

For 99 Bishopsgate Real Estate SARL

# 99 Bishopsgate

August 2024

## Planning Statement

**DP9**

**99 Bishopsgate**

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DP9 Ltd

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## Appendix A

## Planning History



## Executive Summary

The City of London (CoL) remains one of the most important clusters of economic activity in London, the UK and the world. As the City and London seeks to continue growing and diversifying to become a seven day a week economy, offices continue to play a vital role within the Destination City initiative with complimentary active uses, transformative public realm, culture in its widest sense, social value, inclusivity and accessibility. The 99 Bishopsgate proposals exemplify the aspirations of Destination City and seek to provide a significant quantum of office accommodation on the last significant site in the Eastern Cluster of the City of London.

The proposals for the redevelopment of 99 Bishopsgate seek to deliver approximately 140,000 sqm GIA of new commercial office floorspace including a standalone cultural pavilion building, public cycle hub and extensive public realm improvements. The building also features significant planting with a series of terraces and wintergardens enhancing the biodiversity of the site and offering visual amenity locally and from afar.

The Proposed Development has been curated by Brookfield Properties, alongside RSHP and a full design team, culminating in a development that would deliver demonstrable public benefits for the City of London and London as a whole, including:-

- A new tall building on the last major site within the City Cluster of exemplary architectural design to represent the best of the City of London, using high quality, low carbon materials incorporating vertical urban greening and providing a timeless and refined building.
- Extensive public realm improvements and an active and open ground plane, with areas of landscaped public space which provide seating and respite areas connected to a new accessible pedestrian connection between Wormwood Street and Bishopsgate with further opportunity for future connections beyond 55 Bishopsgate to the south and has been designed to allow for future connectivity to 33 Old Broad Street.
- The public realm improvements have broader benefits beyond the site delivering on the ambitions of the City by creating a new walking route between the City Cluster and the Liverpool Street transport hub, connecting adjacent planned developments at 55 Bishopsgate and 55 Old Broad Street and providing pedestrian relief from the Bishopsgate thoroughfare.
- A substantial quantum of workspace designed to cater to a range of different SME businesses to create an ecosystem of businesses with high quality shared amenities that contribute to the vibrancy of the City of London.
- The proposals would optimise the use of the Site and provide a significantly enhanced public offer in the form of a publicly accessible City Market within the ground floor of the main building as well as the standalone cultural pavilion building.
- Significant socio-economic benefits which are set out in the Cultural Plan that explain how the development would drive social value in occupation.



- Extensive biodiversity net gains and urban greening with the proposed planting, delivering 0.83 biodiversity units representing a net gain of 248.29% and an Urban Greening Factor of 0.305 when assessed against the draft CoL policy.
- The proposal will be Air Quality Positive driven by being car free, the provision of significant cycle facilities including a public cycle hub, its access to extensive public transport options and the proposal to deliver consolidated servicing and deliveries.

This significant development will deliver a dynamic array of complementary commercial uses, a strong cultural offer, a highly open and activated ground plane including a new City Market alongside a transformative public realm.

The unique, standalone pavilion building to be known as ‘Open Gate’ forms the cultural offer, providing over 2,400 sqm (GIA) of cultural facilities and affordable workspace that will comprise: (i) the Glass Gallery at ground floor with public access and free exhibitions; (ii) the Hall space that would be available for hire and would offer (as secured by a management plan agreed with the City) a mixed programme of free or affordable curated events; and (iii) the Studios, which will provide subsidised and affordable creative workspaces.

The main building features an open and accessible City Market that is welcoming and encouraging of all city dwellers, including visitors, tourists, office workers and all members of the public. The City Market will also provide public amenities (including accessible).

Furthermore, the proposals would deliver a substantial contribution, equal to approximately 7% of the City’s projected office growth of at least 1.2 million sqm up to 2040 as referenced in the emerging City Plan.

The proposals would be highly sustainable, deliver significant urban greening and lead to the best use of land in this dense urban location. The development is pre-assessed to achieve BREEAM “Outstanding”, a 16% reduction in carbon emissions over Part L 2021, targeting 769 kgCO<sub>2</sub> per square metre in terms of embodied carbon, well within the GLA Whole Life Carbon Benchmarks and looking to achieve the Aspirational targets.

It is considered that the proposals are in full accordance with the development plan, and in line with Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended), there are no material considerations that indicate that planning permission for the proposed development should not be granted.



## 1. Introduction

- 1.1 This Planning Statement is prepared by DP9 Ltd ('DP9') on behalf of 99 Bishopsgate Real Estate Sarl ('the Applicant') in support of a Full Planning Application for the redevelopment of 93-99 Bishopsgate (herein referred to as 99 Bishopsgate), London EC2M 3XD ('the Site').
- 1.2 Full planning permission is sought for the Proposed Development:

*"Partial demolition of the existing building, retention and partial extension of existing basement and the construction of a ground plus 53-storeys (plus plant) (253.5m AOD) building to provide commercial floorspace (Class E); with market hall space on the ground floor for the following: flexible display of goods or retail/food and beverage (Class E(a)-(b)) and/or drinking establishments (Sui Generis); erection of a multi-purpose ground plus 5-storeys (plus plant) pavilion building (52.5m AOD) for the following: exhibition and/or performance space, learning, community use, creative workspace (Class F1, Sui Generis and Class E(g)(i)); public cycle hub satellite building (26m AOD) (Sui Generis), public realm improvement works, hard and soft landscaping, provision of basement cycle parking and means of access, highway works and other works associated with the development of the Site" (the "Proposed Development")*
- 1.3 The Proposed Development seeks to partially demolish the existing 28-storey office building and construct a ground plus 53 storey tower (plus plant), rising to a height of 253.5m AOD. The building would provide a commercial-led, mixed use development and includes a standalone ground plus five storey (plus plant) pavilion building dedicated to cultural use, including affordable workspace and a standalone public cycle hub. The scheme will also deliver publicly accessible retail/food and beverage and public amenity functions at ground level.
- 1.4 Brookfield Properties ("Brookfield") will manage the development on behalf of the Applicant. Brookfield has an extensive track record of delivering best-in-class, highly sustainable buildings both in the City of London ('CoL' or 'the City') and globally. Brookfield has successfully delivered major consents in the City including 100 Bishopsgate and London Wall Place, and construction is currently nearing completion on 1 Leadenhall.
- 1.5 Following a Design Competition process, the Applicant appointed RSHP to lead the design of the Proposed Development. RSHP are supported by a full professional design and technical consultant team.
- 1.6 RSHP have been lead designers on highly regarded City projects including Lloyd's of London, The Leadenhall Building and 88 Wood Street. They have delivered a wide range of prominent buildings across London and globally.
- 1.7 This Statement provides an assessment of the Proposed Development against the development plan as required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended), which provides that planning applications must be determined in



accordance with the development plan unless any material considerations indicate otherwise. The development plan for the Site comprises:-

- The London Plan – published in March 2021 (the “London Plan”); and
- The City of London Local Plan – adopted in January 2015 (the “Local Plan”).

1.8 Material considerations in this context include the National Planning Policy Framework (“NPPF”), published in December 2023, along with emerging policy and supplementary planning guidance. This includes the Regulation 19 Consultation draft City Plan 2040, published most recently in April 2024 (the “Draft City Plan”), albeit limited weight would be given to the draft plan at this early stage.

1.9 This Planning Statement assesses the relevant planning considerations associated with the scheme and considers the development in the context of national, regional and local planning policy and guidance. It should be read in conjunction with the plans and drawings submitted as part of the application. In addition to this Planning Statement, the planning application is accompanied by the following documents:-

- Completed Application Form, submitted via the planning portal;
- Covering letter, prepared by DP9;
- Additional CIL Information Form;
- Architectural Drawings and Drawing Schedule, prepared by RSHP;
- Landscape Drawings, prepared by Andy Sturgeon Design;
- Design and Access Statement, prepared by RSHP, Andy Sturgeon Design and David Bonnett Associates;
- Aviation Safeguarding Report, prepared by KL Grant Consulting;
- Cultural Plan, prepared by SRD Culture Ltd;
- Arboricultural Impact Assessment, prepared by Assystem;
- Biodiversity Net Gain Assessment, prepared by Assystem;
- Ecological Appraisal, prepared by Assystem;
- Health Impact Assessment, prepared by Trium;
- Equalities Statement, prepared by Trium;
- Economic Benefits Statement, prepared by Trium;



- Detailed Lighting Concept, prepared by Speirs & Major;
- Framework Delivery and Servicing Plan, prepared by Momentum;
- Framework Cycling Promotion Plan, prepared by Momentum;
- Healthy Streets Transport Assessment, prepared by Momentum;
- Framework Construction Logistics Plan, prepared by Momentum;
- Operational Waste Management Strategy, prepared by Momentum;
- Statement of Community Involvement, prepared by Kanda Consulting;
- Whole Life Carbon Assessment, prepared by Atelier Ten;
- Circular Economy Statement, prepared by Atelier Ten;
- Sustainability Statement, (including BREEAM Pre-Assessment), prepared by Atelier Ten;
- Energy Statement, prepared by Ramboll;
- Smart Infrastructure and Utilities Statement, prepared by Ramboll;
- Ventilation and Extraction Statement , prepared by Ramboll;
- Outdoor Thermal Comfort Study, prepared by GIA;
- Daylight and Sunlight - Radiance-Based MDF Report, prepared by GIA;
- Foul Water and Sustainable Urban Drainage Strategy, prepared by AKTII;
- Flood Risk Assessment, prepared by AKTII;
- Air Quality Positive Statement, prepared by Air Quality Consultants;
- Fire Statement, prepared by OFR Consultants;
- Security Needs Assessment, prepared by QCIC;
- Draft Construction and Environmental Management Plan, prepared by Multiplex;

1.10 An Environmental Impact Assessment ('EIA') has also been undertaken in support of the application. It follows a scoping opinion which was provided by the CoL dated 8 March 2024 (ref. 23/01122/SCOP). The Environmental Statement ('ES'), has been prepared by Trium Environmental Consulting ("Trium") and comprises the following:

- **Volume 1:** Main Report, comprising:





- i. Chapter 1: Introduction, prepared by Trium
  - ii. Chapter 2: EIA Methodology, prepared by Trium
  - iii. Chapter 3: Alternatives and Design Evolution, prepared by Trium
  - iv. Chapter 4: The Proposed Development, prepared by Trium
  - v. Chapter 5: Demolition and Construction, prepared by Trium and Multiplex
  - vi. Chapter 6: Air Quality, prepared by Air Quality Consultants Ltd
  - vii. Chapter 7: Noise and Vibration, prepared by Sandy Brown
  - viii. Chapter 8: Transport, prepared by Momentum
  - ix. Chapter 9: Archaeology, prepared by MOLA
  - x. Chapter 10: Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare, prepared by GIA
  - xi. Chapter 11: Wind Microclimate, prepared by RWDI and GIA
  - xii. Chapter 12: Climate Change, prepared by Air Quality Consultants Ltd
  - xiii. Chapter 13: Effects Interactions prepared by Trium
  - xiv. Chapter 14: Likely Significant Effects and Conclusions, prepared by Trium
  - xv. Chapter 15: Environmental Management, Mitigation and Monitoring Schedule, prepared by Trium
- **Volume 2:** Heritage, Townscape and Visual Impact Assessment, prepared by The Townscape Consultancy (“TTC”) (including Accurate Visual Representations by Millerharc);
  - **Volume 3:** Technical Appendices
    - i. Appendix 1: Introduction – prepared by Trium
      - Annex 1: Location of Information within the ES
      - Annex 2: EIA Statement of Competent Experts
      - Annex 3: Glossary
    - ii. Appendix 2: EIA Methodology – prepared by Trium
    - iii. Appendix 3: Air Quality – prepared by Air Quality Consultants Ltd



- iv. Appendix 4: Noise and Vibration – prepared by Sandy Brown
  - v. Appendix 5: Archaeology – prepared by MOLA
  - vi. Appendix 6: Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare – prepared by GIA
  - vii. Appendix 7: Wind Microclimate – prepared by RWDI and GIA
  - viii. Appendix 8: Climate Change – prepared by Air Quality Consultants Ltd
- Environmental Statement Non-Technical Summary, prepared by Trium.

1.11 This Statement is structured as follows:-

- **Section 2** describes the context of the Site and its surroundings;
- **Section 3** identifies the planning history of the Site and relevant forthcoming planning activities in the surrounding area;
- **Section 4** details how the proposals have been formed with input of a range of stakeholders including pre-application engagement with the Local Planning Authority and the Greater London Authority;
- **Section 5** describes the proposals in detail;
- **Section 6** identifies the Development Plan and wider material considerations of relevance to the proposals;
- **Section 7** assesses the acceptability of the proposals in the context of the Development Plan and material considerations;
- **Section 8** discusses potential Planning Conditions and Section 106 Obligations in connection with the proposals; and
- **Section 9** draws conclusions from the preceding sections.



## 2. Site Context

- 2.1 The subject Site is located within the City of London, within the Cornhill Ward with the Bishopsgate Ward immediately to the North, Lime Street to the to the East and Broad Street to the West. The Site is approximately 800m north of the River Thames.
- 2.2 Located on the north-western edge of the City Cluster the Site is a large, irregular shaped block bound by Bishopsgate A10 to the east, Wormwood Street to the north, and Old Broad Street with Union Court within its western boundary. The commercial buildings of 33 Old Broad Street and 55 Bishopsgate form the southern boundary of the Site. The Site has an area of 0.41 ha (4,105 sqm) and is shown at Figure 1.



**Figure 1 - Site Location Plan**

(Source: RSHP)

- 2.3 Built in 1976 and designed by Architects R. Seifert & Partners, the existing Site comprises a 28-storey tower atop a 5-storey podium with a single basement level. The building is currently being used entirely as commercial office space with the exception of a small retail unit located to the west of the Site. The existing building is 121.5m AOD high and includes a total gross internal floor area ("GIA") of 54,344m<sup>2</sup>. With the exception of the existing buildings, the remaining areas of the Site comprise hardstanding, with no landscaped areas
- 2.4 After an explosion from an IRA bomb in 1993, the structure was severely damaged, resulting in repair/strengthening works and re-cladding over the next two years. During this period, two additional stories were added to the podium. The refurbishment and re-cladding works were completed by late 1995.



- 2.5 The main pedestrian entry is located on Bishopsgate, while the existing basement containing 23 vehicle parking spaces can be accessed via an entrance from Old Broad Street.
- 2.6 There is a pedestrian bridge over Wormwood Street that connects the Site to the building on 55 Old Broad Street, to the north of Wormwood Street. This forms part of a City Walkway, which continues at ground level through the Site. This is currently unused other than for emergency purposes for neighbouring properties, and in 2018 the CoL Planning and Transportation Committee resolved to discontinue these sections of the City Walkway, although this has not yet taken effect. The demolition of the pedestrian bridge connection between 99 Bishopsgate and 45 Old Broad Street and 55 Old Broad Street is included as part of the 55 Old Broad Street planning application (reference 23/00469/FULEIA) which has received resolution to grant. It is anticipated that the walkway will be discontinued and the bridge will be demolished prior to commencement of demolition and construction works at 99 Bishopsgate. In the event that the redevelopment of 99 Bishopsgate were to proceed in advance of 55 Old Broad Street, the pedestrian bridge would be demolished as part of a separate planning application in advance of any demolition and construction works associated with the Proposed Development. This therefore does not form part of this planning application but is included here and is considered within the Environmental Statement for completeness.
- 2.7 The existing building is not Listed and the Site is not located within a conservation area.
- 2.8 The nearest designated heritage assets to the Site are:-
- The Grade I listed Guild Church of St Ethelburga the Virgin is located to the south-east;
  - The Grade I listed All Hallows-on-the-Wall is located to the northwest;
  - The Bishopsgate Conservation Area is located to the north;
  - The Bank Conservation Area is located to the south and west;
  - St Helen's Place Conservation Area and the Grade I Listed St Helen's Church, located to the south-east;
  - The New Broad Street Conservation Area is located to the north-west;
  - Other listed buildings within these conservation areas share intervisibility with the Site and include the Grade II\* listed St Botolph-without-Bishopsgate and Grade II listed 52-68 Bishopsgate which are respectively to the north and south-east of the Site;
  - To the south and west of the Site, the Bank Conservation Area takes up a large portion of the City of London with numerous listed buildings including the Grade I Bank of England and Grade I Royal Exchange. To the west of the Site, Finsbury Circus is a Grade II Registered Park and Garden within the Finsbury Circus Conservation Area. It provides filtered views



between trees towards the Site from open spaces on the northwest of the gardens. Further southwest, the Site is visible in conjunction with St Paul's Cathedral in views from Southbank and bridges along the River Thames.

