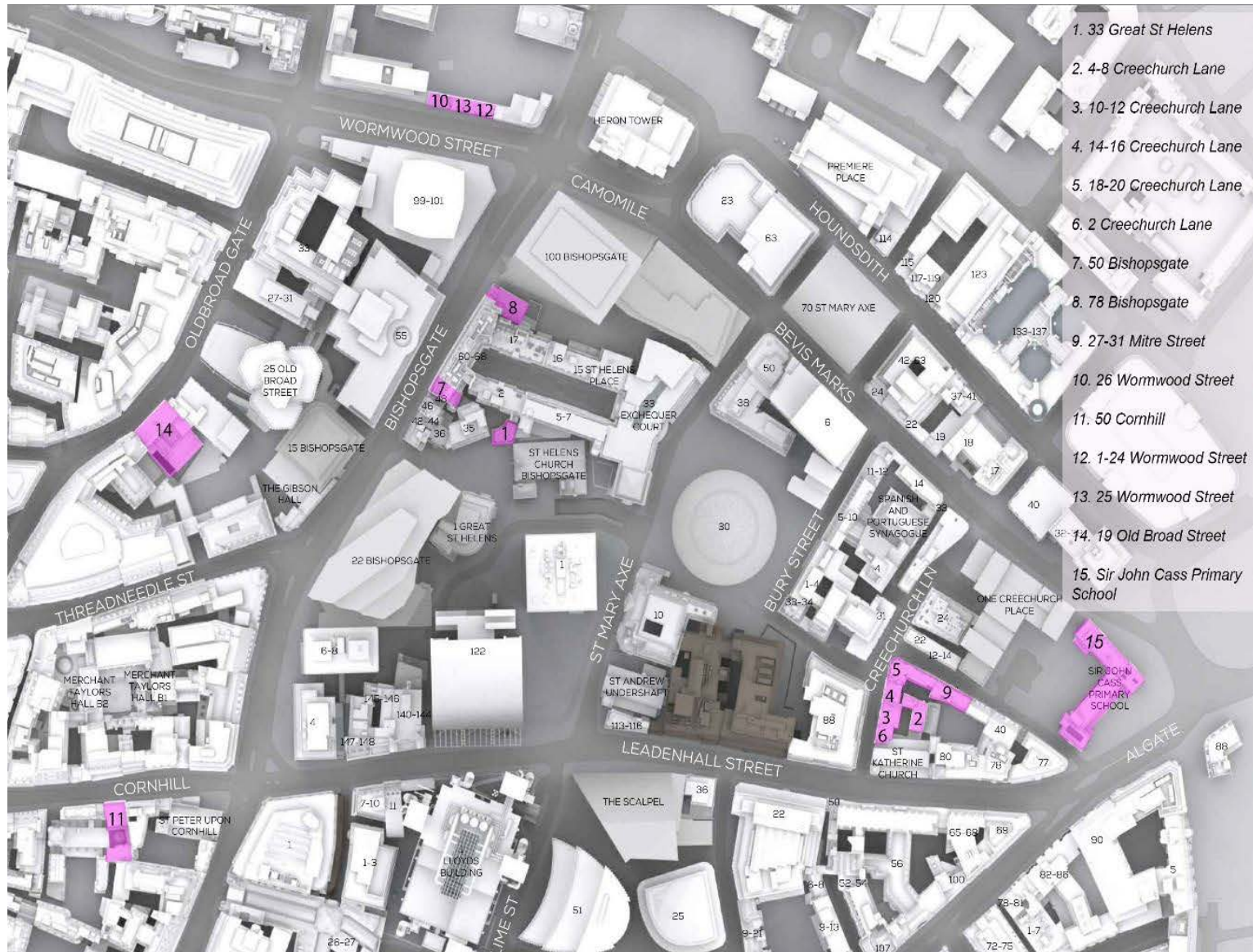
generally described in two ways to give a more complete picture. These are:

Percentage change (10% reduced to 8% = 20% reduction); and

Actual/Absolute change (10% reduced to 8% = 2% change).

330. The main assessment for loss of daylight and sunlight considers the proposals in the context of the existing scenario, where the proposed scheme is the only change and consented buildings which are not yet constructed are not included in the assessment model. Where buildings are already under construction, they have been included in the existing scenario. This is referred to as the existing vs proposed scenario.
331. Paragraph 3.10.41 of the Local Plan states when considering proposed changes to existing lighting levels, the City Corporation will take into account the cumulative effect of development proposals.
332. The applicants have carried out a further cumulative assessment to address the impact of the proposals together with consented buildings. This is one which compares the existing scenario to a proposed scenario and includes all the consented buildings as well as the proposed scheme.
333. An additional analysis has been undertaken by the applicants in response to concerns raised by Anstey Horne (on behalf of the residents at 4-8 Creechurch Lane). The additional scenario assesses the impact on the residential properties at 2, 4-8, 10-12, 14-16 and 18-20 Creechurch Lane. This is a worst-case scenario which assumes all of the neighbouring consented developments (either under construction or not) are completed and this forms the existing baseline condition. This baseline is assessed and then re-assessed with the proposed 100 Leadenhall scheme in place, so that the additional over-impact by 100 Leadenhall is isolated and can be understood.
334. The daylight, sunlight and overshadowing assessment submitted by the applicant as part of the Environmental Statement, has been independently assessed by BRE to review the scope, methodology and conclusions of the report.
335. While the assessment has been carried out for the surrounding buildings including commercial offices, only those considered as sensitive in terms of daylight and sunlight are evaluated in this report.

336. The map below shows the location of the sensitive residential receptors in relation to the proposed development.



## **Daylight Assessment Results**

### **Impact of the Proposed Development on Daylight**

337. In terms of the impact on daylight, the assessment shows, that for seven of the properties that have been identified as being sensitive, the effect of the proposed development would be minor where the proposed development could be expected to result in a small but barely noticeable effect and are therefore considered appropriate. One property would experience a moderate impact.

#### **33 Great St Helens (residential)**

338. It should be noted that the overnight accommodation within this property is considered ancillary to the Leathersellers' office space and, therefore, is less sensitive.

339. There are 19 windows within this property servicing seven rooms. 18 windows would meet the BRE criteria for VSC and therefore experience a negligible impact. The remaining window would experience a change of 23.86%, however this window has a low existing level of VSC in the baseline and any change could result in a high level of change when expressed as a percentage. The absolute alterations to this window equates to 2.1% VSC.

340. The effect of the proposed development on this property is considered to be minor adverse impact.

341. In the cumulative assessment, the impact would be major adverse, however, the majority of the effect would be caused by the approved 1 Undershaft building which lies directly to the south west of the Site.

#### **St Helens Church Bishopsgate (non-residential)**

342. There are 49 windows within this property serving 13 rooms. 15 of these windows tested should be excluded as they face north and west and have no view of the development. Smaller rooms at the church, and their windows, would be unlikely to be covered by the BRE guidelines.

343. 11 of the remaining 34 windows in this location would have a loss of daylight, 40% or more. Some of them are very large losses, 88.89%, 69.49% and 60.87%. Three more windows would have a moderate loss and two more would be minor and only marginally outside the guidelines. The main windows to the church are among the windows with a very large loss of daylight. The main room would also have a change to its daylight distribution which would be marginally outside the guidelines.

344. All windows have low existing levels of VSC in the baseline as they are surrounded by a number of tall buildings and any change could result in a high level of change when expressed as a percentage. The main religious space is likely to be already dependent on electric light when services are taking place.

345. The effect of the proposed development on this property is considered to be moderate adverse impact.
346. In the cumulative scenario the impact would be major adverse rather than moderate as is suggested by the applicants, however, the majority of the effect would be caused by the approved 1 Undershaft building which lies directly to the south of this property.

#### St Andrew Undershaft (non-residential)

347. This church is immediately to the west of the site. There are 85 windows within this property serving three rooms. 23 of these windows face west and would not have a view of the proposed development.
348. The east elevation of the church, which directly faces the site, would receive slightly more daylight than previously. This is because the proposed building would be further away than the existing building, allowing the windows to receive some daylight from the sides. The south facing windows which would have a view of the site would also receive slightly more daylight. The impact on windows on the north elevation would be minor to moderate adverse, so the main room would have a mixture of windows some receiving more light and some receiving less, and some, the lower windows on the south elevation, being unchanged. Given that the windows all serve the same room, it is reasonable to offset the gains against the losses to some extent. The daylight distribution results show that the change in the distribution of light in the room would be negligible. It is notable that most of the windows have very low existing VSCs. As with St Helens Church, the space is likely to be already dependent upon electric light. The church may also normally use electric light when services are taking place.
349. The effect of the proposed development on this property is considered to be minor adverse impact.
350. In the cumulative scenario, the impact would be moderate adverse. There would be some windows with major losses, but they serve the same space as other windows with smaller losses.