- 2.9 The Site is not located within the London View Management Framework protected viewing corridor or the Wider Consultation Setting Areas.
- 2.10 The site is located within the Eastern Cluster, as defined by Local Plan 2015, this is an area identified as suitable for the highest density business activity within sustainably design tall building in the east of the City. In terms of emerging allocations, the Site continues to be located within the City Cluster and is designated as a “*key area of change*” in the draft City Plan (discussed later in this Statement) which identifies a broad geographic area which should be the focus for development of a cluster of tall buildings.
- 2.11 The site is located within the Central Activities Zone (CAZ).
- 2.12 With regard to public transport accessibility, the Site benefits from excellent access to public transportation with a Public Transport Accessibility Level (“PTAL”) of 6B which is the highest on the scale. It is located in close proximity to Liverpool Street and Moorgate Stations, as well as several London Underground, Overground and Elizabeth Line services.
- 2.13 The Site is located in Flood Zone 1 and within an Air Quality Management Area.

#### **Surrounding Area**

- 2.14 The east of the City, where the Site is located, is known as the Eastern Cluster and contains a cluster of tall buildings which form part of a distinctive skyline. It has the highest density of business activity in the City. It contains a concentration of offices in banking and insurance use and increasingly a wider range of technology, legal and business services. Protected views considerations allow for the construction of tall buildings on appropriate sites within the area. This cluster includes a number of commercial-led tall buildings including 22 Bishopsgate (ground plus 61 storeys), 8 Bishopsgate (ground plus 50 storeys), Tower 42 (ground plus 46 storeys), 122 Leadenhall Street (‘the Cheese grater’ – ground plus 51 storeys) and 52-54 Lime Street (‘the Scalpel’, ground plus 38 storeys) amongst a number of others.
- 2.15 There are also a number of sites within close proximity to the Site that benefit from Planning Permission for further tall buildings, the most prominent being the ground plus 72-storey 1 Undershaft – located south-east of the Site. Other nearby permitted tall building schemes include the under construction One Leadenhall (36-storeys) and 50 Fenchurch Street (36-storeys), 85 Gracechurch Street (32-storeys) and 55 Bishopsgate (63-storeys) and 55 Old Broad Street (23-storeys) which at the time of writing, each have resolution to grant.



### 3. Planning History

- 3.1 The CoL's online planning search tool has been examined and the relevant history is discussed in this section. A full planning history table is located at Appendix A of this Statement.
- 3.2 The most recent and pertinent planning permissions for development on the Site (ref. 3264CH and 3264CJ) were granted in June 1994 and February 1996 respectively and were subsequently implemented and completed. These were the following:-
- 3264CH – *“Recladding of the tower element of office building following bomb damage.”*
  - 3264CJ – *“Recladding of tower and podium following bomb damage & alterations to podium including two additional floors.”*
- 3.3 In the years that followed, a number of minor applications were permitted which related to the approved use of various area of the building. These are summarised in more detail in Appendix A.
- 3.4 Since 2013, there have been no new planning applications that are considered relevant to be discussed here. The more recent planning permissions relate to various temporary art installations.
- 3.5 As described in Section 1 of this Statement, an EIA Scoping Opinion (ref. 23/01122/SCOP) was issued by the CoL on 8 March 2024. In summary, the response concluded that the proposed approach to the Environmental Statement was acceptable including topic areas to be scoped in or scoped out, subject to a request for additional cumulative schemes to be considered in the Environmental Statement and detailed commentary in relation to heritage receptors for the purposes of the Townscape, Built Heritage and Visual Impact Assessment.



## **4. Pre-Application Discussions and Consultation**

- 4.1. Paragraphs 39-43 of the NPPF (December 2023) highlights the importance of early engagement with stakeholders to improve the efficiency and effectiveness of planning for all parties. The more engagement and the earlier it occurs, the better the outcomes. Good quality engagement between public and private resources enables better co-ordination and improves outcomes for the community.
- 4.2. The design team has undertaken an extensive pre-application engagement process with the CoL and other key stakeholders including the Greater London Authority, Transport for London, Historic England, Historic Royal Palaces, the Surveyor to the Fabric of St Paul's Cathedral, the Environment Agency, the National Air Traffic Service and London City Airport.
- 4.3. The proposals have been subject to consultation with the local community, full details are contained within the Statement of Community Involvement, prepared by Kanda Consulting.
- 4.4. The design of the proposals has been iterative and subject to ongoing feedback from various stakeholders including statutory bodies and members of the local community. Details of the design changes during the pre-application stage are outlined in the Design and Access Statement, prepared by RSHP.

### **Engagement with the Local Planning Authority**

#### Early Engagement

- 4.5. In September 2021, the Applicant met with CoL Officers to discuss the City's views on the development potential at 99 Bishopsgate. These preliminary discussions were used to formulate an initial development briefing for the site, which was refined with further input from the City and subsequently formed the basis of a brief for a two-stage architectural design competition held between late 2021 and 2022. The Competition brief suggested consideration and response to the following City aspirations for the design are summarised below:
  - Enhancement of pedestrian connectivity from Liverpool Street to and across the 99 Bishopsgate site.
  - Providing new pedestrian routes across the wider site that includes 99 Bishopsgate, 55 Bishopsgate & 33 Old Broad Street.
  - Providing a new pedestrian route to run north/south, supplemented by a new east/west route located on the boundary between 99 Bishopsgate & 55 Bishopsgate.
  - Maintaining the width of the pavement along Bishopsgate.
  - A stepping down of building heights from 22 Bishopsgate.



- "Meaningful" offers to support skills, education and culture as alternatives to public viewing.
  - Reflecting key townscape views from the northern section of Waterloo Bridge and the middle of the bridge in St James's Park looking towards Horse Guards Road.
  - The effects of wind and improve wind conditions in the public spaces and pedestrian routes adjacent to the site.
  - Avoiding the use of bollards.
- 4.6. Stage 1 of the competition invited an initial short list of six architectural practices to submit proposals with two of these invited to further develop proposals in Stage 2. RSHP were announced as winners of the competition in July 2022.

#### Pre-Application Engagement

- 4.7. In March 2023 a Planning Performance Agreement ("PPA") was entered into and since then there has been a comprehensive programme of engagement covering over 20 meetings – a series of pre-application meetings and 'design workshops' were carried out with CoL officers in the Planning, Design and Heritage, Public Realm, Transport, Highways and Sustainability teams in order to seek feedback to inform the final design of the Proposed Development. More specifically meetings were held in relation to the following topics:
- Wind Microclimate, 17 January and 1 November 2023;
  - Townscape, 1 March 2023;
  - Energy and Sustainability, 28 March, 19 June and 29 November 2023;
  - Townscape and Massing workshops, 3 May and 22 June 2023;
  - Public Realm workshop, 7 August 2023;
  - Microclimate and Environmental Impacts, 13 September, 4 October 2023, 31 January 2024;
  - Design and Heritage, 28 September 2023;
  - Transport workshop, 2 November 2023;
  - Cultural and Public Benefits, 13 December 2023;
  - Public Realm and Landscape, 18 January 2024;
  - Accessibility and Lighting Design workshop, 24 January 2024;
  - Climate Resilience Workshop, 29 January 2024;
  - Design Sign-off, 5 February 2024; and
  - S106 and Planning Obligations, 4 March 2024.
- 4.8. The meetings primarily focused on the overall design of the Proposed Development, as well as the design development of the public realm and quality of the public offer (including the Cultural Strategy and its support for the CoL's 'Destination City' agenda). This also included significant review and discussion of heritage considerations and whole life cycle carbon optioneering, including an early third-party review in line with the CoL's Carbon Options





Guidance. As part of a continuous dialogue, several design options were reviewed, progressed and presented, which has ultimately culminated in the proposals which comprise this planning application.

- 4.9. The design of the proposals has been developed and refined throughout the course of the pre-application advice process as detailed in the Design and Access Statement prepared by RSHP. The input of CoL Officers has been central to the shaping of the proposals.

### Engagement with Statutory Consultees and other bodies

- 4.10. During the pre-application period, the team has also undertaken pre-application advice engagement with the wider stakeholder bodies set out in Table 4.1.

Table 4.1 – Wider stakeholder engagement

Stakeholder	Summary of Engagement
<b>Greater London Authority ("GLA")</b>	<p>The proposals were presented to the GLA in December 2023. The written advice received centred around the following matters:</p> <ul style="list-style-type: none"><li>• Mix of Uses</li><li>• Urban Design including tall buildings, scale and massing, visual impacts (strategic views), functional and environmental impacts, development layout, landscape and public realm, fire safety and inclusive access.</li><li>• Heritage</li><li>• Transport</li><li>• Sustainable Development</li><li>• Other environmental matters including urban greening and air quality.</li></ul> <p>As the City of London does not have an independent Design Review Panel, GLA officers encouraged the applicant to present the proposal's to the Mayor's London Review Panel to ensure alignment with London Plan Policy D4. As noted below, this has been undertaken.</p> <p>Officers overall conclusion was that the principle of the development, including the building height, is generally supported in strategic planning terms, noting that <i>"intensification of this site with additional office floorspace would support the function of the Central Activities Zone and London's position as a World City"</i>. Furthermore, it was considered that CoL's Eastern Cluster has been identified as a suitable location for tall buildings and the proposal <i>"represents high quality architecture and urban design"</i>. It was also noted that <i>"the proposal to dedicate the separate pavilion building entirely to creative and/or cultural uses is strongly supported"</i>.</p>
<b>Transport for London ('TfL')</b>	<p>In addition to discussions which took place at the aforementioned GLA meeting at which TfL were also participants, a separate pre-application meeting also took place on 17 November 2023 with subsequent discussions held in order to agree the scope for modelling to support</p>



	<p>the Healthy Streets Transport Assessment as well as key matters for consideration in developing the design of the proposed scheme, particularly the public realm and highways strategy.</p> <p>The advice received centred around the following key areas:</p> <ul style="list-style-type: none"><li>• Transport Assessment &amp; Active Zone Assessment</li><li>• Trip generation and Public Transport Impact</li><li>• Vehicle, pedestrian and cyclist access</li><li>• Highway works and S278</li><li>• Healthy Streets works</li><li>• Urban Design</li><li>• Servicing</li><li>• Cycle Parking</li><li>• Car Parking</li><li>• Cycle Hire</li><li>• Cycle Promotion Plan</li><li>• Construction</li><li>• Basement Impact and Infrastructure Protection</li></ul> <p>The above matters have been addressed in the submitted transport related documents prepared by Momentum. Refer to the submitted Healthy Streets Transport Assessment for a full summary of engagement with TfL and how it has been addressed in the Proposed Development.</p>
<b>Historic England</b>	<p>A briefing meeting with HE case officers was held on 30 October 2023 with written advice provided on 18 December 2023.</p> <p>It was confirmed by HE case officers that referral to the London Advisory Committee (“LAC”) was not required as the potential heritage impacts relating to the proposal would be similar to those seen by LAC in relation to No 55 Bishopsgate and their advice has informed the advice provided.</p> <p>Historic England will be a statutory referral following submission of the planning application.</p>
<b>Historic Royal Palaces (“HRP”)</b>	<p>On 15 November 2023, the applicant’s design team met with the HRP. The presentation provided an overview of the new proposals and focused on presenting a series of key views, including those both of - and from - the Tower of London in order to demonstrate the visibility and appearance of the new proposals in relation to the World Heritage Site.</p> <p>It was noted and agreed that there will be no impact on the Tower of London due to the position of the Site on the northern side of the cluster.</p>



	HRP noted that views of St Paul's were also of interest and they welcomed the way the building responds to St Paul's.
<b>Surveyor to the Fabric of St Paul's Cathedral</b>	<p>A briefing meeting was held with Oliver Caroe, the Surveyor to the Fabric of St Paul's Cathedral on the 8 November 2023. Further additional supporting material was supplied following the meeting to aid the preparation of advice. Written pre-application advice was received from Oliver Caroe in April 2024 which noted their interest given the Sites location within a key setting of the Cathedral. The advice commended the approach taken to consultation and the breadth and quality of information provided to support the discussion.</p> <p>The Surveyor to the Fabric of St Paul's Cathedral will be a statutory referral following submission of the planning application.</p>
<b>City of London Police – Secure by Design and Counter Terrorism and Security Officer</b>	A meeting was held with the Designing Out Crime Officer (DOCO) and Counter Terrorism Security Advisor (CTSA) on 14 March 2024. Proposals for the security of the development were considered and presented as part of the prevention measures which will include the implementation of Crime Prevention Through Environmental Design (CPTED) design principals, to be implemented either through street furniture or by the placement of HVM bollards. In summary, it was explained and demonstrated how the proposals will seek to reduce the impact of bollards and physical barriers within the public realm and includes a number of design and management solutions.
<b>Mayor's London Review Panel</b>	On 14 June 2024, the scheme was formally presented to the Mayor's London Review Panel ('LRP'), an independent expert design review panel. The Panel, consisting of Tom Holbrook (Chair), Farshid Moussavi and Julian Lewis provided their broad support for the overall height and massing of the scheme given its location within the City Cluster as well as providing remarks supporting the high quality architectural response. Through the discussion, the Panel noted that there may be some area for improvement in relation to the public realm experience, including the City Market and Pavilion building. At the time of submission, the LRP Report has not been received, subject to the advice received, there remains the opportunity to consider the response during the planning process.

## Public Engagement

- 4.11. Kanda has coordinated pre-application public engagement activities on behalf of the Applicant and the Statement of Community Involvement explains in full the public engagement process. A programme of consultation and engagement was curated by Kanda Consulting, a specialist public affairs and consultation firm. The Statement of Community Involvement submitted alongside the planning application outlines engagement that has been undertaken throughout the pre-application phase.
- 4.12. Two public exhibition events were held between 19 October to 23 November 2023, and again from 21 March to 12 April 2024.



- 4.13. The first phase of engagement involved discussions with local stakeholders, residents, and immediate neighbours to introduce the team, identify existing issues with the building, present the emerging vision, and help shape the cultural offer, public realm and benefits package. A consultation website was also launched inviting neighbours to provide their feedback online and to get in touch with the team.
- 4.14. The second phase of engagement presented the detailed proposals for the future of the Site, the public benefits, and summarised how the applicant had sought to listen and respond to issues raised through the prior phase of engagement.
- 4.15. Feedback through both exhibitions was largely positive with the majority of consultees acknowledging that the existing building offers little benefit to this part of the City, particularly with regards to the public realm and lack of activation at street level.
- 4.16. The majority of consultees broadly recognised that the Site's location is suitable for a tall building and welcomed the Applicant's approach to significantly improving the public realm around the Site as well as delivering a meaningful long-term cultural offer, which will contribute to the long-term success of the CoL's Destination City ambitions to make the City a 7 day a week destination. Consultees were also broadly positive about the design of the proposed building, noting that it is a significant improvement over the existing conditions.

### **Member Engagement**

- 4.17. Kanda has also coordinated an ongoing Member engagement exercise focused primarily on keeping Ward Members updated on the developing proposals. This exercise is summarised in the Statement of Community Involvement.

### **Environmental Impact Assessment (EIA) Scoping Opinion**

- 4.18. An EIA Scoping Request prepared by Trium Environmental was issued on 11 October 2023. On 8 March 2024 the CoL issued its EIA Scoping Opinion (ref: 23/01122/SCOP) in line with Regulation 15 of the Town and Country (Environmental Impact Assessment) Regulations 2017 (as amended).
- 4.19. The Scoping Opinion and all comments that were received are addressed in full and where necessary within the submitted Environmental Statement.



## 5. Application Proposals

- 5.1 This section describes the proposals and should be read in conjunction with the full suite of documents submitted in support of the application, these are described in Section 1.

### Description of Development

- 5.2 Full planning permission is sought for:-

*“Partial demolition of the existing building, retention and partial extension of existing basement and the construction of a ground plus 53-storeys (plus plant) (253.5m AOD) building to provide commercial floorspace (Class E); with market hall space on the ground floor for the following: flexible display of goods or retail/food and beverage (Class E(a)-(b)) and/or drinking establishments (Sui Generis); erection of a multi-purpose ground plus 5-storeys (plus plant) pavilion building (52.5m AOD) for the following: exhibition and/or performance space, learning, community use, creative workspace (Class F1, Sui Generis and Class (E(g)(i)); public cycle hub satellite building (26m AOD) (Sui Generis), public realm improvement works, hard and soft landscaping, provision of basement cycle parking and means of access, highway works and other works associated with the development of the Site.”*

- 5.3 The Design and Access Statement, prepared by RSHP has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) Order 2015 (as amended). It describes the proposals in full.

### Overview of the Proposals

- 5.4 The Proposed Development comprises 53 storeys above ground plus plant and is predominantly commercial in nature. The building would be principally within an office (Class E) use with other supporting uses at ground level including retail/food and beverage (Class E(a)-(b)). A standalone cultural pavilion building is proposed, to be known as ‘Open Gate’, providing exhibition and/or performance space, learning, community use, creative workspace uses (Class F1, Sui Generis and Class (E(g)(i)). Lastly, a cycle hub building will be provided (Sui Generis).
- 5.5 The Proposed Development would deliver new public realm at ground floor level to create a level and accessible walking route on all sides of the proposed building with a new through connection from Wormwood Street to 55 Bishopsgate and Bishopsgate itself. The public realm improvements have broader benefits beyond the site by creating a new walking route between the City Cluster and the Liverpool Street transport hub, connecting adjacent planned developments at 55 Bishopsgate and 55 Old Broad Street and providing pedestrian relief from the Bishopsgate thoroughfare.
- 5.6 An overview of the existing and proposed floor areas are provided at Table 1 below.



**Table 1 - Gross Internal Areas**

<b>Proposed Use and Use Class</b>	<b>Existing (GIA) sqm</b>	<b>Proposed (GIA) sqm</b>
<b>Office (Class E)</b>	44,605	99,005
<b>Plant, BMU, and ancillary space associated with the commercial floorspace including bike storage, parking, lockers, and showers (Class E)</b>	9,257	40,840
<b>Retail/Food and beverage (Class E(a)-(b))</b>	482	1,237
<b>Pavilion Building (Class F1, Sui Generis and Class E(g)(i))</b>	0	2,410
<b>Public Cycle Hub (Sui Generis)</b>	0	648
<b>Total</b>	<b>54,344 sqm</b>	<b>144,140 sqm</b>

### **Demolition and Deconstruction**

- 5.7 It is proposed to deconstruct the existing building with the approximately 3m thick concrete structural raft slab, wall and piles proposed to be retained. These elements to be retained account in total for 48% by mass of the total carbon content of the existing building. Section 7 of this statement sets out the approach to the circular economy, design for disassembly and the potential to recycle materials. A Circular Economy Statement and Whole Life Carbon Assessments, prepared by Atelier Ten have also been submitted as part of the application.

### **Building Form, Layout and External Appearance**

- 5.8 The Proposed Development is separated into three elements, the main building of 53 storeys above ground (plus plant), the pavilion of ground plus five storeys (plus plant) and lastly, the cycle hub, formed of ground plus two storeys. The main building is in the centre of the Site and is approximately trapezoidal in plan with chamfered edges on its northern corners. The pavilion, which is situated at the narrower western extension of the Site, is trapezoidal in plan with the shorter edge fronting Wormwood Street and chamfers reflecting those of the main building. The cycle hub is triangular in shape and directly adjoins 33 Old Broad Street to the west of the Site.
- 5.9 The main building comprises 53 full above ground storeys predominantly providing Class E office floorspace with a double height level of plant above to a maximum height of 240.5m AOD; thereby creating 55 storeys in total and three subterranean levels. The core extends beyond this on the southern side of the building to a maximum height of 253.5m AOD This would be the fifth tallest building, and the last significant Site to be redeveloped within the City Cluster.
- 5.10 The top of the main building includes a chamfer on the west facing promontory as a response to the proposal forming the northern edge of the City Cluster and in acknowledgement of this position. A step between the main building form and the plant and lift core is also provided to



further emphasise the stepping down of building massing from the adjacent proposed 55 Bishopsgate development and other taller towers that form the peak of the City Cluster.

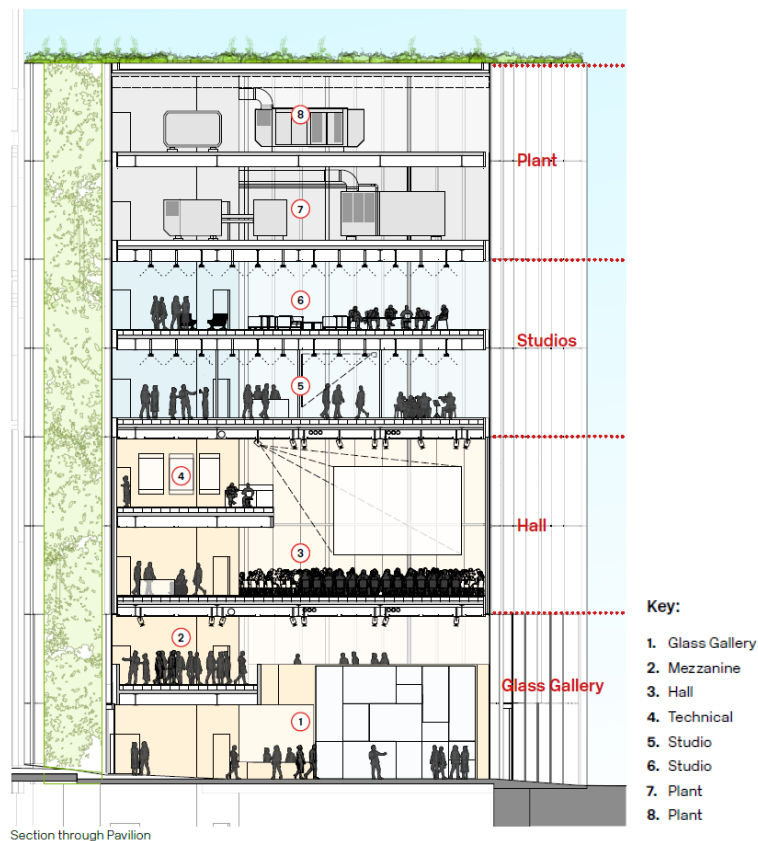
- 5.11 The expressed diagrid steel structure creates a visually appealing and cohesive appearance for the full extent of the main building facades fronting the northern, eastern and western sides of the Site. The expression of the façade allows the building a distinct legibility from a distance, but also at pedestrian level through the visible greening and generosity of the four storey colonnade that creates a public arcade around and through the Site. The lower four levels are recessed to acknowledge the datum of the existing buildings within the smaller-scaled Conservation Area to the north.
- 5.12 The structural and glazed elements of the façade are punctuated by a series of wintergardens on the eastern and western promontories of the building and external terraces on the western promontory. These green spaces will be visible from different view ranges and would soften the leading edges of the building and distinguish it from its neighbours. These landscaped spaces would promote wellbeing to occupants and provide flexible areas, equally suitable for informal working/meeting and agreeable places in which to relax.
- 5.13 Each of the floor plates in the main building maintains a soft core within the centre of the plan and a principal core with vertical circulation at the southern boundary. This arrangement allows the current raft foundation to be retained and structurally utilised in the Proposal, resulting in the retention on site of almost 50% of the mass of the existing building. To the north, winter gardens and external terraces are sequenced along the chamfered edges, marking approaches to the Site from London Wall and Bishopsgate. On Bishopsgate, these are enclosed double-height spaces, with a triple-height space located at the lowest level. On the opposite side, the western edge has alternating sections of paired double-height winter gardens and external terraces of four storeys, which widen at the upper levels with the geometry of the double chamfered edge. As noted in the DAS, *“alternating double-height spaces are created such that each floorplate is provided with both a landscaped promontory and a set-back floor, with double height views over planting of the City beyond”*.
- 5.14 Signage is proposed for the building’s numbered address in the form of two signs that have been designed to be visible from all North, South-West and South-East approaches. These signs take the form of three pairs of numbers (‘99’), extruded from a common origin, defining a triangular plan form. The signs will be held at a high level above the two east and west promontory entrance areas. Refer to the DAS and submitted Architectural Plans for more detail.

#### **Pavilion Building (“Open Gate”)**

- 5.15 The Pavilion Building seeks to provide a contemporary ‘Bishopsgate’ and is a standalone building which forms the cultural offer of the development and reflects a commitment to delivering upon the CoL’s Destination City initiative. The building will provide a new gateway that is accessible at ground floor and visible from the confluence of existing and emerging pedestrian approaches of Liverpool Street, Bank and Leadenhall.



- 5.16 The pavilion is a unique standalone building of ground plus five storeys, with plant facilities above the upper level. The Pavilion Building, to be known as 'Open Gate', provides over 2,400 sqm (GIA) of (Class F1, Sui Generis and Class E(g)(i) floorspace that will comprise the Glass Gallery space for free exhibitions, the Hall space that will include a quantum of time for free or subsidised hire, as well as a portion of event tickets to be free and/or discounted, with the space also available for an amount of commercial hire, and lastly the Studios, which will provide subsidised and affordable creative workspaces. The public access arrangements and affordability requirements would be agreed with the City via the Section 106 Agreement.
- 5.17 Open Gate has been designed to celebrate local heritage through its distinctive façade which features a map of London that shrouds the middle levels of the building. It builds upon the emerging cultural ecosystem and accessibility initiatives, inviting a more diverse community to the area and encouraging repeat visits for visitors in future.



**Figure 2 Illustrative Section - Pavilion Building ("Open Gate")** (Source: RSHP)

### City Market

- 5.18 The ground floor of the main building will comprise the City Market publicly accessible space providing retail and food and beverage uses (Flexible Class E(a)-(b) and Sui Generis). The City Market surrounds the internal core of the building and provides a secondary means by which pedestrians can pass through the Site. Again, public access arrangements and closures would be agreed in the S106 Agreement.





- 5.19 The City Market is designed to be a seamless extension of the public realm providing an open and activated offer reminiscent of historic City Markets, while also providing respite and amenity for city dwellers.

### **Public Realm**

- 5.20 The ground plane within the Proposed Development would be transformed to provide a much enhanced experience when compared to what exists today. The Proposed Development would contribute towards a coordinated suite of public realm improvements currently being implemented throughout the City Cluster, specifically, the prioritisation of the pedestrian and public realm offer in the vicinity of the Site, including the creation of more generous pedestrian connections, safer pedestrian routes and the creation and enhancement of new and existing spaces to gather both during the week and at weekends.
- 5.21 The public realm proposals seek to resolve the circa 2.6 metre level change that occurs across the Site to create a seamless accessible experience for those approaching and traversing the Site from any direction.
- 5.22 Various pedestrian connections between Wormwood Street and Bishopsgate would be available through the Site. Active frontages would be created on all sides of the ground floor of the main building, and on the ground floor of the Pavilion and the Cycle Hub.
- 5.23 Under cover of the building above, the 4-storey colonnade around the main building would provide a generous weather-protected route for pedestrians, supplementing existing pavements outside the application boundary - themselves subject to improvements/widening in coordination with highway works and junction improvements to Bishopsgate and Wormwood Street.
- 5.24 The perimeter colonnade is protected by landscaped planters integrated into the line of structural bracing. These form part of the proposed security measures and provide stepped /ramped transition/level changes to the ground floor consistent with accessibility requirements.
- 5.25 The proposed planting, street trees, and vertical greening within the public realm have been carefully positioned to respond to microclimate, wind mitigation, and pedestrian flow through the Site. It is located where vegetation would naturally establish over time, creating a sense of nature recolonising within a natural stone environment. Maintenance of planting and landscaping will be subject to a Public Realm Management Plan and is also discussed within the Design and Access Statement.
- 5.26 A pocket park will be created in the southern portion of the Site, at the boundary of 55 Bishopsgate. An existing Ginkgo tree will be retained in this area. It will create an area of respite and will contain seating pockets, walkway connecting to the Cycle Hub and Pavilion buildings, multi-stem trees and planting.



- 5.27 The public realm at ground floor level would total 1,601 sqm and it is designed to be able to provide improved connectivity through and around the Site for pedestrians. This represents 40% of the total Site area and a 1,000% increase on the existing scenario. A further 1,463 sqm of internal publicly accessible space (during operating hours) is provided at ground floor.

### **Workspace**

- 5.28 The Proposed Development would deliver a significant amount of office workspace with a range of floorplate sizes, all of which are designed to be able to be divided into multiple tenancies (if required). The floorplates range from c.1,600 sqm to 2,000 sqm NIA and are flexible to allow adaptation of space for different types and sizes of occupiers.
- 5.29 There would be a significant amount of office amenity space provided across the building, including access to on floor private wintergardens and outdoor terrace spaces.
- 5.30 The Proposed Development would provide best in class workspace in a key cluster of employment in the heart of the City Cluster supporting economic growth.

### **Access, Transport, Deliveries and Servicing**

- 5.31 Multiple pedestrian access points are provided, principally from Bishopsgate to the east and Wormwood Street to the north. Pedestrians accessing the main building will do so via one of the two main entrances on Wormwood Street. Through Site connections are proposed to the west and south of the main building.
- 5.32 Vehicular access to the Site is provided via the ramp from Old Broad Street to the west of the Site. This aligns with the existing Site arrangement. This would be the entrance for servicing and deliveries to take place, along with one blue badge car parking spaces for users of the development. There is scope for a second blue badge car parking space on street which is subject to discussion with CoL. No other car parking is proposed on Site.
- 5.33 The blue badge bay will be located at Basement Level 1 and will be a hybrid blue badge / delivery bay. This has been proposed to achieve greater space efficiency within the basement, as deliveries will be carried out primarily overnight, leaving the blue badge bay available for use during the day. The blue badge bay would be bookable for use only by blue badge holders from 07:00-19:00, and used for deliveries between 19:00-07:00. Should building users with blue badges require use of the bay outside of these hours, it is considered that there is sufficient spare capacity across the loading bays to arrange for up to three additional hours of parking in the blue badge bay on any given day.
- 5.34 The Transport Assessment, prepared by Momentum, provides a full overview of measures to reduce the number of vehicles needing to access the Site, including a commitment to deliver 50% reduction in trips through consolidation of deliveries.
- 5.35 Long Stay cycle parking will be primarily accessed via the stair with wheel gully from Bishopsgate. Secondary access is via the two lifts located within the Cycle Hub building to the



south-west of the main building. A third access point is via the vehicle ramp from Old Broad Street. The cycle parking, showers, lockers and other end of trip facilities (in line with London Cycle Design Standards) are located at basement levels 1 and 2. The Proposed Development would provide 1,600 long stay parking spaces in a variety of different types of cycle parking, including:-

- a. 1,280 spaces in a combination of two tier, three tier and Sheffield stands (located at B1 of the main building and L2 of the cycle hub) (80%);
  - b. 240 three tier cycle lockers (15%); and
  - c. 80 spaces in larger (accessible) Sheffield stands (5%).
- 5.36 Short stay cycle parking is proposed in the form of a standalone public cycle hub (Sui Generis) comprising a total of 144 spaces, including 127 (95%) two tier cycle stands within the cycle hub building, with 7 (5%) traditional Sheffield stands on street. The hub would be served by a dedicated entry within the Site, bookable via a free to use app, managed by a third party.