#### 2 Creechurch Lane (residential)

351. All the windows assessed at this location would be within BRE guidelines in the existing v proposed scenario.
352. In the cumulative scenario the impact would be moderate adverse, however, a degree of light loss would be attributable to the consented 40 Leadenhall Street development which lies to the south-west of this property.
353. In the future baseline scenario, one window on each floor of this building would be marginally outside the BRE guidelines for loss of daylight.

However, it is one pane of two in a set of glazed doors. The two panes taken together are smaller than the other four windows lighting the same room and would be considered secondary windows. Secondary windows are not covered by the BRE guidelines. The impact on the other windows would be negligible. Changes to daylight distribution would also be negligible.

354. The future baseline assessment confirms that the consented developments are responsible for most of the impact on these properties.

#### 4-8 Creechurch Lane (residential)

355. This location would be minimally affected by the proposals. There are already a number of existing tall buildings in the direction of the site, and much of the light which would be blocked by the proposals is already blocked by the existing buildings. One bedroom window would be marginally outside the BRE guidelines for loss of daylight. The bedroom in question, F03/R6, also has another window which would be within the guidelines for loss of daylight.
356. The effect of the proposed development on this property is considered to be minor adverse impact in the existing vs proposed scenario.
357. In the cumulative scenario, the impact is considered to be moderate to major adverse rather than minor to moderate as the applicants have assessed. However, this is principally due to the consented properties rather than the proposed one.
358. In response to the comments received from Anstey Horne (Daylight and Sunlight consultants who have been appointed by residents of 4-8 Creechurch Lane), the applicant has completed a further daylight and sunlight assessment referred to as Future Baseline v Proposed, which includes building in all of the consented schemes (including those not yet commenced) into a notional existing condition and then separate out the proposed development, to understand the additional impact the proposed development creates.
359. In the additional future baseline assessment, the impact would be slightly smaller than it is in the main existing vs proposed assessment. The same bedroom window would have a minor adverse impact but by a smaller margin. The other windows would have a negligible impact. Changes to daylight distribution would be negligible for all of the rooms assessed. Therefore, in the future baseline scenario, the losses to this building could be considered to be negligible overall. Some of the light which would be blocked by the proposed development will already be blocked by consented developments.

#### 14-16 Creechurch Lane (residential)

360. In the existing v proposed scenario, there are 19 windows within this property which would experience a loss of daylight outside of the BRE criteria. Three of these losses would be moderate adverse and the rest would be minor. The applicants have reached a conclusion of minor adverse impact. While it is agreed that most of the impact would be minor adverse, it is notable that all of the windows with a moderate adverse result, (W6, W7 and W8 on the top floor), serve the same room, together with another window which would have a minor adverse impact. To have so many windows to the same room affected to that extent would be indicative of a moderate adverse impact on that particular room.
361. The effect of the Cumulative scenario regarding Daylight is considered to be moderate to major adverse impact. However, it is acknowledged that the majority of effect would come from the Leadenhall Island Site at 40 Leadenhall Street.
362. In the additional future baseline scenario, the impact is considered to be moderate adverse overall.

#### 18-20 Creechurch Lane (residential)

363. A number of windows in this location would be unaffected and have no loss as a result of the proposal. This is because they face Mitre Street and would not be able to see the proposed development. All of the windows which face the site would have impacts in the minor to moderate range in the proposed vs existing scenario. One bedroom, would have a change to its daylight distribution which would be moderate adverse. One of its windows would have a minor adverse impact at 29.68% and the other moderate at 31.82%. This room would therefore be substantially affected. However, BRE guidelines state that daylight distribution to bedrooms is less important than to living rooms. The effect of the proposed development on this property is considered to be moderate adverse in the existing vs proposed scenario.
364. In the cumulative scenario, the impact is considered to be moderate to major adverse.
365. In the future baseline assessment, the impact on windows at this property varies depending on the orientation of the window. The windows facing onto Mitre Street would not be affected at all. Other consented developments will have already blocked the daylight those windows. All of the windows facing on to Creechurch Lane would have a moderate adverse impact. The windows on the corner would have a negligible or minor adverse impact depending on whether they faced Mitre Street more than Creechurch Lane or vice versa. The living rooms



in this building have either all or some of their windows on the Mitre Street elevations, which would reduce the overall impact to the corner rooms as they have some unaffected windows. This can be seen in the negligible change to daylight distribution in those rooms.

366. All of the windows facing onto Creechurch Lane would have a moderate adverse impact. These windows light bedrooms and small kitchens. Three bedrooms have a moderate to major change to their daylight distribution and the BRE guidelines state that that daylight distribution to bedrooms is less important than to living rooms. Overall, in the future baseline scenario, the impact would be minor adverse for the living rooms and moderate adverse for the bedrooms and kitchens.

#### 27-31 Mitre Street (residential)

367. In the proposed v existing scenario, one window on each floor of this building would be outside the BRE guidelines. Window maps were not available, but this is likely to be the column of windows at the rear, facing west and obstructed to a large degree to the north by the main part of the terrace. By the building's own design, this column of windows would receive less daylight. The type of room served by these windows varies. On the lowest floor with the worst result, a major loss of 41.18%, it is a bedroom. On the next two, with a moderate loss of 35.51% and minor loss of 28.57%, it is a living room. On the next, with a minor loss of 22.22%, it is a bedroom. On each floor, the room in question has three windows, and the affected window already receives much less daylight than the other two windows. This would reduce the impact of the losses. Overall, the effect of the proposed development on this property is considered to be minor adverse in the existing vs proposed scenario.
368. The major losses in this location would get slightly larger in the cumulative scenario. Some other windows would have a minor adverse impact which were not affected in the cumulative vs proposed scenario. We would agree with GIAs conclusion of minor adverse overall, due to the mitigating factor above. Overall, the effect of the proposed development on this property is considered to be minor adverse in the cumulative scenario and this is due to the presence of other substantially sized, almost unaffected windows serving the same rooms.

#### The Spanish and Portuguese Synagogue (non-residential)

369. A number of objections have been received raising concerns that the Proposed Development will impact on daylight from within the Synagogue.
370. One window at the Synagogue would have a minor adverse impact. It is one of a number of windows serving the same space, and already receives very low levels of daylight. The actual degree of change is very small, which shows as a larger percentage loss because the existing VSC is very low. Overall, the effect of the proposed development on this property is considered to be minor adverse in the proposed vs existing scenario.

371. In the cumulative scenario three windows would have a major adverse impact for the first time. Another two would have a moderate adverse impact, and three would have a minor adverse impact all of which serve the main religious space. These are in addition to the one window which would have a minor adverse impact in the existing vs proposed scenario; this particular result would be unchanged. There are still windows which would have a negligible impact. The windows already have very low levels of vertical sky component. Overall, the effect of the proposed development on this property is considered to be minor adverse in the cumulative scenario and most of it attributable to the consented developments rather than the proposed development.

Rabbi's House (4 Heneage Lane) (residential)

372. Following objections received, the applicants have been asked to consider what the impact of the Proposed Development would be to the Rabbi's house, which is adjoined to the north of the Synagogue.

373. The floorplans of the Rabbi's house have been provided to the applicants in order for an accurate assessment to be undertaken.

374. There are 6 windows serving 5 rooms within this building which are relevant for assessment (three bedrooms, one living room and one kitchen). All six windows would meet the BRE criteria for VSC.

375. Loss of daylight to the following buildings have been assessed and they would be within the BRE guidelines for all windows in the proposed/existing scenario:

- 10-12 Creechurch Lane
- 2 Creechurch Lane
- The Gibson Hall
- 50 Bishopsgate
- 78 Bishopsgate (St Ethelburgas Centre)
- Sir John Cass primary school
- St Katherine Cree Church
- 26 Wormwood Street
- Cornhill-St-Peter upon Cornhill Church
- 50 Cornhill
- 1-24 Wormwood Street
- 25 Wormwood Street
- 19 Old Broad Street (City of London Club)
- Drapers Hall
- Merchant Taylors Hall

376. While some of these would have adverse impacts in the cumulative scenario, the results demonstrate that the impact would be principally due to the consented buildings and not the proposed one.

## Conclusion

377. The applicants have identified all of the locations in the vicinity of the development which would have a requirement for daylight and sunlight, and have been comprehensive in this respect, by including a number of commercial properties.

## Residential properties

378. The residential properties whose daylight would be most affected by the proposed development are 14-16 Creechurch Lane and 18-20 Creechurch Lane.
379. All of the windows at 14-16 Creechurch Lane directly face the site. The development would have a minor adverse impact on most of the building, but a larger, moderate adverse impact on one room on the top floor. When the impact of other consented properties is included in a cumulative assessment, this would increase to a moderate to major adverse impact to the building as a whole. However, most of the additional impact is attributable to the consented developments rather than the proposed development. In the future baseline scenario, which assumes the worst-case scenario if all the consented schemes are built the impact would be moderate.
380. 18-20 Creechurch Lane has windows facing towards Mitre Street and windows facing towards Creechurch Lane. The windows which face Mitre Street would be unaffected. The windows which face the site, which light bedrooms and kitchens, would have a minor to moderate adverse impact in the proposed v existing scenario. When the impact of other consented properties is added in, the overall impact increases from a moderate to major adverse impact however most of the impact is attributable to the consented developments rather than the proposed development. In the future baseline scenario, which assumes the worst-case scenario if all the consented schemes are built the impact would be minor adverse for the living rooms and moderate adverse for the bedrooms and kitchens. The BRE guidelines state that bedrooms could be viewed as having less of a requirement for daylight than living rooms.
381. Other residential buildings which would have an adverse impact are 27-31 Mitre Street and 33 St Helens, There are some mitigating circumstances to consider for Mitre Street, and 33 Great St Helens would be only marginally affected.
382. One column of windows at 27-31 Mitre Street would have a minor to major loss, depending on the floor, but the room served by the window also appears to have two other substantial windows, which would mitigate the impact. The building's design also limits the amount of daylight these particular windows can receive. This impact would remain minor in the cumulative assessment.

383. The impact on 33 Great St Helens would be only marginally minor adverse, and the relevant room has another window with a negligible impact, which would mitigate this further. Although the cumulative impact would be major, this would be mainly due to the consented developments, not the proposed one.

#### Non-residential properties

384. The most affected non-residential building would be St Helens Church. This would see a large impact on its main windows, which we would consider major adverse, and an even larger impact in the cumulative assessment. However, the windows already receive very low levels of daylight due to surrounding tall buildings. It is likely that the main religious space is already dependent on electric light.
385. The Synagogue would have a minor adverse impact, but only to one window, which is one of many serving the same space. In the cumulative assessment, the losses of daylight are increased to an amount we would consider major adverse due to the impact of consented buildings, but the windows already receive very low levels of daylight. The change in sunlight provision to the courtyard would be very limited due to the amount of existing overshadowing.
386. St Andrew Undershaft Church would have a minor adverse impact, but the windows already have very low existing daylight levels. It is likely that the building is already dependent on electric light. The development would block light from reaching some of its windows but would allow more light to others, mitigating the impact.
387. In conclusion the assessment shows that the proposed development would not result in unacceptable adverse impacts. The residential properties whose daylight would be most affected by the proposed development are 14-16 Creechurch Lane and 18-20 Creechurch Lane, however this is largely due existing low levels of daylight and sunlight already experienced, which 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. It is considered that the proposed development would not cause unacceptable harm to the amenity of surrounding land and buildings and complies with Local Plan Policy DM 10.7 and policies 7.6B and 7.7D of the London Plan.

#### Sunlight Assessment Results

388. The following residential locations which would have some minor losses of annual probable sunlight hours (APSH) but would be within the BRE guidelines in all cases:
- 4-8 Creechurch Lane
  - 18-20 Creechurch Lane
  - 50 Bishopsgate
  - 27-31 Mitre Street
  - 26 Wormwood Street

- 1-24 Wormwood Street
- 25 Wormwood Street
- Drapers Hall
- 33 Great St Helens
- 50 Cornhill

#### St Helens Church Bishopsgate (non-residential)

389. A total of 32 windows have been assessed within this property for Sunlight as they face the site and are located within 90 degrees of due south. Out of these 32 windows, 28 would meet the BRE guidelines for both total and winter APSH and therefore the effect on these windows are considered to be negligible.
390. The four affected windows all experience alterations in excess of 40% in total APSH. In relation to winter APSH one of the affected windows would experience alterations between 30-40% and two windows would experience alterations in excess of 40% due to the low existing levels of winter APSH.
391. Overall, the effect on this property is considered to be minor adverse.

#### The Spanish and Portuguese Synagogue (non-residential)

392. A number of objections have been received raising concerns that the Proposed Development will cause an impact on sunlight within the building.
393. There are 16 windows which face within 90° due south of the development and all the windows have been assessed. All 16 windows would meet BRE criteria for sunlight. Overall, the effect on this property is considered to be negligible and mitigation is not considered necessary.

#### Conclusion

394. In conclusion the proposed development would not cause unacceptable harm to sunlight levels to the properties identified as sensitive and the impact on residential properties would be acceptable. There would be an instance of minor adverse impact to St Helens Bishopsgate Church however this is largely due to existing low levels of daylight and sunlight already experienced, which 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. It is considered that the proposed development would not cause unacceptable harm to the amenity of surrounding land and buildings and complies with Local Plan Policy DM 10.7 and policies 7.6B and 7.7D of the London Plan.

#### Transient Overshadowing

395. 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.

396. On March 21<sup>st</sup> no shadow from the Proposed Development would be cast on the amenity spaces within Sit John Cass's Foundation Primary School and the parish of St Andrew Undershaft Church.
397. Marginal overshadowing would occur on the parish of St Helen's Bisphosphate amenity area between 9.00am and 10.00am. However, from 10.00am the amenity area is no longer affected by the Proposed Development throughout the remainder of the day.
398. On June 21<sup>st</sup>, no shadow from the Proposed Development would be cast on the amenity spaces within Sir John Cass's Foundation Primary School and the parish of St Helen's Bishopsgate.
399. Marginal overshadowing would occur on the parish of St Andrew Undershaft Church amenity area from 9.00am to 11.00am.
400. On December 21<sup>st</sup> no shadow from the Proposed Development would be cast on the amenity spaces within Sit John Cass's Foundation Primary School and the parish of St Andrew Undershaft Church
401. A number of objections have been received raising concerns that the Proposed Development will cause overshadowing to the Synagogue Courtyard.
402. The submitted daylight and sunlight assessment includes a transient overshadowing assessment. A further assessment was carried out by GIA in response to the concerns raised by objectors to assess the impact on the Synagogue Courtyard.
403. The existing and proposed SHOG levels were tested for the Synagogue Courtyard. In the existing scenario, 0% of the courtyard would enjoy 2 hours or more of direct sunlight on March 21<sup>st</sup>. As a direct result 0% of the courtyard would enjoy 2 hours or more direct sunlight in the proposed scenario and so there is no material change with reference to the BRE criteria for overshadowing.
404. It is evident that the Synagogue Courtyard does not meet BRE guidance on the 21<sup>st</sup> of March in the existing scenario and is therefore unable to do so in the proposed scenario. The further objection from the Synagogue shows that there are times when the Synagogue Courtyard can receive sun, which would be blocked by a new tall building. The example uses July 2<sup>nd</sup> at 14.45. However, this is one specific time and one specific position of the sun. It would be difficult to take a transient incident such as this as evidence of a significant impact. The detailed analysis by GIA for the 21 June, the summer solstice, looks at the whole day and shows that the change would be limited, even in the summer and in the context of the BRE Guidelines, it would be considered to achieve them. Whilst the building itself will experience a limited degree of transient overshadowing, the additional shadow resulting from the proposed redevelopment would not be considered to unduly compromise the current enjoyment of these spaces, would not cause unacceptable

harm to the amenity of the surrounding land and buildings, and complies with policies 7.6 and 7.7 in the London Plan.