#### **Energy, Sustainability, Urban Greening and Biodiversity**

- 5.37 The Proposed Development would employ highly sustainable design measures to maximise energy efficiency through passive design, minimise embodied carbon through the retention of a significant mass of the existing building as well as material choices and provide extensive landscaping to deliver urban greening and biodiversity.
- 5.38 The Proposed Development would be an all-electric building and has been designed with longevity, low maintenance and future adaptability in mind, including designing for disassembly. The facades have been designed with passive measures to reduce energy demand and maximise efficiency. The plant would be located on floors for each tenant and the proposals also include a series of dedicated plant levels to serve the building, primarily through the use of Air Source and Water Source Heat Pumps.
- 5.39 The Proposed Development is pre-assessed to achieve BREEAM “Outstanding” for office, and Excellent for the Retail and Exhibition Space components. The development is targeting Nabers UK 5\* with an aspiration for 5.5\* and deliver a 16% reduction in Co2 emissions over Part L of the Building Regulations 2021, with a carbon offsetting contribution made to the CoL’s fund to offset the remainder to achieve net zero.
- 5.40 Vertical greening, green roofs, planting on terraces and ground floor trees will significantly improve biodiversity and result in an urban greening factor score of 0.305 when using the draft City Plan scoring criteria. The UGF score is slightly lower at 0.271 when calculated in line with the GLA methodology. A Biodiversity Net Gain of 0.83 biodiversity units/hectare, equating to a 248.29% uplift in net biodiversity gains is also achieved.
- 5.41 The Proposed Development would be an exemplar tall building in terms of sustainability.



## **6. Planning Policy Framework and Overview**

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
- 6.2 The Development Plan for the Site comprises:-
- The London Plan, published in March 2021; and
  - The City of London Local Plan, adopted in January 2015.
- 6.3 The NPPF, originally published in 2012 and updated most recently in December 2023; the National Planning Practice Guidance (“NPPG”) which is periodically updated; Supplementary Planning Guidance; and the draft City of London Local Plan 2040 are all material considerations (as relevant) in assessing the Proposed Development.
- 6.4 An assessment of the Proposed Development against the Development Plan is provided at section 7 of this statement.

### Adopted Policy Designations

- 6.5 The Site is within the London Plan Central Activities Zone (“CAZ”) designation.
- 6.6 The London Plan is the spatial development strategy for Greater London which includes the 32 Boroughs and the City of London. The London Plan is centred around Good Growth with a focus on building strong and inclusive communities, making the best use of land, creating a healthy city, growing a good economy and increasing efficiency and resilience.
- 6.7 The London Plan recognises the key role of Central London as a driver for London and the wider UK economy with the City of London and the wider CAZ being critical in supporting growth.
- 6.8 The Site has the following policy designations in accordance with the City of London Local Plan Policy Proposals Maps A and B, adopted in January 2015 (with Map B being updated in September 2020):
- Heathrow and London City Airport Aerodrome Safeguarding Area.
- 6.9 The Local Plan sets out five strategic objectives to meet the vision of creating a World Class City:-
- To maintain the City’s position as the world’s leading international financial and business centre.



- To ensure that the challenges facing the five Key City Places are met, complementing the core business function of the City, contributing to its unique character and distinguishing it from other global financial districts.
  - To promote a high quality of architecture and street scene appropriate to the City's position at the historic core of London, complementing and integrating the City's heritage assets and supporting the continued development of the City as a cultural destination for its own communities and visitors.
  - To ensure that the City of London remains at the forefront of action in response to climate change and other sustainability challenges that face high density urban environments, aiming to achieve national and international recognition for its sustainability initiatives.
  - To ensure the provision of inclusive facilities and services that meet the high expectations of the City's business, resident, student and visitor communities, aiming for continuous improvement in the City's rating in satisfaction and quality of life surveys.
- 6.10 The Spatial Strategy within the Local Plan divides the Square Mile into five "Key City Places". These are North of the City; Cheapside and St Paul's; Eastern Cluster; Aldgate; and Thames and the Riverside. These areas do not have defined boundaries and are allocated to address the particular challenges or opportunities that each of these areas face.
- 6.11 Of particular relevance is the fact that the Site is located within the Eastern Cluster Policy Area designation (the "Eastern Cluster" or "City Cluster"). The Eastern Cluster policy area is an adopted location identified for significant growth in office floorspace through the delivery of tall buildings on appropriate Sites. Figure 3 shows the approximate location of the Site, with the Proposed Development shown in the context of the Eastern Cluster.



**Figure 3 Approximate Location of the Site in the Eastern Cluster (Figure G of the City of London Local Plan) (Source: City of London)**

- 6.12 As shown on Figure 3 above, the existing building on the Site is already identified as a tall building. The Site is not located within an area deemed “*inappropriate for tall buildings*” in accordance with Figure N of the Local Plan which highlights the parts of the Square Mile which are not appropriate for the development of tall buildings as part of the supporting text to policy CS14.
- 6.13 Section 3.7 of the Local Plan sets out that the Eastern Cluster is anticipated to contain more tall and large buildings and a larger workforce, accounting for 50-60% of all projected City office space. Meeting this growth - while providing adequate space for pedestrians, managing security and transport impacts of new development - are key considerations in this part of the City.



- 6.14 These aims and objectives are translated into core strategic and development management policies to deliver the aspirations of the Local Plan.

#### Emerging Planning Policy

- 6.15 The City of London is in the process of reviewing their Local Plan to provide a new framework up to 2040. At the time of writing, the City is undertaking formal consultation of the draft City Plan 2040 (previously titled City Plan 2036 'Shaping the Future of the City') in line with regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The consultation period commenced on 18 April 2024 and ends on 31 May 2024.
- 6.16 The Draft City Plan 2040 sets a number of ambitious goals primarily centred around three strategic objectives aligned with the NPPF:-
- **Economic Objective** - To support a thriving economy, maintaining the City's position as a global hub for innovation in financial and professional services, commerce and culture;
  - **Social Objective** - To contribute to the development of a flourishing society where people are safe and feel safe, enjoy good health and wellbeing, have access to suitable employment opportunities and housing in cohesive communities and live enriched lives, achieving their full potential; and
  - **Environmental Objective** - To shape the future City, ensuring that it is physically well connected, sustainable and responsive, resilient to natural and man-made threats, and delivers outstanding buildings, streets, public spaces, and heritage assets.
- 6.17 In respect of the need for offices, the City of London commissioned a policy paper as part of the evidence base for the draft City Plan 2040, 'Future of Office Use – Summary Report – June 2023', prepared by Arup and Knight Frank. The accompanying Committee Report and Office Topic Paper prepared for the Local Plans Sub (Planning and Transportation) Committee was tabled at the meeting of 20 June 2023, and Officers confirmed they were testing a range of different scenarios and the summary was that long-term growth prospects were good with the City requiring between 16 and 20 million additional square feet of office space by 2042. The Proposed Developments contribution to future office space need is discussed further in Chapter 7 of this report.
- 6.18 In addition to the Office topic paper, over the spring and summer of 2023, a series of other topic papers were considered by Members of the Local Plans Sub (Planning and Transportation) Committee:-
- Retrofit First (April 2023)
  - Culture Public Uses and Spaces (April 2023)
  - Housing (May 2023)



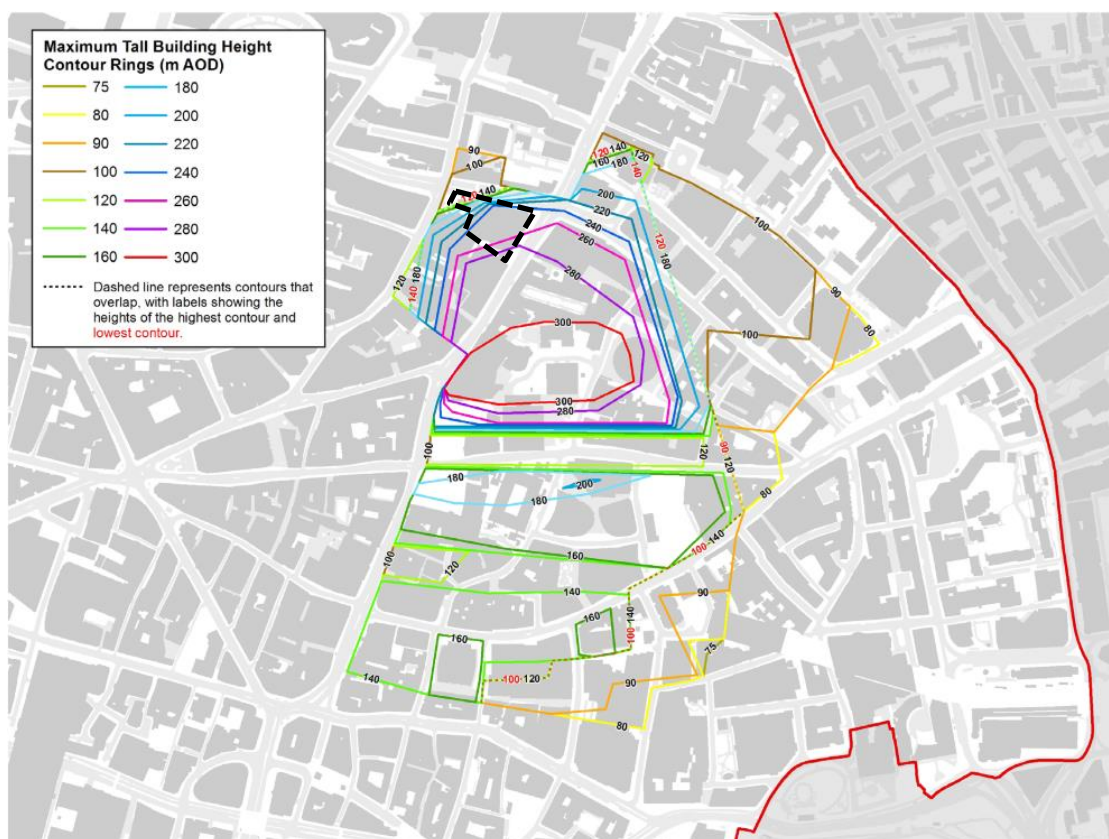
- Hotels (May 2023)
  - Offices (June 2023)
  - Tall Buildings and Heritage (June 2023)
- 6.19 Following a series of updates, in early 2024, the Planning & Transportation and the Policy & Resource Committees resolved to permit the progression of draft City Plan 2024. This was then approved by the Court of Common Council on 8 March 2024 allowing the draft Plan to proceed to the current Regulation 19 consultation.
- 6.20 It is anticipated that following the Regulation 19 consultation, the public representations along with the City Plan 2040 and other proposed submission documents will be submitted to the Secretary of State in Autumn 2024. The anticipated Examination in Public would take place in the later part of 2024 before an anticipated adoption date of mid-2025.
- 6.21 Given the status of the Plan, notably the ongoing consultation and Examination in Public, only limited weight can be attached to the emerging policies in line with paragraph 48 of the NPPF.
- 6.22 Where relevant, these topic papers are referred to in Section 7 of this statement.
- 6.23 The draft policies in the Draft City Plan which are considered to be relevant to the Proposed Development are:-
- Draft Strategic Policy S4 – Offices
  - Draft Policy OF1 – Office Development
  - Draft Strategic Policy S2 – Safe and Secure City
  - Draft Strategic Policy S5 – Retail and active frontages
  - Draft Policy RE2 – Active Frontages
  - Draft Strategic Policy S6 – Culture and visitors
  - Draft Policy CV2 – Provision of Arts, Culture and Leisure Facilities
  - Draft Policy CV3 – Provision of Visitor Facilities
  - Draft Strategic Policy S8 – Design
  - Draft Policy DE1 – Sustainable Design
  - Draft Policy DE2 – Design Quality
  - Draft Policy DE3 – Public Realm





- Draft Policy DE8 – Lighting
- Draft Strategic Policy S9 – Transport and Servicing
- Draft Strategic Policy S10 – Active Travel and Healthy Streets
- Draft Strategic Policy S11 – Historic Environment
- Draft Policy HE1 – Managing Change to the Historic Environment
- Draft Policy HE3 – Setting of the Tower of London World Heritage Site
- Draft Strategic Policy S12 – Tall Buildings
- Draft Strategic Policy S13 – Protected Views
- Draft Strategic Policy S21 – City Cluster

- 6.24 In addition, the updated policies map which is considered relevant is draft Policies Map C. The Site is located within the City Cluster Tall Buildings Area and is identified as falling within a building height contour of 240m AOD in the draft City Plan. This is shown at Figure 4 below with the Site outlined approximately in black. It is noted that the western portion of the Site falls within lower height contours of approximately 120m – 240m AOD, while the south-eastern corner falls within contours of approximately 260m – 280m AOD.
- 6.25 Conforming to London Plan policy D9, the draft plan sets out the locations where tall buildings may be appropriate within the City, specifying a series of contour rings that define tall building heights within the City Cluster and Fleet Valley. It is noted that the draft policy was prepared based on the Strategic Views Assessment which formed part of the Local Plan evidence base, and utilised a ‘jelly mould’ to inform the height stipulated on the contour map of the City Cluster. The Jelly Mould is the 3D representation of these contour lines, which was used to assess the potential impact of tall buildings within the City, taking into account local views, strategic views, St Paul’s Cathedral, The Monument, and the Tower of London World Heritage Site. Building height is discussed further at Section 7 of this Statement.



**Figure 4 Policy Map C - City Cluster Tall Buildings Area**

(Source: City of London)

#### Supplementary Planning Guidance

6.26 We have considered the following London Plan Guidance (“LPG”) and Supplementary Planning Guidance (“SPG”) documents in the assessment of the Proposed Development:-

- Draft Fire Safety LPG (February 2022)
- Characterisation and Growth Strategy LPG (June 2023)
- Optimising Capacity – A design-led approach LPG (June 2023)
- Planning for Equality and Diversity in London SPG (October 2007)
- Accessible London SPG (October 2014)
- London View Management Framework SPG (March 2012)
- Social Infrastructure (May 2015)
- London World Heritage Sites SPG (March 2012)
- Urban greening factor LPG (February 2023)
- Air quality positive LPG (February 2023)



- Air quality neutral LPG (February 2023)
- Be Seen energy monitoring LPG (March 2022)
- Circular economy statements LPG (March 2022)
- Energy Planning Guidance (March 2022)
- The control of dust and emissions in construction SPG (July 2014)
- Whole life carbon LPG (March 2022)
- Sustainable Transport, Walking and Cycling LPG (March 2023)

6.27 We have also considered the following City of London supplementary planning documents (“SPDs”), strategies and planning advice notes:-

- City of London Air Quality SPD (July 2017)
- Office Use SPD (2015)
- Planning Obligations SPD May (2021)
- Protected Views SPD (January 2012)
- Lighting SPD (October 2023)
- Freight and Servicing SPD (February 2018)
- Bishopsgate Conservation Area Character Summary and Management Strategy SPD (2014)
- St Paul’s Cathedral Character SPD (2013)
- City of London Wind-microclimate guidelines (2019)
- City of London Thermal Comfort guidelines (2020)
- Carbon Options Guidance Planning Advice Note (2023)
- City of London Biodiversity Net Gain Policy (2023)
- Preventing Suicides in High Rise Buildings and Structures Planning Advice Note (2022)
- The City Cluster Vision public realm document (2019)
- Developer Engagement Guidelines (May 2023)
- London Recharged: Our Vision for London in 2025



## 7. Planning Policy Assessment

7.1 This section sets out an assessment of the Proposed Development against the Development Plan alongside the other material considerations listed in Section 6.