### **Solar Glare**

405. The BRE Guidelines recommend that solar glare analysis be carried out to assess the impact of glazed facades on road users in the vicinity. In this case, viewpoints for the analysis were positioned at points before a signalised road junction or pedestrian crossings where a distraction to motorists may occur.
406. A total of 87 viewpoints from 45 junctions on the nearby roads and railways were assessed. The assessment considered the potential occurrence of solar reflections from the Proposed Development, their duration and proximity to a driver's line of sight.
407. Out of the 45 sensitive locations tested, the building is not visible from 19 of them and the effects on these locations are considered to be negligible. At six of these junctions, only a portion of the facade of the Proposed Development is visible and the distance is greater than 15° of a driver's line of sight and the effects on these six locations are considered to be negligible.
408. Fourteen junctions would experience minor adverse impacts. The reasons for the minor adverse impact would be due to solar reflections occurring within 30° to 10° or between 10° and 5°, reflections occur from a small section of the facade, potential reflections occur over a short period of time, traffic signals remain unaffected and the ability to deploy a cars visor which would shield the majority of the reflections.
409. The remaining five viewpoints would experience minor to moderate adverse impacts.
410. At Viewpoint W7 looking east along Cornhill and Leadenhall Street viewpoint W12 looking east along Cornhill at the junction with Bishopsgate, periods of solar reflection may occur within the driver's line of sight on 14<sup>th</sup> October visible for six minutes and 23<sup>rd</sup> February visible for three minutes respectively. Overall owing to the serrated nature of the facade, brief periods of solar reflection, the sunshine probability that further reduces the likelihood of solar reflections occurring, and the presence of multiple traffic signals, the effect of solar glare at these junctions are considered to be minor to moderate adverse.
411. At viewpoint 13 looking east at very close proximity to the Proposed Development, periods of solar reflection may occur within the driver's line of sight on 4<sup>th</sup> May between for a period of 23 minutes between 15.15 and 15.38. Although this seems a long period of time, the solar reflections would only be picked up on one panel at any given time limiting this effect. Overall owing to the brief periods of solar reflection, the sunshine probability that further reduces the likelihood of solar

reflections occurring, and the presence of multiple traffic signals, the effect of solar glare at this junction is considered to be minor adverse.

412. At viewpoint NE2 looking southwest along Mile End Road, periods of solar reflection may occur within the driver's line of sight in the early morning only, more specifically between 05.00 to 06.00 from mid-April to mid-August. The probability of sunshine is approximately between 30-40%, reducing the likelihood of instances of solar reflection visible from the driver's line of sight. Overall owing to the small section of facade affected by potential solar reflections, very brief periods of solar reflections, the sunshine probability that further reduces the likelihood of solar reflections occurring due to overcast skies, and the presence of multiple traffic signals, the effect of solar glare at this junction is considered to be minor adverse.
413. At viewpoint SE1 looking northwest towards Tower Hill, periods of solar reflection may occur within the driver's line of sight on 21<sup>st</sup> February between 13.34 and 13.47 and last for 13 minutes during the entire day. The probability of sunshine is approximately between 20-50%, reducing the likelihood of instances of solar reflection visible from the driver's line of sight. Overall, owing to the serrated nature of the facade, brief periods of solar reflections, the sunshine probability that further reduces the likelihood of solar reflections occurring, and the presence of multiple traffic signals (which are all fitted with sun visors or louvres) and the considerable distance between the building and the viewpoint, the effect of solar glare at this junction is considered to be Minor Adverse.
414. The assessment undertaken for solar glare is a worst-case scenario and assumes clear skies. Overall due to the serrated and broken up nature of the facade, it is unlikely that a full solar disc would occur during instances of solar glare reflection. Potential instances of solar reflection would be brief in duration, drivers would have use of visors and would be able to view multiple traffic signals from a single view therefore reducing its significance.
415. A S106 obligation will require a solar glare assessment to be submitted post completion but prior to occupation which would include details of any mitigation measures (if considered necessary).

### **Solar Convergence**

416. Solar convergence is a geometric phenomenon related to concave facade design. The proposed development, with its flat vertical facades, would not give rise to solar convergence.

### **Light Pollution**

417. The impact of light pollution has been considered in respect of the effect on nearby properties including 4-8, 10-12, 14-16, 18-20 and 2



Creechurch Lane, Great St Helen's Hotel, St Andrew Undershaft Church, St Helen's of Bishopsgate Church, St Katherine Church and 4 Heneage Lane (Spanish and Portuguese Synagogue).

- 418. Potential impacts have been identified for the residential properties at 18-20 Creechurch Lane and the Parish of St Andrew Undershaft.
- 419. Four windows within the Parish of St Andrew Undershaft would experience light pollution levels above those recommended during post curfew hours (11pm-7am). However, it is unlikely services within the church would be held after 11pm and it is considered that the impact would be of little significance.
- 420. For 18-20 Creechurch, the windows between 2<sup>nd</sup> and 5<sup>th</sup> floors would experience light pollution levels above those recommended during post curfew hours (11pm-7am). The assessment carried out assumes a worst case scenario that all the office areas within the proposed development would remain fully lit, however it is unlikely that the space would be entirely occupied and thus would not be fully lit at this time. It is considered that the impact would be moderate adverse.
- 421. The assessment undertaken is a worst-case scenario and assumes that all the lights on every commercial floor within the proposed development are switched on. Mitigation measures would be required as part of the detailed lighting design for the offices. The potential mitigation measures to reduce the effect to negligible would be to minimise the luminance levels to the south east end of the floor plan, dimming the lights at the perimeter of the floor plan post curfew and automatic blinds post-curfew.

### **Energy and Sustainability**

- 422. The NPPF, London Plan and the Local Plan seek to ensure that sustainability is integrated into designs for all development.
- 423. 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.

### **Energy consumption**

- 424. 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.

- 425. The proposed building has been designed to achieve optimum performance by a number of design features and the use of energy efficient building services plant.
- 426. The development would incorporate a double skin facade system with interstitial blinds which retain high levels of light transmittance and reflectivity which would help reduce cooling demands of the building.
- 427. The proposed building incorporates low energy LED/ fluorescent lighting with daylight and motion controls through the building.
- 428. The building would be served by a centralised heating and cooling system. All uses on site will be connected to the communal network and all retail units will be provided with capped connections to the centralised heating and cooling system.
- 429. Water source heat pumps supplemented by gas-fired boilers would provide space heating and domestic hot water. Comfort cooling would be provided by high efficiency water cooled chillers.
- 430. The applicant has investigated the feasibility of CHP. However, due the low anticipated heat loads and the nature of the building, CHP is not proposed. A condition has been recommended which requires details of potential connection opportunities to any district heating network outlining design proposals for future proofing arrangements.
- 431. The reduction in regulated carbon emissions following the energy demand reduction and with the proposed energy efficient measures in place would be 36.1%, in compliance with London Plan policy.

### **BREEAM**

- 432. 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 and waste management.

### **Water Management**

- 433. The site is located in Flood Zone 1 and as such it is at a low risk of fluvial and tidal flooding. A Flood Risk Assessment has been carried out in accordance with Local Plan policy CS18 for major developments.
- 434. Runoff from the Site would be restricted by appropriate Sustainable Urban Drainage Systems (SuDS) measures such as providing rainwater harvesting tanks. Surface water flow would be restricted to no greater than 5 l/s from each outfall and from no more than three distinct outfalls.

435. A condition requiring further details of the proposed SuDs (including a lifetime maintenance plan) and the measures to be taken to prevent flooding during the course of the construction works would be secured via a condition.

### **Air Quality**

436. 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.
437. During construction dust emissions would increase and would require control through the implementation of good practice mitigation measures in the Construction Method Statements to be approved under conditions attached to the planning permission.
438. The report states that the number of additional vehicles during the construction phase would lead to a small increase in the number of vehicles on the local highway network. The overall impact would not be considered sufficient to cause a significant effect at any of the nearby local air quality receptors.
439. An air quality neutral assessment has been submitted with the application. The assessment has found that the transport elements of the proposed development will be better than air quality neutral and no mitigation measures would be required.
440. During operation the proposed development will have a negligible effect on pollutant concentrations at sensitive receptors and is in compliance with Development Plan requirements.

### **Noise and Vibration**

441. 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 residential properties on Creechurch Lane and Mitre Street, St Andrew Undershaft and St Katherine Cree churches and a number of educational buildings and commercial and office premises in close proximity to the proposed development. The assessment has been considered having regard to policies 7.15 of the London Plan and DM15.7 of the Local Plan.
442. The noise environment present within the vicinity of the proposed development predominantly consists of road traffic noise on the local road network, fixed plant, delivery noise sources and noise associated with existing commercial premises surrounding the Site.
443. In most City redevelopment schemes most noise and vibration issues occur during demolition and early construction phases. The potential demolition and construction noise levels are predicted to have a high negative impact for a short to medium term.

444. Noise and vibration mitigation, including control over working hours and types of equipment to be used, would be included in a Construction Management Plan, a Construction Logistics Plan to manage all freight vehicle movements to and from the site and a scheme for protecting nearby residents, churches and commercial occupiers from noise, dust and other environmental effects attributable to the development to be approved under condition.
445. During the operational phase of the development it is predicted that that changes in predicted traffic flows would result in a negligible change in road traffic noise.
446. 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.
447. The impacts on noise and vibration would be managed through conditions and provisions in the S106 agreement to minimise adverse effects so as to ensure that no unacceptably adverse impact occurs.