7.2 The key planning considerations addressed in this section are as follows:-

**The principle of development**, including:-

- Deconstruction of the existing building;
- Intensification of office floorspace;
- Principle of a tall building;
- Introduction of cultural facilities;
- Introduction of new public realm;

**The design and massing**, including:-

- Whether the proposed design is acceptable;
- A detailed analysis of the building against tall buildings policies;
- An assessment of the architectural treatment of the building;
- The quality of the design and proposed workspace;
- The approach to public realm, landscaping and urban greening;
- The approach to accessibility and inclusive design;
- The approach to cycle parking, lighting, fire safety and security, design for disassembly and re-use;

**The heritage and townscape**, including:-

- An assessment of the impacts of the Proposed Development on protected views;
- A summary of any harm or benefits to heritage assets;
- The townscape impact of the Proposed Development;

**The environment and sustainability**, including:-



- The approach to deliveries, transport, servicing and impacts on the local transport network;
- The proposed energy and sustainability strategy, impact on Whole Life Carbon and the Circular Economy;
- The impacts on wind, microclimate and thermal comfort on the proposed public realm and surrounding area;
- The impact on daylight, sunlight, overshadowing, solar glare and light pollution;
- The impact on air quality;
- The impact on archaeology;
- Deconstruction and construction impacts;
- Aviation impacts;
- Flood risk impacts; and
- Biodiversity impacts.

7.3 This section provides a summary of the relevant policies, grouped into sections and topics, followed by an assessment of the Proposed Development in turn against the Development Plan and any relevant material considerations. This section draws on the findings and conclusions of the submitted reports, described at Section 1.

### **Principle of Development**

- 7.4 At the heart of the NPPF is the presumption in favour of sustainable development. Paragraph 11 of the NPPF confirms that the planning decisions must be taken in accordance with the Development Plan, without delay.
- 7.5 The Good Growth Principles of the London Plan set out how the City is expected to deliver strong and inclusive communities, make the best use of land, grow a good economy and increase efficiency and resilience.
- 7.6 Policies SD4 and SD5 of the London Plan set out how these growth principles are to be applied spatially, with office development of national and international importance to be given great weight and importance within the Central Activities Zone.
- 7.7 Policy D3 of the London Plan requires that all development makes the best use of land by following a design-led approach that optimises the capacity of existing sites.
- 7.8 The Local Plan provides a series of core strategies to deliver sustainable long term growth to preserve the Square Mile's role as the heart of the world's leading international financial and



business centre and a driver of the national economy. The Local Plan envisages that this will be delivered by the continued growth of office and business floorspace to meet demand for new development.

- 7.9 The draft City Plan sets out a series of economic, social and environmental objectives which include the delivery of a minimum of 1.2 million square metres of net additional office floorspace while delivering new, inclusive open spaces and enhancing the City's public realm for everyone; transforming the seven key areas of change; creating a more inclusive city; and ensuring that development is environmentally sustainable and transitions to net zero carbon by 2040, delivers urban greening and greater biodiversity, celebrates and protects the City's unique heritage assets, enhances the City's skyline while preserving strategic views and ensures exemplary design and transforming the City's streets.
- 7.10 It is considered that the Proposed Development fully aligns with the aspirations of the NPPF to deliver sustainable development, alongside regional and local strategic objectives in the London Plan, Local Plan and draft City Plan.

#### Deconstruction of the Existing Building

- 7.11 Paragraph 152 of the NPPF states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 7.12 Policy SI7 of the London Plan promotes a circular economy approach to development to reduce waste, conserve resources and increase material re-use and recycling.
- 7.13 Policy CS15(3) of the Local Plan sets out that demolition should be avoided through the reuse of existing buildings or their main structures. Policy DE1 of the draft City Plan states that proposals should follow a retrofit first approach, thoroughly exploring the potential for retaining and retrofitting existing buildings as the starting point for appraising Site options. It requires major developments to undertake an options assessment for the Site in line with the City's Carbon Options Guidance Planning Advice Note ('PAN').

#### *Assessment*

- 7.14 A Carbon Options study has been carried out by Atelier Ten which considered four options, three of which considered the retention and extension of the existing building. This has been independently audited on behalf of the City by HTS at pre-application stage in line with the PAN. The PAN provides guidance for all major planning applications in undertaking a Whole Life Cycle Carbon Assessment and proposes a methodology that requires options for different degrees of major interventions in the commercial built environment to be considered and



presented. The Carbon Options study fully assesses the feasibility of whether the existing building can be retained in full or in part.

- 7.15 The analysis concludes that the redevelopment option, whilst requiring the greatest investment in embodied carbon in absolute terms and on a per square metre basis, would result in the greatest extent of benefits and Site optimisation in line with the planning constraints and opportunities for the Site. The closest comparison in terms of floor area in a hypothetical retention option would not deliver as high quality office accommodation and would also result in fewer benefits whilst still requiring a high carbon investment.
- 7.16 The Proposed Development seeks to deconstruct the existing building on Site to allow for the erection of a new, highly sustainable building in its place. The existing building is not located in a conservation area nor is it considered to be a non-designated heritage asset.
- 7.17 The Proposed Development will retain the existing raft and basement structure, which equates to 48% of the existing building's mass. Further, the proposal will look for opportunities to use low carbon and recycled materials where feasible. No option that meaningfully retains the existing building's superstructure, above ground, would deliver a quantum of development that is commensurate with the Site's planning opportunities in terms of building height, meaning that partial retention would not deliver the best use of land or Site optimisation in line with policy.
- 7.18 A pre-redevelopment audit has been carried out and submitted as part of the Circular Economy Statement, prepared by Atelier Ten. This will ensure that the availability of materials is reported so that during deconstruction stage, opportunities to re-use material either on or off Site is maximised.
- 7.19 With this in mind, it is considered that the deconstruction of the existing building is in conformity with the Development Plan.

#### Intensification of Office Floorspace

- 7.20 Paragraph 86 of the NPPF states that Main Town Centre Uses, including offices, should be primarily located in Town Centres. The Site is located within the CAZ and the Site falls within a 'town centre' location.
- 7.21 Policy SD4 and E1 of the London Plan support the intensification of office floorspace within the CAZ.
- 7.22 Policy D3 of the London Plan sets out how Sites should be optimised in order to increase density through a design led approach. It requires all development to make the best use of land, with higher densities being promoted in locations that are well connected to jobs, services, infrastructure and public transport.
- 7.23 Local Plan Policy CS1 and CS7 support the significant growth of office floorspace within the City and specifically within the City Cluster. The City Cluster is forecast to deliver a substantial



proportion of the Square Mile's office floorspace growth. This position is supported by policies S4 and S21 of the draft City Plan, with a target growth in office floorspace of 1.2million square metres of net additional floorspace by 2040.

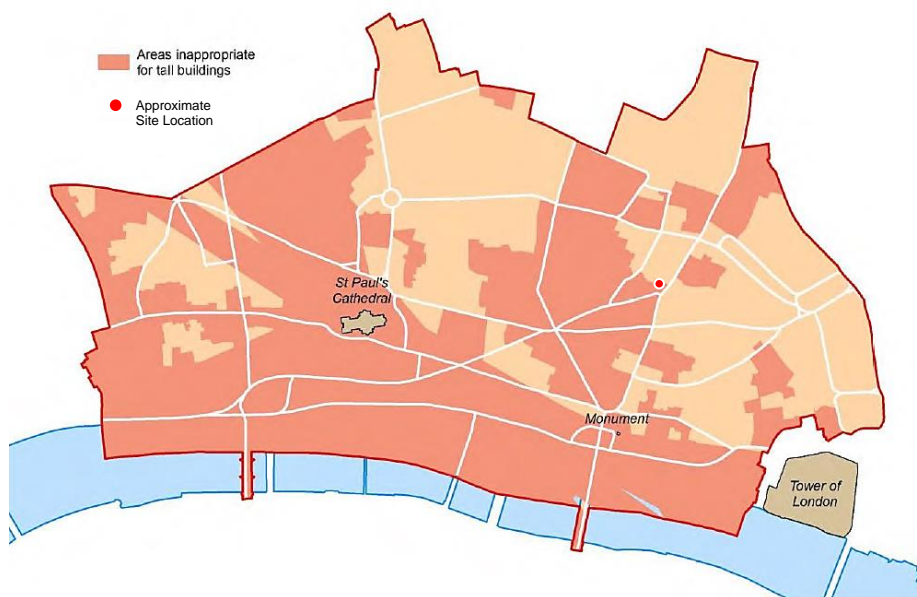
#### *Assessment*

- 7.24 The Proposed Development seeks to provide approximately 141,800 sqm of net additional office floorspace at the heart of the City Cluster, which represents nearly 11% of the City of London's projected office floorspace growth over the period of the Draft City Plan. The contribution of the Proposed Development to economic growth is substantial.
- 7.25 The principle of providing a denser concentration of office floorspace, through a design led approach in this regionally and locally allocated area for the clustering of significant additional office floorspace is strongly supported by the Development Plan and the proposals are policy compliant.

#### Principle of a Tall Building

- 7.26 Policy D9 of the London Plan states that Boroughs should locally define what constitutes a tall building (part A) and identify appropriate locations for them (part B). Part C provides a framework for how the impacts of tall building development should be assessed in terms of their visual, functional and environmental impacts. Part D of the policy supports free to enter publicly accessible locations within tall buildings.
- 7.27 Policy CS14 of the Local Plan states that the City will permit tall buildings on suitable Sites within the City's Eastern Cluster, refusing planning permission for tall buildings within inappropriate areas including conservation areas, the St Paul's Heights Area, St Paul's protected vista viewing corridors and Monument views and setting. Tall buildings must ensure they do not adversely affect the operation of London's Airports.
- 7.28 Policy CS7 of the Local Plan states that the Eastern Cluster will deliver tall buildings on appropriate sites that enhance the overall appearance of the cluster on the skyline and the relationship with the space around them at ground level, while adhering to the principles of sustainable design, conservation of heritage assets and their settings, taking account of their effect on the wider London skyline and protected views.
- 7.29 The Local Plan defines a tall building (at paragraph 3.1.4.1) as "*those which significantly exceed the height of their surroundings*". Figure N of the Local Plan provides a map identifying areas which are inappropriate for tall buildings in the City which is shown below. The Site is not located in such an area.





**Figure 5 Local Plan 2015 Extract - Figure N: Area inappropriate for Tall Buildings** (Source: City of London)

- 7.30 Policy S12 of the draft City Plan states that tall buildings are defined as buildings over 75 metres AOD. Tall building areas are identified on the policies map of the draft City Plan and are considered appropriate in principle for tall building development, subject to the requirements in this and other relevant policies. The draft plan identifies the maximum permissible tall building heights as identified on the two dimensional contour maps within the draft City Plan. It continues by stating that *“tall buildings should not necessarily be designed to maximise height; instead they should be thoughtfully designed to create built form that contributes positively to the skyline and townscape character, creating a coherent cluster form and a varied and animated skyline, and should have architectural integrity”*.
- 7.31 Policy D3 of the London Plan encourages higher density development in locations that are well connected to jobs, services, infrastructure and amenities. It goes on to note that expanding existing areas of high density buildings, such as Opportunity Areas should be positively considered where appropriate. The Site is located within a designated opportunity area, being the City Cluster.
- 7.32 Policy S21 of the draft City Plan states that the City Cluster key area of change will deliver its growth objectives through the construction of new tall buildings. The supporting text (paragraph 14.6.0) sets out that tall buildings are very much an established defining feature of the City Cluster. This area is designated as an area appropriate in principle for tall building development. Detailed sensitivity analysis and three dimensional modelling shows that there is potential for further tall building development.

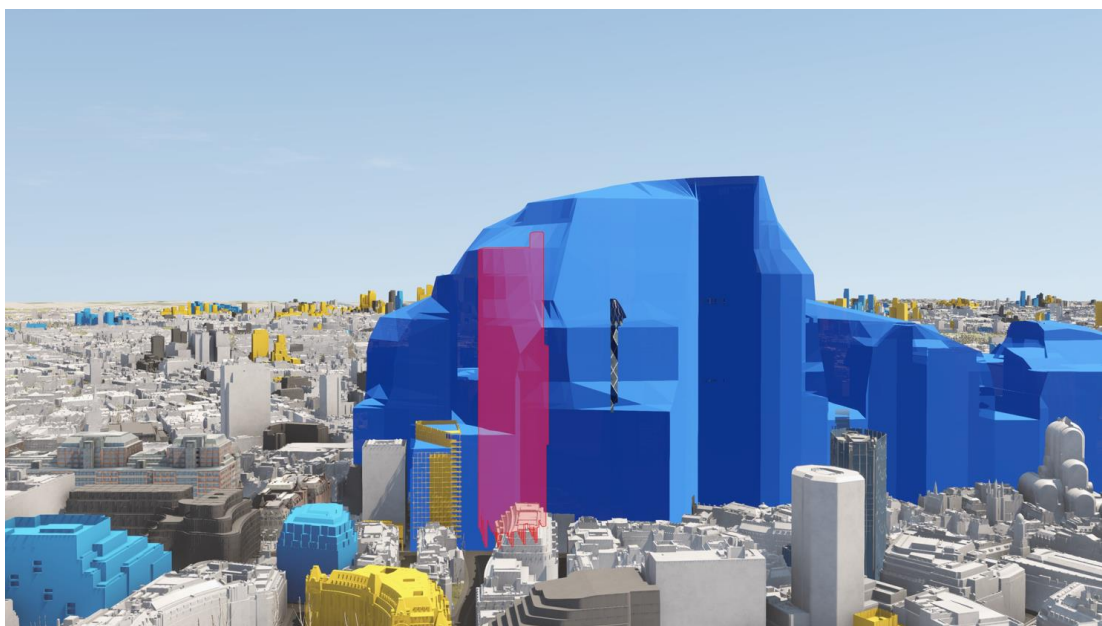
#### *Assessment*

- 7.33 The adopted and emerging development plan support the principle of a tall building at this Site, which is located within the defined City Cluster. Both the existing and proposed buildings



on the Site are “tall buildings” for definition purposes and the Site is within an area allocated as suitable for tall building development.

- 7.34 In terms of its visual, environmental and functional impacts, it is considered that these have been fully addressed in terms of design, townscape, heritage and environment. These are addressed in detail within this section under separate assessments.
- 7.35 The submitted Design and Access Statement provides a full assessment of the visual, functional and environmental impacts of the Proposed Development in line with policy D9(C) of the London Plan and policy S12 of the draft City Plan.
- 7.36 It is also noted that while draft City Plan policy S12 identifies maximum heights based on a 2D contour plan, the evidence base used in preparing the policy included a number of documents including a Strategic Views Assessment. This assessment was supported by a jelly mould which provided a more nuanced approach to identifying appropriate massing within the City Cluster taking into account a broad set of principles including townscape character and the overall appearance of a coherent cluster form. Figure 6 below provides a visual representation of the Proposed Development in comparison to the jelly mould as taken from Vu.City. The massing has been developed in response to the emerging policy S12 and the design has been carefully crafted in direct response to heritage, townscape and other site and context considerations. Figure 6 demonstrates that while the majority of the form aligns with the 240m AOD maximum identified for the majority of the Site, there is an element of the building, being the lift and plant core, that extends beyond this. This extrusion, that reaches a maximum height of 253.5m AOD, remains within the jelly mould and is designed to articulate a stepping down from the centre of the cluster.



**Figure 6 Vu.City Model Extract identifying the proposals (red) within the jelly mould (blue)**  
(Source: Vu.City/RSHP)

- 7.37 The Proposed Development is on a Site appropriate for tall building development and aligns with both local and adopted tall building policies, along with those policies being developed in the draft City Plan.

#### Introduction of Cultural / Public Amenity Facilities

- 7.38 Policy HC5 of the London Plan supports the continued growth and evolution of London's diverse cultural facilities and creative industries in sustainable locations. Policy HC6 of the London Plan supports the growth and diversification of night time economy.
- 7.39 Core strategic Policy CS11 of the Local Plan seeks 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.
- 7.40 Strategic Policy S6 of the draft City Plan states that the City Corporation will maintain and enhance the City of London's cultural offer, visitor experiences and infrastructure, and the City's evening and weekend economies to position the Square Mile as a key cultural and leisure destination.
- 7.41 Policy CV2 of the draft City Plan also sets out that the City will seek new opportunities to provide new arts, cultural and leisure facilities that offer unique experiences at different times of the day and week and attract significant numbers of visitors to the City by requiring large scale development proposals over 10,000sqm in size to make provision on Site.



### *Assessment*

- 7.42 The Proposed Development will make a significant contribution to the aspirations of Destination City by providing flexible cultural spaces within a standalone, dedicated pavilion building pavilion to be known as “Open Gate”.
- 7.43 The submitted Cultural Plan, prepared by SRD Culture Ltd, sets out how the Site can deliver a flexible framework for culture to be delivered. The pavilion provides over 2,400 sqm (GIA) of Class F1, Sui Generis and Class E(g)(i) floorspace that will comprise the Glass Gallery space with public access and free exhibitions at ground and mezzanine; the Hall space that will include a quantum of time for free or subsidised hire, as well as a portion of event tickets to be free and/or discounted, with the space also available for an amount of commercial hire at level two and three; and the Studios at levels 4 and 5, which will provide subsidised and affordable creative workspaces. The ground floor of the main building will comprise a City Market providing retail/food and beverage (Class E(a)-(b)) use. The S106 agreement will secure the provision and detail the public access arrangements, affordability requirements and any opening times.
- 7.44 The Cultural Offer was crafted following extensive research and consultation with creative individuals who would be the potential users of the building once it is delivered. In partnership with a Cultural Anchor tenant the Cultural Offer will deliver:
- A new icon for Destination City;
  - A standalone architectural pavilion that will be visible and transparent to those coming down London Wall, along Old Broad Street or Bishopsgate from Liverpool Street Station.
  - A dedicated space that transforms a historic closed gate into a welcoming gateway inviting people to stay, participate, create and share.
  - Public access at ground floor level.
  - A New multi-discipline, hybrid (analogue and digital) presentation space.
  - Work spaces dedicated to creatives at subsidised and affordable rents. The affordable workspace requirements would be agreed with the City via the Section 106 Agreement.
- 7.45 The Cultural Operator and Anchor are yet to be determined, however potential candidates are identified within the Cultural Plan. This is supported by sample calendars to provide an understanding of the potential cultural programme that could be provided to the community as well as an indication of the items to be further developed through the Cultural Management Plan that will be secured by a S106 obligation.
- 7.46 This element of the Proposed Development would make a substantial contribution to the Destination City programme and initiatives, together with the proposed City Market and



substantial improvements and extension to the public realm supporting the movement of pedestrian and visitors within and around the Site.

- 7.47 It is considered that the Proposed Development fully aligns with the Development Plan in respect of culture and visitors.

#### *Introduction of New Public Realm*

- 7.48 Policy D8 of the London Plan states that development proposals should encourage and explore opportunities to create new public realm where appropriate, include good quality landscaping and maximise opportunities for active travel.
- 7.49 Policy CS10 of the Local Plan expects development to have an appropriate street level presence and a positive relationship to neighbouring buildings and spaces.
- 7.50 Policy DM10.1 of the Local Plan expects development to have attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets. It further expects servicing entrances to be designed to minimise their effects on the appearance of the building and street scene.
- 7.51 Policy DM10.4 of the Local Plan states that the City will support highways, public realm and other space enhancement that provides pedestrian priority and enhances permeability.
- 7.52 Strategic policy S21 of the draft City Plan requires the provision of new and improved open spaces, enhancing streets, spaces and public realm to improve connectivity into and through the City Cluster, prioritising pedestrian movement during the daytime and creating new routes through Sites.
- 7.53 Policy DE3 of the draft City Plan states the creation of new public realm will be delivered in partnership with developers, Transport for London, Business Improvement Districts and other stakeholders to design and implement schemes for the enhancement of streets, spaces and the creation of new spaces including public squares, parks, open spaces, viewing galleries, rooftops, forecourts, streets, courts, alleyways, routes and spaces between buildings.

#### *Assessment*

- 7.54 The Proposed Development would deliver 1,601 sqm of public realm improvements, with a further 1,463sqm of enhanced internal publicly accessible space (during operating hours) at ground floor level. The external public realm improvements include widening of pedestrian thoroughfares through the setting back of the building, delivering covered pedestrian routes. The Proposed Development would provide a new through connection between Wormwood Street and Bishopsgate. These areas were conceived in relation to emerging development north and south of the Site, providing a secondary pedestrian route to the south from Liverpool Street Station and corresponding to CoL ambitions for an activated ground plane within the City Cluster.



- 7.55 These spaces will feature hard and soft landscaping of high quality and durable materials that unite the surrounding urban fabric in an inclusive and inviting way. The design of the building and its form would provide a striking and dramatic setting to the public realm, which represents a great improvement to the existing arrangement. This approach would provide a highly activated, welcoming and accessible ground plane, providing a far better relationship between the buildings on the Site and their surroundings than the existing building.
- 7.56 A draft Public Realm Management Plan would be secured by condition / S106 obligation should planning permission be granted. This Management Plan will set out how the spaces would function, be maintained and ensure that the spaces are accessible and inclusive.
- 7.57 It is considered that the Proposed Development would fully align with the Development Plan and provide much needed high quality public realm within the City Cluster.

#### Principle of Development: Conclusions

- 7.58 It is clear that the principle of the development is strongly supported by the NPPF, the London Plan, the Local Plan and draft City Plan. It is considered that the Proposed Development would fully align with the aspirations of policy at all levels and provide significant benefits in terms of social, economic and environmental objectives.
- 7.59 The Proposed Development, located within the City Cluster, optimises the Site to make the best use of land following a design led approach. It would deliver a significant quantum of office accommodation, meeting approximately 7% of the City's entire projected floorspace targets in the draft City Plan with new floorspace designed to be flexible to allow adaptation of space for different types and sizes of occupiers. The workspace would be best in class with a focus on occupier needs, sustainability and wellbeing and would be supported by exceptional amenities and access to external spaces, both communal and private for the benefit of the City's worker population.
- 7.60 The Proposed Development would make a significant contribution to culture and the aspirations of Destination City by providing a dedicated, standalone arts and cultural building in the City of London, alongside a publicly accessible City Market and substantial public realm improvements.
- 7.61 It is considered that the principle of the Proposed Development is strongly supported in accordance with the Development Plan.

#### **Design and Massing**

- 7.62 The detailed design of the Proposed Development is explained in full in the submitted plans, the Design and Access Statement, the Landscape Statement, the Energy Statement and the Sustainability Statement. They provide a full overview, rationale and justification in design terms and have been prepared by specialist consultants, led by RSHP.

#### Scale, Bulk and Height



- 7.63 As above, the proposed building is a “tall building” for policy purposes and the Site is an appropriate Site for tall building development as identified in the development plan.
- 7.64 Policy D3 of the London Plan expects development to follow a design-led approach that optimises the capacity of Sites to make the best use of land. Development should be the most optimum form and land use for the Site. High density development should be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport and walking and cycling. Development proposals should consider form and layout, experience, quality and character.
- 7.65 Policy D9 of the London Plan sets out a range of criteria for assessing the design impacts of tall buildings, including the visual impacts; the view of the buildings from different distances (long range, mid-range and immediate views); and whether part of a group or standalone, tall buildings should re-enforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding. Architectural quality and materials should be of an exemplary standard to ensure that the appearance and integrity of the building is maintained through its lifespan. Proposals should avoid harm to the significance of heritage assets and their settings and preserve the Outstanding Universal Value of World Heritage Sites.
- 7.66 Policy CS10 of the Local Plan states that the bulk, height, scale and massing of buildings should be appropriate to the character of the City and the setting and amenities of surrounding buildings and spaces. Policy DM10.1 of the Local Plan states that proposals should have due regard to the general scale, height, building lines of the locality and relate well to the character of streets, squares, lanes, alleys and passageways.
- 7.67 Strategic policy S8 of the draft City Plan states that development should optimise Site capacity, informed by the character of the area and its potential for growth, delivering buildings and spaces that have the right scale, massing, built form and layout, with due regard to the existing and emerging urban structure, building types, form and proportions identified in the character areas study.

#### *Assessment*

- 7.68 The design of the Proposed Development responds to key environmental design constraints, notably townscape and heritage considerations and wind/micro-climate and aviation constraints, to deliver a high quality building which forms one of the tallest buildings in the City Cluster. The design and massing of the freestanding pavilion has also been carefully assessed.
- 7.69 The lower 4 levels of the main building are recessed to acknowledge the datum of existing buildings within the smaller-scaled Conservation Area to the north and to create generous public arcades through the Site. This acknowledges the more communal and public functions within the building, including a City Market at ground level and the raised 2-storey reception and office amenities.





- 7.70 The height of the Proposed Development would make it the fifth tallest building in the City of London. This would be befitting of the Proposed Development's position as the largest remaining significant site for redevelopment within the City Cluster and would help to reinforce the existing 'mounded' composition of the cluster, in which heights generally step down from the centre towards its fringes. The location of the tallest element of the Proposed Development on the southern boundary of the Site would appropriately position it close to 55 Bishopsgate and would ensure it forms a distinct stepping down of massing within the cluster.
- 7.71 As noted within the DAS prepared by RSHP, *"The structure of the main building creates a simple flexible office floorplate and provides a visual framework that allows the building to be legible when viewed from distance and at pedestrian level. Within this, a number of smaller scale façade typologies reflect the functional office and wintergarden activities within. Wintergardens are landscaped and directly accessible to building occupants on a large majority of levels. These spaces are single-glazed and provide delicate green interventions which enrich the east and west promontory nature of the building. To the west, 4-storey external terraces are introduced to mitigate the effects of wind and punctuate the full height of the building; conceptually allowing landscape to erode the structural framework and providing a distinct character to the architecture of the building.*
- The main building form is served by a separate support core that sits outside the existing raft foundation. In urban terms, its recessive nature creates a clear splayed spatial separation between the proposal and the adjacent 55 Bishopsgate, opening to acknowledge the Grade I Listed Church of St. Ethelburga. This support core contains two double-deck lift groupings interspersed with on-floor plant and creates a functional sculptural form comprising linear framed walls separated by clear glass and louvres, expressing the two functional components within. Glazing provides glimpses of the dynamics of lift movement, providing surface richness across the full height of the building."*
- 7.72 The design of the Pavilion Building draws on the principle of reinstatement of the historic Bishopsgate. As noted earlier in this report, the Pavilion building is trapezoidal in plan with the shorter edge fronting Wormwood Street and chamfers reflecting those of the main building. The height of the pavilion building has been informed by the management of wind microclimate considerations.
- 7.73 The bulk and massing of the Proposed Development is considered to be acceptable in policy terms. The overall approach to building height and massing has been supported by CoL Officer's through the pre-application process and also by the GLA, who have confirmed that *"The principle of a tall building on this site would be supported in accordance with the locational principles of London Plan Policy D9(b), as the City of London Local Plan Policy CS7 states that new tall buildings are expected to be located within the Easter Cluster"*.





### Design for Disassembly and Re-Use

- 7.74 Policy SI7 of the London Plan promotes circular design principles, including through designing for disassembly to reduce waste and maximise the opportunity for re-use of existing materials.
- 7.75 Policy DM17.2 of the Local Plan states that new development should be designed to minimise the impact of deconstruction and construction waste on the environment through re-use of existing structures and building design that minimises wastage and makes use of recycled materials.
- 7.76 Policy DE1(6) of the draft City Plan states that development should be designed to incorporate circular economy principles throughout the life cycle of buildings in the following ways:
- Flexible building design to accommodate evolving working and living patterns, reducing the need for redevelopment;
  - Floorspace adaptability to maximise the lifespan of building;
  - Re-use, refurbishment and retention of existing buildings, structures and materials to reduce reliance on virgin resources;
  - Designing for disassembly, reuse and recycling of the construction materials; maximum use of recycled materials;
  - Development and off-Site construction methods to reduce wastage;
  - Designs that enable durability, modularity and sharing of goods and services and reuse of supplies and equipment, minimising waste during the building's operational phase.

### *Assessment*

- 7.77 A Circular Economy Statement has been prepared by Atelier Ten which sets out how the design for disassembly and re-use has been prioritised for the existing building, which is to be demolished with the approximately 3m thick concrete structural raft slab, wall and piles proposed to be retained. These elements to be retained account in total for 48% by mass of the total carbon content of the existing building. The Design and Access Statement by RSHP sets out how the design of the Proposed Development will utilise long life, low carbon materials which have low maintenance requirements and an innovative façade design to optimise energy efficiency. As noted earlier, a third party review of the Whole Life Carbon Options has been undertaken by HTS on behalf of the City of London.
- 7.78 It is anticipated that any planning determination would include monitoring conditions relating to circular economy principles that would enable performance against the targets to be reviewed following the different stages of the development.
- 7.79 It is considered that the Proposed Development complies and accords with the Development Plan in this regard.



### Architectural Treatment

- 7.80 Paragraph 126 of the NPPF sets out that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 7.81 Policy D4(D) of the London Plan requires referable applications to have undergone at least one independent design review prior to submission of a planning application.
- 7.82 Policy D9C of the London Plan states that architectural quality and materials of tall buildings must be of an exemplary standard to ensure that the appearance and architectural integrity of the building is maintained through its lifespan.
- 7.83 Policy CS10 of the Local Plan expects the quality of materials and detailed design of buildings to be appropriate to the character of the City and the setting and amenities of surrounding buildings and spaces. Policy DM10.1 of the Local Plan goes on to state that schemes should have a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling.
- 7.84 Strategic Policy S8 of the draft City Plan promotes innovative, sustainable and inclusive high quality buildings, streets and spaces. In terms of quality and character, development will be supported that delivers high quality design which is visually interesting, well-proportioned and well-detailed and conserves and enhances the townscape character and appearance of the City and its historic environment, and takes into account cross boundary impacts of the neighbouring boroughs.

### *Assessment*

- 7.85 The architectural treatment of the Proposed Development has evolved through a comprehensive programme of pre-application engagement with the City of London and other key stakeholders, including the GLA and Historic England. The design of the building and how it has evolved in response to feedback and consultation is described in detail in the Design and Access Statement.
- 7.86 The proposals were presented to the Mayor's London Review Panel for independent design review. This review, alongside extensive consultation with the City of London's Design Officer's throughout the Pre-Application process demonstrates a robust design process that has been subject to scrutiny resulting in a high quality architectural and public realm outcome.
- 7.87 The proposed material palette will be of exceptional design quality and have a striking and bold visual appearance. The geometry of the main building informs the character of its architectural expression. Its diagrid structural system wraps the building, negotiating the chamfered plan and allowing the retention of large portions of the foundation of the existing building upon the Site. This diagrid system is hollowed out and expressed at the lower levels



to provide a porous and permeable ground plane, and cut away at the upper levels to provide a dynamic and responsive massing.

- 7.88 As described earlier in this report, the façades of the main building are punctuated by a series of wintergardens on the eastern and western promontories of the building and external terraces on the western promontory. These green spaces will be visible from different view ranges and seek to soften the leading edges of the building and distinguish it from its neighbours.
- 7.89 The façade of the Pavilion building comprises a giant metal screen in the form of the Map of London, connecting people to the locality and which is a piece of public artwork in itself. A substantial green wall is also proposed forming approximately 50% of the eastern façade. The façade responds to feedback from the City Officer's which called for an architectural expression that is distinct from the host commercial building, yet may also be considered as complementing the expression of the new City Market beneath the main building. The screen provides dynamic visual possibilities dependent upon viewing angle and scale and provides potential for partial screening to activities taking place within. Its perforated surface allows views into and out of the building and applies equally to apertures for window openings and as a veil to solid surfaces, giving surface continuity overall.
- 7.90 The architectural detailing and rhythm of the buildings are considered to be high quality, responding positively to local character and key longer and shorter distance views to provide an iconic building befitting of the City skyline, in accordance with the Development Plan. The Pavilion building provides a unique expression befitting of its contribution to the emerging cultural fabric of the City and its direct alignment with the City's Destination City objectives.