#### **Television and Radio (Electronic Interference)**

448. A condition is recommended requiring the applicants to submit a baseline Terrestrial Television and Radio Interference Study prior to demolition. Once the development is completed but prior to occupation, the applicants would be required to submit a post construction Terrestrial Television and Radio Interference Study to assess any deterioration (if any) attributable to the proposed development and detail any mitigation measures, to ensure that there are no unacceptably adverse impacts as a result of the proposed development.

#### **Archaeology**

449. The site is in an area of archaeological potential, in the centre of the Roman and medieval City where remains from all periods may be expected to survive. There is potential for Roman and medieval periods to survive and some potential for survival of prehistoric remains.
450. The site is within the Roman city wall and early defences, and close to Roman east-west and north-south roads. Structural remains of buildings and foundations including mosaic floors have been recorded in the vicinity. In the medieval period evidence of occupation and industrial activity, including bell foundry remains have been recorded.
451. The existing buildings on the site have basements which has affected the extent of archaeological survival. The areas of highest potential are in the south-east and south -west buildings which have single basements, that is, on the southern side of 100 Leadenhall Street and

the west side of 107 Leadenhall Street and low or moderate potential below the double basements of these two buildings. There is no potential below 106 Leadenhall Street as this site was archaeologically excavated prior to construction of the existing building. Any potential impact outside the existing building basements would affect areas of high archaeological potential.

452. The proposed development would have an impact on archaeological remains through the construction of three basement levels across the majority of the site and new piled foundations. There may be further archaeological impacts from new services or drainage.
453. An Archaeological Desk Based Assessment has been submitted with the application. Archaeological evaluation is required in the areas of potential survival to provide further information on the nature, character and date of archaeological remains, and to design an appropriate mitigation scheme to record those remains. It has not been possible to carry out evaluation to date as the existing basement areas are tenanted.
454. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and details of new foundations.

#### **CIL and Planning Obligations**

455. The development would require planning obligations in a Section 106 agreement to mitigate the impact of the proposal and make it acceptable in planning terms. It would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.
456. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
457. The planning obligations and CIL contributions are set out below.

Mayoral CIL and planning obligations

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution</b>	<b>Forwarded to the Mayor</b>	<b>City's Charge for administration &amp; Monitoring</b>
Mayoral Community Infrastructure Levy payable	£4,392,300	£4,216,608	£175,692
Mayoral planning obligation net liability*	£7,822,530	£7,822,530	£3,500
<b>Total liability in accordance with the Mayor of London's policies</b>	<b>£12,214,830</b>	<b>£12,039,138</b>	<b>£175,692</b>

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

City CIL and S106 Planning Obligations

<b>Liability in accordance with the City of London's policies</b>	<b>Contribution</b>	<b>Available for allocation</b>	<b>Retained for administration and monitoring</b>
City CIL	<b>£6,588,450</b>	<b>£6,259,028</b>	<b>£329,423</b>
City Planning Obligation Affordable Housing	<b>£1,756,920</b>	<b>£1,739,351</b>	<b>£17,569</b>
City Planning Obligation Local, Training, Skills and Job Brokerage	<b>£263,538</b>	<b>£260,903</b>	<b>£2,635</b>
City Planning Obligation Monitoring Charge	<b>£2,750</b>		<b>£2750</b>
<b>Total liability in accordance with the City of London's policies</b>	<b>£8,615,658</b>	<b>£8,259,281</b>	<b>£356,377</b>

## City's Planning Obligations

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

- Highway Reparation and other Highways obligations
- Delivery and Servicing Management Plan
- Travel Plan
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Local Procurement
- Carbon Offsetting
- Utility Connections
- Public Realm Access
- Public Viewing Gallery Management and Access
- Legible London Signage Contribution TfL
- Cycle Hire Contribution (?200,000) TfL
- Post-occupation trip monitoring either carried out by TRICS or specifying that survey results must be shared with TRICS for their national and London-wide database
- S278 Agreement in consultation with TfL
- Solar Glare
- Wind mitigation measures (outside the site boundary)

459. 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

460. 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.

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

## Site Specific Mitigation

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

## **Conclusions**

463. The proposal accords with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre and with the strategic objective to focus and promote a significant increase in office floorspace in the Eastern Cluster. The building would deliver approximately 6.3% of the additional office floorspace sought in Policy CS1 to meet the needs of projected long term economic and employment growth.
464. The scheme would provide 811sq.m (GIA) of new retail floorspace with potential for 996sq.m in total. That provision would replace the existing 913sq.m of retail floorspace. It is proposed to use levels 55 and 56 as a bar/restaurant (Class A3/A4), outside of public viewing gallery hours, and would provide an additional 1,855sq.m (GIA) of retail floorspace. It is the view of officers that policy DM20.3 is complied with.
465. The design approach is dynamic and of the highest quality and the proposed tower would complement other tall buildings in the cluster. The scale and height of the proposal is appropriate and would assist in consolidating the cluster enhancing its profile on the skyline.
466. 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. The exception is the minor diminishment to the view and setting of St Paul's Cathedral from Fleet Street. It is considered that, whilst giving very considerable importance and weight to the desirability of preserving the setting of St Paul's, the public benefits of the proposal outweigh that less than substantial harm to the significance of the listed building.
467. The proposal would not cause harm to views, the setting or the significance of the Tower of London World Heritage Site.
468. 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 (except less than significant harm to the setting of St Paul's Cathedral from Fleet Street). The existing towers in the cluster provide a striking contrast in scale when seen in relation to the historic buildings and areas around them and are a defining characteristic of this part of the City. The proposed development would be in accordance with Local Plan policy C12 and policy 7.8 of the London Plan and would safeguard the setting and significance of heritage assets.
469. 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 in compliance with policy 7.7h of the London Plan.



470. The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free except for two disabled parking spaces. 1362 bicycle spaces with associated facilities would be provided in accordance with latest Development Plan standards. The servicing logistics strategy which would be incorporated in the Delivery and Servicing Management Plan would half the number of service deliveries normally expected for a development of this size and would reflect servicing measures sought for other major developments in the City. The proposal would be in compliance with Local Plan Policies DM16.1, DM16.3, DM16.5 and policies 6.9 and 6.13 of the London Plan.
471. The impact on pedestrian and vehicle movement has been assessed and the scheme would result in additional pedestrian trips to and from the site. However, the new north south route through the building, setting the building back from Leadenhall Street would cater for important pedestrian desire lines that are currently unavailable or indirect thus enabling easier pedestrian movement around and through the site. As a result, it is envisaged that the pedestrian trips generated by the development and the nearby committed developments, would not have a significant impact on the pedestrian network surrounding the proposal site and would introduce new routes to provide an improved pedestrian environment which would be in compliance with Local Plan Policies DM16.1, DM16.2 and policies 6.3 and 6.10 of the London Plan.
472. The impact on neighbouring residential occupiers and nearby buildings and spaces has been considered. The scheme would not result in unacceptable environmental impacts in terms of noise, air quality wind and daylight and sunlight and overshadowing. The impact of daylight and sunlight has been thoroughly tested and has been independently reviewed. It is not considered that the impacts would cause unacceptable harm such as to warrant a refusal of planning permission. The proposal would be in compliance with Local Plan Policies DM 10.7 and DM21.3 and policies 7.6 and 7.7 of the London Plan.
473. The scheme would provide significant benefits through CIL for improvements to the public realm and funding for public transport, housing and other local facilities and measures. That payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general there would be site specific measures sought in the S106 Agreement. Together these would go some way to mitigate the impact of the proposal.
474. With regards to the six principal issues identified at the beginning of this report and considering all other material considerations, the proposal has been assessed in accordance with the relevant statutory duties and having regard to the development plan and other relevant policies, and relevant advice including the NPPF including the a draft NPPF and the draft London Plan. 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.

475. In this case I am of the view that the proposal accords with the Development Plan as a whole, and that other material considerations and local finance considerations indicate that planning permission should be granted, and as a result it is my view that planning permission should be granted as set out in the recommendation and the schedules attached.