#### Workspace

- 7.91 Policy CS1 of the Local Plan states that the City will encourage a supply of a range of high-quality office accommodation to meet the varied needs of City office occupiers. Policy DM1.3 states that the City will promote small and medium sized businesses in the City by encouraging new accommodation suitable for small and medium sized businesses or occupiers and office designs which are flexible and adaptable to allow for sub-division to create small and medium sized business units.
- 7.92 Strategic Policy S4 of the draft City Plan seeks to ensure that new floorspace is designed to be flexible to allow adaptation of space for different types and sizes of occupiers and to meet the needs of SMEs, start-up companies and those requiring move-on accommodation.

#### *Assessment*

- 7.93 The Proposed Development will make a significant contribution to the City's growth targets with new floorspace designed to be flexible to allow adaptation of space for different types and sizes of occupiers. The Pavilion building will also provide work spaces dedicated to



creatives at subsidised and affordable rents. The affordable workspace requirements would be agreed with the City via the Section 106 Agreement.

- 7.94 It has been designed to cater to a range of different occupiers and provide exceptional amenity with wintergardens and external terraces alongside world class private amenity spaces. Design for wellbeing and sustainability is at the heart of the proposals and is focussed on occupiers. The Proposed Development fully aligns with the Development Plan in this regard.

#### Public Realm, Landscape and Urban Greening

- 7.95 Policy D8B of the London Plan states that development proposals should ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context and easy to understand, service and maintain. Landscape treatment, planting, street furniture and surface materials should be of good quality, fit-for-purpose, durable and sustainable. Lighting, including for advertisements, should be carefully considered and well-designed in order to minimise intrusive lighting infrastructure and reduce light pollution.
- 7.96 Policy G5 of the London Plan states that major developments should contribute to the greening of London by including urban greening as a fundamental element of Site and building design by incorporating measures such as high quality landscaping, green roofs, green walls and nature-based sustainable drainage. Part B of the policy recommends a Urban Greening Factor (“UGF”) target score of 0.3 for predominantly commercial development.
- 7.97 Policy DM10.1 of the Local Plan expects development to have attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City’s streets. It further expects servicing entrances to be designed to minimise their effects on the appearance of the building and street scene.
- 7.98 Policy DM10.4 of the Local Plan states that the City will support highways, public realm and other space enhancement that provides pedestrian priority and enhances permeability.
- 7.99 Strategic Policy S21 of the draft City Plan specifically requires the provision of new and improved open spaces at ground level, activating streets, spaces and public realm at the ground floor and improving wayfinding through the streets and alleys and improving walking and cycling into and through the Cluster. Pedestrian movement should be given priority through re-allocation of road space on key routes during daytime.
- 7.100 Policy S8 of the draft City Plan seeks development that delivers publicly accessible space within the development by maximising the amount of accessible, inclusive spaces. It further supports street level building frontages that are active, public-facing, usable, permeable, interesting, well-detailed and appropriately lit, delivering suitable levels of passive surveillance.



- 7.101 Policy OS2 of the draft City Plan states that the provision of urban greening should be integral to the design and layout of buildings and the public realm.

#### *Assessment*

- 7.102 The Proposed Development incorporates exemplary landscape design and is on target to achieve an urban greening factor score of 0.305 when calculated in line with the draft City Plan. The UGF score is slightly lower at 0.271 when calculated in line with the GLA methodology. The proposed landscaping is set out within the Landscape Statement prepared by Andy Sturgeon Design (refer to the DAS). Further detail would be secured by a landscaping condition, which would ensure the appropriate species for minimum maintenance and longevity of the various planting types proposed at ground floor, within the wintergardens and external terraces as well as the vertical planting proposed for the Pavilion building.
- 7.103 The proposed planting, street trees, and vertical greening within the public realm have been carefully positioned to respond to microclimate, daylight levels and pedestrian flow through the Site. The planting strategy for 99 Bishopsgate is inspired by ecological succession, which describes how plant communities develop over time and how they adapt to their unique environmental conditions. The idea of natural progression and the concept of succession has been transposed over the building from 'bedrock' to the 'specialised' communities at the upper levels of the building.
- 7.104 The public realm features a mix of spaces, with hard and soft landscaping designed to integrate with the relevant locations across the Site to ensure a variety of busy and active spaces focussing on key pedestrian desire lines to maximise pedestrian comfort and movement across the Site, whilst taking the opportunity to provide calmer more secluded spaces.
- 7.105 Active frontages are proposed to all major frontages of the main building at ground floor, as well the Pavilion building fronting Wormwood Street.
- 7.106 As previously noted, a draft Public Realm Management Plan is anticipated to be required to be secured by condition / S106 obligation should planning permission be granted. This Management Plan would ensure that the areas of landscaping are managed in line with the Public London Charter and the greening proposed is secured and successful.
- 7.107 The Proposed Development would make a significant contribution to the surrounding public realm of the City Cluster and new routes for pedestrians to traverse the Site and connect to key transport nodes in full accordance with the Development Plan.

#### Accessibility, Safety and Security

- 7.108 Policy D5 of the London Plan states that development proposals should achieve the highest standards of accessible and inclusive design. They should: be designed taking into account London's diverse population; provide high quality people focused spaces that are designed to facilitate social interaction and inclusion; be convenient and welcoming with no disabling



barriers, providing independent access without additional undue effort, separation or special treatment; be able to be entered, used and exited safely, easily and with dignity for all; be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

- 7.109 Policy D11 of the London Plan states that development should include measures to design out crime that – in proportion to the risk – deter terrorism, assist in the detection of terrorist activity and help mitigate its effects. These measures should be considered at the start of the design process to ensure they are inclusive and aesthetically integrated into the development and the wider area.
- 7.110 Policy DM10.8 of the Local Plan requires development to meet the highest standards of accessibility and inclusive design and this requirement is repeated in policy HL1 of the draft City Plan.
- 7.111 Local Plan policy CS3, DM3.2, DM3.3 and DM3.5 seek to ensure that the City is secure from crime, disorder and terrorism and ensure that security is considered from an early stage of design development in connection with the City of London Police, with features integrated into the Site boundary. It requires major development proposals to integrate counter-terrorism measures including Hostile Vehicle Mitigation. Policy DM3.5 sets out expectations for Management Plans in relation to night-time uses.
- 7.112 Strategic Policy S2 of the draft City Plan sets out how the City will work with stakeholders to ensure that it is safe and secure from crime, the fear of crime, anti-social behaviour and terrorism by ensuring that that development proposals design out crime, encourage a mix of uses and natural surveillance of streets and spaces. It requires the design of buildings to meet the highest standards of fire safety. Major development proposals must submit a Fire Statement setting out how the development will address fire safety in the design, construction and operation of the building for all building users, including safe and dignified emergency evacuation.
- 7.113 Policy T5 of the London Plan and policy AT3 of the draft City Plan confirm that cycle parking should be designed in accordance with the London Cycle Design Guide Standards, including the provision for accessible cycles.
- 7.114 Policy DM15.7 of the Local Plan states that 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.
- 7.115 Policy DE9 of the draft City Plan expects developers to consider the lighting impacts of their development. It also seeks lighting that reduces energy consumption, avoids spillage of light beyond where it is needed and protects the amenity of light-sensitive uses.



- 7.116 Strategic Policy S21 of the draft City Plan at part 14 states that the City will ensure an area wide approach has taken to security and estate management to ensure that safety and comfort of workers and visitors, with a high quality public realm an environment that reflects the status of the area.

#### *Assessment*

- 7.117 The Proposed Development is designed to meet the highest standards of safety and accessibility. The Design and Access Statement includes an inclusive access statement, prepared by David Bonnett Associates, that fully appraises the proposals in terms of accessibility. A Fire Statement prepared by OFR Consultants and a Security Needs Assessment prepared by QCIC are also submitted with the application, which respectively set out the fire safety and security measures which have been factored into the design of the proposals including measures to mitigate against potential future threats.
- 7.118 A Lighting Concept prepared by Speirs Major has been prepared in accordance with the requirements of Lighting SPD (2023) and describes the proposed lighting concept for the public realm and external appearance of the buildings. The lighting design for the Site is being designed to provide a positive contribution to the night time experience of this prime gateway location into the City of London. The lighting will encourage evening use of the amenity spaces by members of the public, contributing to the night time economy; and will celebrate the landscape and architecture that distinguish this new development whilst ensuring that it sits comfortably within its context.

#### Cycle Parking

- 7.119 The City of London Transport Strategy sets out an aspiration for a significant increase in the number of people cycling to, from and within the City. Proposal 25 seeks to increase the amount of cycle parking in the City and Proposal 26 states that Cycle Parking should be provided in line with London Plan standards.
- 7.120 Policy T5 of the London Plan sets out standards for cycle parking spaces at Table 10.2. The London Cycle Design Standards also provide detailed guidance on how cycle parking should be laid out and designed.
- 7.121 Policy DM16.3 of the Local Plan states that on-Site cycle parking must be provided in accordance with the standards in the London Plan.
- 7.122 Policy AT2 of the draft City Plan states that all major development must promote and encourage active travel through making appropriate provision for people who walk, wheel and cycle, by ensuring suitable access between the development site and pedestrian cycle routes, and by incorporating sufficient shower and changing facilities, with lockers/storage to support walking and cycling in line with the London Cycling Design Standards.



- 7.123 Policy AT3 of the draft City Plan re-iterates the adopted policy position, with a focus on ensuring that cycling facilities are conveniently located, easily accessible, safe and secure, with opportunities to provide space for dockless cycle parking spaces in the public realm.

*Assessment*

- 7.124 The Healthy Streets Transport Assessment (HTSA), prepared by Momentum, and the Design and Access Statement provide an overview of the design, location and quantum of cycle parking proposed, including associated end of trip facilities.
- 7.125 The Proposed Development would provide a standalone short stay cycle parking hub for visiting members of the public to the development (Sui Generis) and those who are in need of secure short stay cycle parking within the area in the form of 144 spaces, including 127 (95%) two tier cycle stands within the cycle hub building, with 7 (5%) traditional Sheffield stands on street. The cycle hub will be accessed via a dedicated lift and entrance, managed by an app based system which is free to use.
- 7.126 Long stay cycle parking comprising of 1,600 spaces (inclusive of 5% accessible spaces) is provided at basement levels 1 and 2 along with end of trip facilities in line with the London Plan cycle standards. These are proposed to be of the highest quality to encourage active travel in full accordance with the Development Plan. The proposals provide 5% of all cycle parking as accessible in accordance with relevant design guidance.
- 7.127 It is proposed to provide 1,600 long stay cycle parking spaces, which equates to 80% of the London Plan (2021) requirement. As noted earlier, the proposals include the retention of the existing building raft and foundations which accounts for approximately 50% of the embodied carbon of the existing building. The shortfall of 20% in long stay cycle parking has been proposed in response to the basement constraints resulting from this retention and the limitations on available space. The HTSA notes that it is considered that the provision of 1,600 long stay cycle parking spaces is sufficient to accommodate forecast cycle parking demand for the building, based on targeted mode shares. Assuming 10sqm NIA per office staff member and a daily occupancy of 85%, the proposed long-term provision would allow for approximately 17% of the building staff to travel to the Site by cycling.
- 7.128 It is proposed to provide 80% of the total long stay cycle parking spaces on opening of the Proposed Development. This equates to 1,280 spaces and is referred to as the “Day One” provision. On opening of the Proposed Development, it is not expected that the main building will be fully let, with each floor fitted out as required. The requirement for storage and loading bay space during this period will be increased, while the building accepts fit-out-related deliveries. It is expected that 80% of the total spaces provided on Day One will provide sufficient spare capacity to effectively encourage building users to cycle to Site. Please refer to the HTSA for further detail. Daily occupancy of the long stay cycle parking would be monitored. It is proposed that when this occupancy consistently reaches 80% of the Day One provision, the balance of 320 spaces would be then provided.





### Heritage and Townscape

- 7.129 The City of London as Local Planning Authority has statutory duties to carry out in accordance with Section 66 and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).
- 7.130 Section 66 imposes a general duty as respects listed buildings in exercise of planning functions. Sub-section (1) states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall 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*”.
- 7.131 Section 72(1) states that in planning applications relating to any building or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. The Site is not within a conservation area, so this statutory duty is not engaged.
- 7.132 Chapter 16 of the NPPF sets out how national policy is to be applied to conserving and enhancing the historic environment. Paragraph 189 states that heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.
- 7.133 Paragraph 200 of the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset’s importance and no more than sufficient to understand the potential impact of the proposal on their significance.
- 7.134 Paragraph 205 of the NPPF states that when considering the impact of a Proposed Development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss, or less than substantial harm.
- 7.135 Paragraph 208 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset (Listed Buildings, Conservation Areas and World Heritage Sites), this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 7.136 Paragraph 209 of the NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In



weighing applications that directly or indirectly affect 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.

- 7.137 Paragraph 212 of the NPPF states that local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.
- 7.138 Policy D3(D)(11) of the London Plan states that development proposals should respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character
- 7.139 Policy HC1 of the London Plan states that development proposals affecting heritage assets and their settings should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process to identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate. It further states that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.
- 7.140 Policy HC2(B) of the London Plan states that development proposals in World Heritage Sites and their settings, including any buffer zones, should conserve, promote and enhance their Outstanding Universal Value, including the authenticity, integrity and significance of their attributes, and support their management and protection. In particular, they should not compromise the ability to appreciate their Outstanding Universal Value, or the authenticity and integrity of their attributes.
- 7.141 Policy HC3 of the London Plan sets out how strategic and local views should be designated and how development proposals should be assessed. The Mayor will designate views of strategic importance that make a very significant contribution to the image of London or provide a significant cultural orientation point. The Mayor will seek to protect vistas toward strategically important landmarks, with these protected vistas requiring management appropriate to its potential impact on the viewer's ability to recognise a strategically important landmark or World Heritage Site.
- 7.142 The London View Management Framework SPD (March 2012) identifies a number of important views and vistas across London. It states that 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. It should also preserve or enhance 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.

- 7.143 Policy CS12 of the Local Plan seeks proposals that safeguard the City's Listed Buildings and their settings, preserve and enhance the distinctive character and appearance of the City's conservation areas including through appropriate development and, specifically, the preservation of the Tower of London World Heritage Site and its setting. Policies DM12.1 DM12.2 and DM12.3 add detail to Policy CS12.
- 7.144 Strategic Policy S11, policy HE1 and HE2 of the draft City Plan largely mirror the adopted policy, with some greater emphasis on placing heritage at the heart of place making and delivering high quality buildings which enrich and enhance the settings of heritage assets. It also seeks enhanced public access and interpretation of the City's cultural and heritage assets, ensuring that opportunities to experience and enjoy the City's heritage and culture is available to a wide and diverse audience in a way that is socially and economically inclusive.
- 7.145 The City of London Protected Views SPD provides further guidance on view protection policies and notes that St. Paul's Cathedral, the Monument, the Tower of London World Heritage Site and other historic landmarks and skyline features are protected within the Square Mile.