## **Background Papers**

### **Internal**

Memo Air Quality Officer 20 March 2018

Memo Lead Local Flood Authority 12 April 2018

Email City of London Police dated 30 May 2018

### **External**

Online	Mr Peter Kelly	19 March 2018
Online	Mr Kieran Wardle	19 March 2018
Email	Nick Pope	19 March 2018
Online	Mr Yarema Ronish	20 March 2018
Online	Mr Eitan Goury	27 March 2018
Online	Mr Xavier Tzinmann	27 March 2018
Online	Mr Xavier Maer	27 March 2018
Online	Mrs Rachel Levy	27 March 2018
Online	Miss Karla Macias	27 March 2018
Online	Mr Darren Hill	27 March 2018
Online	Mr Steven Wolfinger	27 March 2018
Online	Mrs Sara Jackson	28 March 2018
Online	Mrs Melody Salem	28 March 2018
Online	Mr David Ereira	28 March 2018
Online	Mrs Joyce Misraho	29 March 2018
Online	Dr Richard Dawood	28 March 2018
Online	Mr Robert Yentob	27 March 2018
Online	Mr Howard Martin	27 March 2018
Online	Ms Anna Albright	27 March 2018
Online	Mrs Anna Sanders	27 March 2018
Online	Mr Richard Sopher	27 March 2018
Online	Mr Michael Brandon	27 March 2018
Online	Mr Freddy Salem	27 March 2018
Online	Mr Maurice Martin	27 March 2018
Online	Mr Allan Howard	27 March 2018
Online	Dr Stuart Morganstein	27 March 2018
Letter	Mrs Gillian Beauchamp	28 March 2018
Online	Mr Caline Chazan	17 April 2018
Online	Mr Marcos Chazan	17 April 2018
Online	Mr Albert Hay	17 April 2018
Online	Mr Ezra Aghai	17 April 2018
Online	Mr Brian Duffus	17 April 2018
Online	Mrs Patty Ladow	17 April 2018
Online	Mr Norman Dawood	17 April 2018
Online	Mrs Jewel Scott	17 April 2018
Online	Mrs Jill Ruddock	17 April 2018
Online	Mrs Ayelet Elstein	17 April 2018
Online	Mr Michael Webber	17 April 2018
Online	Mr Lee Whitbread	17 April 2018
Online	Mr Harry Handelsman	17 April 2018
Online	Miss Olivia Horton	17 April 2018
Online	Mr Laurent Zmiro	17 April 2018

Online	Ms Sandra Shashou	17 April 2018
Online	Mrs Lina Ofer	17 April 2018
Online	Mr Charles Jacob	17 April 2018
Online	Miss Nina Appleby	09 April 2018
Online	Mrs Lesley Arkin	09 April 2018
Online	Dr Simon Gabbay	28 March 2018
Online	Mr Loïuse Obadia	28 March 2018
Online	Ms Vicky Album	30 March 2018
Online	Mr Lawrence Salem	03 April 2018
Online	Mr Solly Levy	03 April 2018
Online	Mrs Hazel Collins	03 April 2018
Online	Mrs Muriel Salem	03 April 2018
Online	Mr Ilan Kreiger	04 April 2018
Online	Mr Charles Teacher	04 April 2018
Online	Ms Rebecca Krechman	04 April 2018
Online	Me Daniel Zubaida	04 April 2018
Online	Mr Nick Balcombe	05 April 2018
Online	Mr Michael Keats	05 April 2018
Online	Ms Hilary Blume	05 April 2018
Online	Mrs Jessica Tricot	06 April 2018
Online	Mr David Hoffman	06 April 2018
Online	Mr Anthony Tricot	06 April 2018
Online	Ms Cathy Wills	23 April 2018
Online	Mr Jack Bekhor	22 April 2018
Online	Mr Charles Shamash	18 April 2018
Online	Mr Lloyd Hunt	18 April 2018
Email	Malena Schmool	03 April 2018
Online	Mr Darren Smith	18 April 2018
Online	Mr Jack Basrawy	04 April 2018
Online	Mr Alex Gruca	03 April 2018
Online	Mr Jonathan Whitbr	04 April 2018
Online	Mr Frank Martin	27 April 2018

Letter The S&P Sephardi Community dated 27 March 2018

Letter J Watson Consulting Ltd (on behalf of Tavor Holdings Ltd (Valiant House, 4 Heneage Lane) dated 4 April 2018

Letter Eversheds Sutherland (on behalf of The Wardens and Society of the Mistery or Art of the Leathersellers) dated 26 March 2018

Letter Environment Agency dated 27 March 2018

Email Port of London Authority dated 26 March 2018

Email Natural England dated 26 March 2018

Email Thames Water dated 16 March 2018

Email Heathrow Airport dated 26 March 2018

Email London City Airport dated 20 March 2018

Email National Air Traffic Services (Technical and Operations Assessment (TOPA)) dated 16 March 2018

Letter London Borough of Hackney dated 09 March 2018

Letter Royal Borough of Greenwich dated 21 March 2018

Letter London Borough of Lambeth dated 03 April 2018

Letter London Borough of Tower Hamlets dated 12 April 2018

Letter Transport for London dated 04 April 2018  
 Email City of London and GLA/TfL Transport Responses from DP9 dated 18 May 2018  
 Letter Historic England dated 27 March 2018  
 Letter Great London Authority dated 16 April 2018  
 Letter Historic Royal Palaces dated 22 May 2018  
 Letter Surveyor to the Fabric of St Paul's Cathedral dated 25 May 2018  
     Letter J Watson Consulting Ltd (on behalf of Meron Holdings Ltd 18 Bevis Marks) dated 4 April 2018  
 Letter St Helens Bishopsgate dated 14 June 2018  
 Letter J Watson Consulting Ltd (Further representation on behalf of London Sephardi Trust including Letter from Caroe Architecture re Heritage Impact of Proposed Development at 100 Leadenhall dated 8 June 2018) dated 12 June 2018  
 Letter DP9 in response to objection raised by Surveyor to the Fabric of St Paul's Cathedral dated 13 June 2018  
 Letter DP9 in response to objection raised by Historic Royal Palaces dated 13 June 2018  
 Email Zachary Osbourne - The Georgian Group dated 15 June 2018  
 Email DP9 in response to objection raised by Leathersellers dated 19 June 2018  
 Email Lance Harris (Anstey Horne) on Behalf of Residents at 4-8 Creechurch Lane dated 16 May 2018

### Application Documents

Design and Access Statement prepared by SOM;  
 Planning Statement prepared by DP9;  
 Environmental Statement (Vol.1 Main Report; Vol.2 Technical Appendices; Vol.3 Townscape, Visual and Built Heritage Assessment; and Vol.4 Non-Technical Summary ('NTS')) prepared / coordinated by WSP Parsons Brinkerhoff ('WSP');  
 Transport Assessment (incl. Travel Plan; Outline Delivery & Servicing Plan; and Constructions Logistics Plan) – included as Appendix to ES - prepared by WSP;  
 Energy Statement prepared by WSP;  
 Sustainability Statement (incl. BREEAM pre-assessment) prepared by WSP;  
 Waste Management Strategy prepared by WSP;  
 Fire Strategy prepared by WSP;  
 Fa?de Access Strategy prepared by WSP;  
 Utilities Statement prepared by WSP; and  
 Statement of Community Involvement prepared by Templar Strategies  
 Heritage Impact Assessment of the Tower of London WHS' prepared by Tavernor Consultancy (April 2018).  
 GIA's note on Solar Glare matters – dated 20 June 2018

RWDI / WSP Joint Statement entitled 'Wind Assessment Approach' - 5 June 2018

RWDI Technical Note – Details of Wind Mitigation Measures dated 21 June 2018

DP9's Viewing Gallery Management Plan (Headlines) doc – email of 31 May 2018

Tavernor's 'Bevis Marks Synagogue: supplementary information on its historic significance and impacts on setting' note – email of 23 May 2018

GIA's letter on Daylight, Sunlight and Overshadowing in relation to Bevis Marks Synagogue – dated 3 May 2018

WSP's 'Initial Wind Assessment Results' dated October 2017

SOM's St Andrew Undershaft Interface design detail doc – May 2018

WSP's plans of subterranean services / utilities

Updated application form – changing address to 100, 106 & 107 Leadenhall St – in email of 6 April 2018

BRE Independent Review of Daylight and Sunlight Chapter on Behalf of City of London dated 22 June 2018

Email DP9 100 Leadenhall Pedestrian Access dated 01 June 2016

GIA Letter – Amendments Addressing Typographical Errors in Environmental Statement Chapter 14: Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution dated 20 June 2018

Email and Additional Daylight and Sunlight Analysis in response to Anstey Horne (on behalf of residents at 4-8 Creechurch Lane) dated 22 June 2018.

Email GLA – 100 Leadenhall Street – Response to GLA Energy/Sustainability Comments dated 21 June 2018

## **Appendix A**

### **REASONED CONCLUSIONS ON SIGNIFICANT EFFECTS**

#### **Reasoned Conclusions**

Following examination of the environmental information a reasoned conclusion on the significant effects of the proposed development on the environment has been reached and is set out in the report as summarised in the Conclusions section of the report.

#### **Monitoring Measures**

If planning permission were granted, it is considered that monitoring measures should be imposed to secure compliance with the cap on servicing trips and other elements of the Delivery and Servicing Management Plan as well as other measures to ensure the scheme is acceptable, which will be monitored by the S106 and recommended conditions.

## **Appendix B**

### **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 comprises details and materials that complement, not necessarily replicate, the local architectural character

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

e incorporate best practice in resource management and climate change mitigation and adaptation

- f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g be adaptable to different activities and land uses, particularly at ground level
- h meet the principles of inclusive design
- i optimise the potential of sites.

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

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

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

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

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

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

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

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

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

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

#### Relevant Local Plan Policies

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

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

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

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

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

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

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

- c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;
- d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;
- e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.

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

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

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

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

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

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

- a) building-related security measures, including those related to the servicing of the building, to be located within the development's boundaries;
- b) measures to be integrated with those of adjacent buildings and the public realm;
- c) that security is considered at the concept design or early developed design phases of all development proposals to avoid the need to retro-fit measures that impact on the public realm;
- d) developers to seek recommendations from the City of London Police Architectural Liaison Officer at the design stage. New development should meet Secured by Design principles;

- e) the provision of service management plans for all large development, demonstrating that vehicles seeking access to the building can do so without waiting on the public highway;
- f) an assessment of the environmental impact of security measures, particularly addressing visual impact and impact on pedestrian flows.

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

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

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

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

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

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

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

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;

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

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

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

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

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

- 2) Public access will be sought where feasible in new development.

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

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

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

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

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

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

1. To sustain and enhance heritage assets, their settings and significance.



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

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

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

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

1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.
2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:
  - a) BREEAM or Code for Sustainable Homes pre-assessment;
  - b) an energy statement in line with London Plan requirements;
  - c) demonstration of climate change resilience measures.
3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance

in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.

4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.

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

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

1. Development design must take account of location, building orientation, internal layouts and landscaping to reduce likely energy consumption.

2. For all major development energy assessments must be submitted with the application demonstrating:

- a) energy efficiency - showing the maximum improvement over current Building Regulations to achieve the required Fabric Energy Efficiency Standards;
- b) carbon compliance levels required to meet national targets for zero carbon development using low and zero carbon technologies, where feasible;
- c) where on-site carbon emission reduction is unviable, offsetting of residual CO2 emissions through "allowable solutions" for the lifetime of the building to achieve national targets for zero-carbon homes and non-domestic buildings. Achievement of zero carbon buildings in advance of national target dates will be encouraged;
- d) anticipated residual power loads and routes for supply.

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

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.

2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered

3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

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

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

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

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

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

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.
2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact

assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.

5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.

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

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

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

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

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

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

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

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

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

a) road dangers;

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

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

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

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

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

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

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

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

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

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

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

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

2. On-street cycle parking in suitable locations will be encouraged to meet the needs of cyclists.

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

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

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

1. Developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards.
2. Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use. Disabled parking spaces must be at least 2.4m wide and at least 4.8m long and with reserved areas at least 1.2m wide, marked out between the parking spaces and at the rear of the parking spaces.
3. Except for dwelling houses (use class C3), whenever any car parking spaces (other than designated Blue Badge parking) are provided, motor cycle parking must be provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3m long and at least 0.9m wide and all motor cycle parking spaces must be at least 2.0m long and at least 0.8m wide.
4. On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Such servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Headroom of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas should be provided.
5. Coach parking facilities for hotels (use class C1) will not be permitted.
6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.

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

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

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

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

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

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

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

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

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

1. Major commercial and residential developments should provide new and enhanced open space where possible. Where on-site provision

is not feasible, new or enhanced open space should be provided near the site, or elsewhere in the City.

2. New open space should:

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

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

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

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

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

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

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

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

### ***DM21.3 Residential environment***

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

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



2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.
3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.
4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.
5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

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

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

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

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

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

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

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

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

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

To ensure that the Eastern Cluster can accommodate a significant growth in office floorspace and employment, while balancing the

accommodation of tall buildings, transport, public realm and security and spread the benefits to the surrounding areas of the City.

***CS10 Promote high quality environment***

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

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

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

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

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

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

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

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

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

***CS15 Creation of sustainable development***

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

***CS16 Improving transport and travel***

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

***CS17 Minimising and managing waste***

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

***CS18 Minimise flood risk***

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

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

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

***CS20 Improve retail facilities***

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

***CS21 Protect and provide housing***

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

## **SCHEDULE**

**APPLICATION: 18/00152/FULEIA**

**100, 106 & 107 Leadenhall Street London EC3A 3BP**

**Demolition of the existing buildings and construction of a ground plus 56 storey building (263.4m AOD) for office use (Class B1) [102,043sq.m GEA], retail use (Class A1/A3/A4) [882sq.m GEA] at lower levels, a publicly accessible viewing gallery (Sui Generis) and after hours Restaurant/Bar (Sui Generis) [1,934sq.m GEA] at levels 55 and 56, new and improved Public Realm, ancillary basement cycle parking, servicing area and plant. [Total Scheme Area: 122,091sq.m GEA]**

## **CONDITIONS**

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.  
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site during deconstruction of the existing building(s) has been submitted to and approved in writing by the Local Planning Authority. The Deconstruction Logistics Plan shall include relevant measures from Section 3 of the Mayor of London's Construction Logistics Plan Guidance for Developers issued in April 2013, and specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. The demolition shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.  
REASON: To ensure that demolition works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to demolition work commencing in order that the impact on the transport network is minimised from the time that demolition starts.
- 3 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to

show the preservation of surviving archaeological remains which are to remain in situ.

REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.

- 4 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.

REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4.

- 5 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4.

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

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

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

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

- 8 No work except demolition to basement slab level shall take place until an investigation and risk assessment has been undertaken to establish if the site is contaminated and to determine the potential for pollution in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 9 Within five working days of any site contamination being found when carrying out the development hereby approved the contamination must be reported in writing to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.  
REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 10 Before any works including demolition are begun a site survey and survey of highway and other land at the perimeter of the site shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces. The development shall be carried out in accordance with the approved survey unless otherwise agreed in writing by the local planning authority.  
REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order that a record is made of the conditions prior to changes caused by the development and that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 11 Before the development hereby permitted is begun a detailed site investigation shall be carried out to establish if the site is contaminated and to determine the potential for pollution of the water environment. The method and extent of this site investigation shall be agreed in writing with the Local Planning Authority prior to commencement of the work. Details of measures to prevent pollution of ground and surface

water, including provisions for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before the development commences. The development shall proceed in strict accordance with the measures approved.

REASON: To prevent pollution of the water environment in accordance with the following policy of the Local Plan: DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 12 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

- 13 No development including demolition shall take place until the developer has secured the completion of a Base-Line Terrestrial Television and Radio Interference Study ("the Base-Line Study") to assess terrestrial television and radio reception to residential properties in the vicinity of the site. The Base-Line Study shall be carried out in accordance with a Base-Line Study Scheme first submitted to and approved in writing by the Local Planning Authority, and which shall include details of the residential properties to be surveyed.

REASON: To ensure that the existing television reception at other premises is not significantly affected by the proposed development. These details are required prior to commencement in order to create a record of the conditions prior to changes caused by the development.

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

REASON: To ensure that construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan:



DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.

- 15 Details of connection opportunities to any district heating network outlining design proposals for future proofing arrangements shall be submitted to and approved by the Local Planning Authority prior to any demolition taking place on site.  
REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policies of the Local Plan: DM 15.1, DM15.3 and London Plan Policy 5.5
- 16 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
  - (a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: attenuation systems, rainwater pipework, pumps, design for system exceedance, design for ongoing maintenance; surface water flow rates shall be restricted to no greater than 5 l/s from each outfall and from no more than three distinct outfalls, provision should be made for an attenuation volume capacity capable of achieving this as outlined in the Flood Risk Assessment and Outline Drainage Strategy ;
  - (b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.
  - (c) Evidence that Thames Water have been consulted and consider the proposed discharge rate to be satisfactory.REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 17 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.  
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1. These details are required prior to piling or construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 18 No construction of basements shall take place until it has been demonstrated that there would be no unacceptable risk to below

ground utilities infrastructure, details of which shall be approved in writing by the Local Planning Authority in liaison with Thames Water before such works commence and the development shall be carried out in accordance with the approved details.

REASON: To ensure that below ground utilities infrastructure is protected in accordance with the following policy of the Local Plan: DM2.1.

- 19 Prior to any works commencing on site the developer shall consult with National Air Traffic Services (NATS) En Route PLC and the relevant airport authorities on the following:

(a) The date construction is due to start and end; and  
(b) The maximum height and location of all construction equipment rising above  
150m Above Ground Level (AGL).

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

- 20 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: CS15.

- 21 (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 measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.

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

REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: CS15, CS21.

- 22 Prior to any plant being commissioned and installed in or on the building an Air Quality Report shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail how the finished development will minimise emissions and exposure to air pollution during its operational phase and will comply with the City of London Air Quality Supplementary Planning Document and any

submitted and approved Air Quality Assessment. The measures detailed in the report shall thereafter be maintained in accordance with the approved report(s) for the life of the installation on the building.

REASONS: In order to ensure the proposed development does not have a detrimental impact on air quality, reduces exposure to poor air quality and in accordance with the following policies: Local Plan policy DM15.6 and London Plan policy 7.14B.

- 23 No construction work involving the erection of any permanent or temporary structures or cranes that would breach a datum height of 126 metres above ground level (AGL) 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 Air Traffic 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.
- 24 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
  - (b) details of the proposed new facade(s) including typical details of the fenestration and entrances;
  - (c) details of a typical bay of the development;
  - (d) typical details of stonework;
  - (e) details of ground floor elevations;
  - (f) details of the ground floor office entrance(s);
  - (g) details of the flank wall(s) of the proposed new building;
  - (h) details of windows and external joinery;
  - (i) details of soffits, hand rails and balustrades;
  - (j) details of all alterations to the existing facades;
  - (k) details of junctions with adjoining premises;
  - (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 the integration of cleaning equipment, cradles and the garaging thereof;
  - (n) details of plant and ductwork to serve the [A1] [A3] [A4] use(s);
  - (o) details of ventilation and air-conditioning for the [A1] [A3] [A4] use(s);
  - (p) details of all ground level surfaces including materials to be used;
  - (q) details of walkway surfaces including materials to be used;
  - (r) details of external surfaces within the site boundary including hard and soft landscaping;

(s) measures to be taken during the period of demolition and construction for the protection of the trees to be retained and details of any pruning of the trees;

(t) details of the arrangements for the provision of refuse storage and collection facilities within the curtilage of the site to serve each part of the development.

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

- 25 All unbuilt surfaces (including podium terraces at level 4) 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. All hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the development. 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.

- 26 No part of the building shall be occupied until the details of wind mitigation measures on the western terrace at level 4 have been submitted, approved and implemented. The said wind mitigation measures shall be retained in place for the life of the building unless otherwise agreed by the Local Planning Authority.

REASON: In order to ensure that the proposed development does not have a detrimental impact on the amenities of the area in accordance with the following policies of the Local Plan: DM10.1, DM16.1, DM16.2.

- 27 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.

- 28 Before any works thereby affected are begun details of the entrance 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

- 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 The (A1/A3/A4) (use/premises) hereby permitted shall not be open to customers between the hours of (23:00) on one day and (07:00) on the following day.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 31 Self-closing mechanisms must be fitted on the doors of all the retail units at ground floor level before the retail uses commences and shall be retained for the life of the premises. The doors must not be left open except in an emergency or for maintenance purposes.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 32 The podium roof terraces level 4 hereby permitted shall not be used or accessed between the hours of 22:00 on one day and 07:00 on the following day 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.
- 33 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.
- 34 No live or recorded music shall be played that it can be heard outside the premises or within any residential or other premises in the building.

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.

- 35 No cooking shall take place within any Class A1, A3 or A4 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. 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.

- 36 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. The details approved must be implemented before the Class A use takes place.

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

- 37 Before any works thereby affected are begun, a scheme in the form of an acoustic report compiled by a qualified specialist shall be submitted to and approved in writing by the Local Planning Authority specifying the materials and constructional methods to be used demonstrating that there is adequate sound proofing to both airborne and structure borne noise transmission between the Class A use and the surrounding offices in the building. The development pursuant to this permission shall be carried out in accordance with the approved scheme and so maintained thereafter.

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

- 38 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority specifying the kitchen extract arrangements, materials and construction methods to be used to avoid noise penetration to the upper floors from the Class A use. The details approved must be implemented before the Class A use commences and so maintained thereafter.

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

- 39 Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development

pursuant to this permission shall be carried out in accordance with the approved details:

(a) A Lifetime Maintenance Plan for the SuDS system to include:

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

REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.

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

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

- 41 No occupation of the development shall take place until the developer has secured
- (i) the completion of a Post Construction Terrestrial Television and Radio Study ("the Post-Construction Study") to assess any significant deterioration to terrestrial television and radio reception attributable to the development. The Post-Construction shall be carried out in accordance with a Post-Construction Study Scheme first submitted to and approved in writing by the Local Planning Authority, and which shall include details of the residential properties to be surveyed.
  - (ii) the implementation of a Scheme of Mitigation Works for the purpose of remedying significant interference to terrestrial television and radio reception in the vicinity of the site attributable to the development identified by the Post-Construction Study. Such Scheme of Mitigation Works shall be first submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the existing television reception at other premises is not significantly affected by the proposed development.

- 42 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.

- 43 A detailed facade maintenance plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority 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
- 44 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.
- 45 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.
- 46 No doors or gates shall open over the public highway.  
REASON: In the interests of public safety
- 47 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.
- 48 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.
- 49 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.

- 50 The loading and unloading areas must remain ancillary to the use of the building and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.

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

- 51 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.

- 52 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.

- 53 2 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.

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

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

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

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

- 56 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 1,362 pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.  
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.
- 57 Unless otherwise approved in writing by the local planning authority, changing facilities and showers, including no less than 136 showers and 1,362 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.
- 58 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.
- 59 Development should not be commenced until Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.  
REASON: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 60 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: Site Location Plan A-011, Proposed Location Plan A-012, Existing Site Plan A-013, Proposed

Site Reference Plan A-014, Basement 3 A-101, Basement 2 A-102, Basement 2 Mezzanine A-103, Basement 1 A-104, Ground Floor A-105, Mezzanine A-106, Level 1 A-107, Levels 2-3 A-108, Level 4 A-109, Level 5 A-110, Levels 6-20 & 21 A-111, Levels 22 & 23 A-112, Levels 24 & 25-34 A-113, Levels 35 & 36 A-114, Levels 37 & 38 A-115, Levels 39 & 40 A-116, Levels 41 & 42-47 A-117, Levels 48 & 49-54 A-118, Levels 55 & 56 A-119 Rev 01, Level 56 Mez A-120, Roof Plan A-121, Viewing Gallery Entrance-A-122, Context Elevation South Existing A-201, Context Elevation West Existing A-202, Context Elevation North Existing A-203, Context Elevation East Existing A-204, Context Elevation South Proposed A-205, Context Elevations West Proposed A-206, Context Elevation North Proposed A-207, Context Elevation East Proposed A-208, Building Elevations A-209, Building Elevations A-210, Buildings Sections - Tower A-251, Building Section - Podium A-252, Enlarged South Facade Wall Details A-501, Enlarged North Facade Wall Details A-502, Enlarged Ground Floor Facade Wall Details A-503, Enlarged East Podium Facade Wall Details A-504, Enlarged West Podium Facade Wall Details A-505, Viewing Gallery Part Interior Elevations A-506, Roof Sections A-507  
 REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

## INFORMATIVES

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

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

a full pre application advice service has been offered;

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

- 2 The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO<sub>x</sub> emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2015.

All gas Combined Heat and Power plant should be low NO<sub>x</sub> technology as detailed in the City of London Guidance for controlling

emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2015.

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.

- 3 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.

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

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

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

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

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

- 5 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.
- 6 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.
- 7 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.
- 8 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.
- 9 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.

- 10 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 2015; 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.

- 11 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:
- Noise and Dust
- (a) The construction/project management company concerned with the development must contact the Department of Markets and Consumer Protection and provide a working document detailing steps they propose to take to minimise noise and air pollution for the duration of the works at least 28 days prior to commencement of the work. Restrictions on working hours will

normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

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

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

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

## 12 Waste Comments

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.

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water.

Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at <https://wholesale.thameswater.co.uk/Wholesale-services/Businesscustomers/Trade-effluent> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

- 13 There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.
- 14 There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.
- 15 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.
- 16 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.
- 17 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.