#### Assessment

- 7.146 Volume II of the Environmental Statement provides a Heritage, Townscape and Visual Impact Assessment ("HTVIA") which has been prepared by The Townscape Consultancy (TTC) with visualisations by Millerhare. The HTVIA considers the impact of the Proposed Development on the significance of relevant above ground heritage assets (HAs) in light of policy set out in the NPPF and the local development plan. It also considers the visual impact of the Proposed Development on the townscape of the area around the Site, analysing the character of the surrounding townscape, and assessing the effect of the Proposed Development on views from locations around the Site.
- 7.147 The HTVIA contains 61 Accurate Visual Representations ("AVRs") of the Proposed Development. In addition 27 fully rendered views and 34 wireline views were prepared for further context alongside 26 non-verified model views within Appendix 4 of the HTVIA.
- 7.148 A study area based on a 300m buffer from the Site boundary was agreed with the CoL through the scoping process and used to identify built heritage receptors potentially affected by the Proposed Development. The extent of the buffer was informed by knowledge of the Site and the surrounding area, the study of digital models and desktop and archival research. Further built heritage assets located outside of the study area were identified due to their sensitivity, heritage significance and potential intervisibility with the Site. Following Historic England guidance, the HTVIA assesses the heritage significance, contribution of setting, and potential effects of the Proposed Development upon 87 Listed Buildings, 9 Conservation Areas, and 1 Non Designated Heritage Asset. 7 Townscape Character Areas were also assessed, with the Site being located within TCA 1: City Cluster.



- 7.149 The Site is not listed nor is it within a Conservation Area. As a tall building it is recognised that the Proposed Development has the potential to have a substantial impact on London's built heritage assets and townscape character.
- 7.150 In terms of townscape and visual impact, TTC conclude that the Proposed Development would not result in any significant adverse townscape effects in isolation or cumulatively. As result, no additional mitigation is required during construction or operation. They consider the Proposed Development would relate positively in height, scale and massing to the wider London skyline in all Panoramas, and would consolidate the form of the City Cluster, marking the north-western edge of the City's commercial district. TTC note that the proposal will result in 'neutral' and 'beneficial' effects on townscape receptors. The scale of the effect would range from negligible due to a lack of intervisibility, to minor and not significant, to moderate and significant.
- 7.151 In terms of built heritage, TTC conclude that during the construction stage, the effects would be short-term and temporary in nature, and they would affect to a higher degree areas located closer to the Site. These effects would range between 'negligible' and 'major' and would be of an 'adverse' nature.
- 7.152 These adverse effects would arise in respect of a reduced ability to appreciate the heritage significance of the heritage assets, which would occur as a result of the detrimental appearance and experience of the demolition and construction activities within the settings of the heritage assets, on a temporary basis. This would only last for the duration of the demolition and construction works and is unavoidable if the Site is to be redeveloped.
- 7.153 It was found that the majority of heritage receptors and their immediate settings would not be adversely affected by the Proposed Development in isolation or cumulatively with other consented or committed schemes; the effects would predominantly be 'moderate' or 'minor' and 'neutral' in nature.
- 7.154 Only two adverse heritage effects were identified, one with the scheme in isolation being the grade I listed St Paul's Cathedral, and a group related to views from St James's Park including the grade I listed Horse Guards Building, both with the scheme in isolation and when considered cumulatively. TTC have concluded that *in "NPPF terms the effects would translate to being on the lower end of the scale of 'less than substantial harm' to the heritage significance of the assets"*. Other cumulative effects were found to be either 'neutral' or 'beneficial' and would range from 'negligible' to 'major'. The effects on the heritage receptors closest to the Site were all found to be 'moderate' or 'major' and of a 'beneficial' or 'neutral' nature, and significant. In these cases, TTC conclude that in NPPF terms this would translate to 'no harm' to the heritage significance of the assets, namely:
- The Bishopsgate Conservation Area;
  - The St Helen's Place Conservation Area;
  - The Grade I listed Church of St Ethelburga; and
  - The Grade II\* listed Church of St Botolph.



- 7.155 With regard to townscape receptors the Proposed Development would only result in ‘neutral’ and ‘beneficial’ effects on townscape receptors in the surrounding context of the Site, ranging from a negligible effect due to a lack of intervisibility, to minor and not significant, to moderate and significant. These results were repeated for cumulative effects which were found to be ‘neutral’ or ‘beneficial’ in nature.
- 7.156 In terms of the Tower of London World Heritage Site, the Proposed Development would have no impact on the Tower of London due to the position of the Site on the northern side of the cluster. The Proposed Development would be seen to consolidate the City Cluster through the infill of a sky gap between existing buildings. The stepped form of its massing and architectural treatment of its elevations would be appropriate in the view, and despite only minor visibility, the infilling of the sky gap would provide a consolidated image of the City Cluster and a more coherent backdrop to the WHS. TTC consider there is no harm to the Outstanding Universal Value of the World Heritage Site or appreciation of it. This position also aligns with those received through early consultation with Historic Royal Palaces.
- 7.157 Paragraph 208 of the NPPF states that any less than substantial harm to designated heritage assets should be outweighed by public benefits. Per the above conclusions, paragraph 208 of the NPPF is engaged as a result of the identification of less than substantial harm (at the lower end of the scale). The HTVIA concludes that the Proposed Development would be an important addition to the City’s townscape, which would largely contribute to the overall coherence of the City Cluster as has been described earlier in this report. It has been designed to high quality architectural standards and there are public benefits arising from the Proposed Development, which are substantial and are set out in Section 8 in terms of the economic, environmental and social benefits flowing from the proposal.

### **Environment and Sustainability**

- 7.158 A suite of reports have been prepared and submitted in support of the application:-
- Energy Statement, prepared by Ramboll;
  - Sustainability Statement, prepared by Atelier Ten;
  - Whole Life Carbon Assessment, prepared by Atelier Ten;
  - Circular Economy Statement, prepared by Atelier Ten;
  - Chapter 12 and Volume 3: Appendix 8 (Climate Change) of the Environmental Statement, prepared by Air Quality Consultants;
- 7.159 This section summarises environmental and sustainability topics and draws on conclusions and assessments from the suite of reports.

### **Energy and Sustainability**



- 7.160 Policy SI2 of the London Plan expects major development proposals to be net zero-carbon. In practice, this means following the ‘be lean, be clean, be green, be seen’ energy hierarchy to deliver a minimum on-Site energy consumption reduction of 35% when compared to Building Regulations Part L 2021, with the remaining reduction up to 100% (zero carbon) achieved through maximising on-Site opportunities and, where necessary, carbon offset fund payments.
- 7.161 The Whole Life-Cycle Carbon Assessments LPG explains how to prepare a Whole Life-Cycle Carbon (WLC) assessment in line with Policy SI2 F of the London Plan using the WLC assessment template.
- 7.162 Policy SI 2 F applies to planning applications which are referable to the Mayor. This guidance explains how to calculate WLC emissions and the information that needs to be submitted to comply with the policy. It also includes information on design principles and WLC benchmarks to aid planning applicants in designing buildings that have low operational carbon and low embodied carbon.
- 7.163 Policy CS15 of the Local Plan seeks to enable City businesses and residents to make sustainable choices in their daily activities creating a more sustainable City, adapted to the changing climate, by *inter alia*:
- 1) Requiring all redevelopment proposals to demonstrate the highest feasible and viable sustainability standards in the design, construction, operation and “end of life” phases of development. Proposals for major development should aim to achieve a BREEAM rating of “excellent” or “outstanding”.
  - 2) Requiring development to minimise carbon emissions and contribute to a City wide reduction in emissions:
    - i. adopting energy-efficiency measures;
    - ii. enabling the use of decentralised energy, including the safeguarded Citigen Combined Cooling Heating and Power (“CCHP”) network, CHP-ready designs in areas where CHP networks are not yet available, and localised renewable energy technologies;
    - iii. adopting offsetting measures to achieve the Government’s zero carbon targets for buildings.
  - 3) Avoiding demolition through the reuse of existing buildings or their main structures, and minimising the disruption to businesses and residents, using sustainably sourced materials and conserving water resources.
- 7.164 Policy DM 15.1 of the Local Plan states that Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all



development and for major development the Sustainability Statement should include as a minimum:

- BREEAM or Code for Sustainable Homes pre-assessment;
- An energy statement in line with London Plan requirements;
- Demonstration of climate change resilience measures.

- 7.165 Local Plan Policy DM 15.2 states that development design must take account of location, building orientation, internal layouts and landscaping to reduce likely energy consumption. For all major development energy assessments must be submitted.
- 7.166 Policy DM 15.4 of the Local Plan states that 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”.
- 7.167 Policy DE1(7) of the draft City Plan sets out that major development must achieve a minimum of BREEAM “Excellent”, commit to achieving a minimum NABERS UK rating of 5 stars.
- 7.168 The City of London Planning Advice Note (PAN) – Whole Lifecycle Carbon Optioneering - sets out the requirements to be addressed in the pre-redevelopment audit, appended to the Circular Economy Statement.

#### *Assessment*

- 7.169 The Proposed Development is pre-assessed to achieve BREEAM rating of “Outstanding” for office and “Excellent” for all other uses.
- 7.170 The proposals achieve a 16% reduction in CO<sub>2</sub> for operational carbon over part L 2021 and provide a commitment to achieve a NABERS UK 5 star rating. A carbon offsetting contribution would be secured via Section 106 Legal Agreement to achieve net zero carbon in line with policy SI2 of the London Plan.
- 7.171 It would be an exemplar for sustainable design and construction. In terms of whole life carbon, a full Whole Life Carbon Assessment has been provided, and the Proposed Development has been subject to a third party review of the Whole Life Carbon Options (undertaken by HTS on behalf of the City of London), in line with the City’s Planning Advice note. This optioneering process has demonstrated that redevelopment of the Site, in this case, is acceptable and would achieve the most public benefits over and above full or partial retention.
- 7.172 It is considered that the Proposed Development accords with the Development Plan in this regard.

#### Wind and Microclimate



- 7.173 Policy D3 of the London Plan supporting paragraph 3.3.8 states that buildings should be of high quality and enhance, activate and appropriately frame the public realm. Their massing, scale and layout should help make public spaces coherent and should complement the existing streetscape and surrounding area. Particular attention should be paid to the design of the parts of a building or public realm that people most frequently see or interact with in terms of its legibility, use, detailing, materials and location of entrances. Creating a comfortable pedestrian environment with regard to levels of sunlight, shade, wind, and shelter from precipitation is important.
- 7.174 Policy D8(J) of the London Plan states that development plans and development proposals should ensure that appropriate shade, shelter, seating and, where possible, areas of direct sunlight are provided, with other microclimatic considerations, including temperature and wind, taken into account in order to encourage people to spend time in a place.
- 7.175 Policy D9(3)(A) of the London Plan states that wind, daylight, sunlight penetration and temperature conditions around the building(s) and neighbourhood must be carefully considered and not compromise comfort and the enjoyment of open spaces, including water spaces, around the building. Part (B) states that air movement affected by the building(s) should support the effective dispersion of pollutants, but not adversely affect street-level conditions.
- 7.176 Policy DM10.1 of the Local Plan seeks to ensure that development does not cause unacceptable wind impacts.
- 7.177 Strategic policy S8 of the draft City Plan requires development to optimise microclimate conditions including in relation to wind and thermal comfort and air quality. Policy DE2 of the Draft City Plan reiterates that design and materials must avoid unacceptable wind impacts.
- 7.178 The City of London's Wind and Microclimate Guidelines published in August 2019 provides further detailed criteria for assessing wind and microclimate impacts of development.

#### *Assessment*

- 7.179 Several documents have been produced relating to wind and microclimate, which have been submitted as part of the application:-
- Volume I, Chapter 11 (Wind Microclimate) of the Environmental Statement, prepared by RWDI and GIA;
  - Volume III, Appendix 7 of the Environmental Statement: Annex 2 and 3 including both wind tunnel and CFD Technical assessments prepared by RWDI and GIA; and
  - Thermal Comfort Study, prepared by GIA.
- 7.180 These assessments were prepared on the basis of a model accurately reflecting the development as currently proposed.





- 7.181 The baseline for the assessment was carried out with the surrounding context within a 500m radius of the Site, and takes into account a “consented baseline” for developments which are under construction or recently complete.
- 7.182 A three-tier cumulative assessment was undertaken due to the variation in the statuses of nearby schemes and planning applications, and to demonstrate the interaction of the Proposed Development with two adjacent schemes in isolation (55 Bishopsgate and 55 Old Broad Street). These included
- The Tier 1 cumulative assessment (Configuration 4, 5 and 6) comprises eighteen cumulative schemes which have either been granted permission or have resolution to grant.
  - A Tier 2 cumulative assessment (Configurations 7, 8 and 9) assesses the cumulative effects of the Proposed Development with only two other schemes, namely 55 Bishopsgate and 55 Old Broad Street, for the purpose of isolating the potential interactions of these nearby neighbouring buildings.
  - A Tier 3 cumulative assessment (Configurations 10 and 11) comprises all the buildings of Tier 1 with the addition of a further two cumulative schemes (75 London Wall and 1 Appold Street). The results of Tier 1 (as the primary cumulative scenario, including schemes which are consented or have resolution to grant) are presented in detail within ES chapter 11 (as this represents a reasonable worst case scenario assessment), while the results of Tiers 2 and 3 are included in ES Volume 3, Appendix: Wind Microclimate – Annex 2.
- 7.183 The eleven configuration scenarios which were assessed in the wind tunnel tests are listed below:-
- Configuration 1: The existing Site with existing surrounding buildings and landscaping (the Baseline);
  - Configuration 2: The Proposed Development with existing surrounding buildings (without mitigation measures);
  - Configuration 3: The Proposed Development with existing surrounding buildings, Proposed on-Site landscaping, and wind mitigation measures;
  - Configuration 4: The Existing Site with Tier 1 cumulative schemes (the Future Baseline);
  - Configuration 5: The Proposed Development with Tier 1 cumulative schemes (without mitigation measures);
  - Configuration 6: The Proposed Development with Tier 1 cumulative schemes, proposed on-Site landscaping and wind mitigation measures;



- Configuration 7: The existing Site with Tier 2 cumulative schemes (55 Old Broad Street and 55 Bishopsgate only);
- Configuration 8: The Proposed Development with Tier 2 cumulative schemes (55 Old Broad Street and 55 Bishopsgate only) and existing off-Site landscaping (without mitigation measures);
- Configuration 9: The Proposed Development with Tier 2 cumulative schemes (55 Old Broad Street and 55 Bishopsgate only), Proposed on-Site landscaping and wind mitigation measures;
- Configuration 10: The Proposed Development with Tier 3 cumulative schemes (without mitigation measures); and
- Configuration 11: The Proposed Development with Tier 3 cumulative schemes, proposed on-Site landscaping and wind mitigation measures.

7.184 The 11 configurations have been assessed in detail within the ES and related appendices.

7.185 In all configurations (including the baselines), there are strong winds at measurement locations around Great St Helens and Bishopsgate, which is a known windy area. While there are changes from configuration to configuration, with some areas become slightly windier and others become calmer, it is suggested that the wind is being moved in response to the cumulative effect of the nearby developments rather than being made materially worse due to the Proposed Development. The wind conditions at street level are otherwise generally suitable in terms of pedestrian wind comfort for their intended uses.

7.186 The following locations were identified for further mitigation to address windy conditions:

- On-Site:
  - On-Site terrace level amenity areas on the western façade of the Proposed Development (measurement locations 375, 376 and 377) with standing use wind conditions during the summer season, one category windier than suitable for the intended use; and
- Off-Site:
  - Pret A Manger entrance along the Old Broad Street (measurement location 62) with walking use wind conditions, one category windier than suitable for the intended use.

7.187 The following wind mitigation measures were assessed in the existing context to achieve suitable wind conditions at the terrace levels and roof levels of the Proposed Development:



- Inclusion of the proposed landscaping scheme in addition to existing and retained landscaping at ground level;
- Inclusion of the proposed landscaping scheme on the western terraces of the Proposed Development;
- 3m tall screens on the roof level of the pavilion building of the Proposed Development;
- Replacing two deciduous trees with evergreen trees on western section of each terrace level amenity area; and
- Inclusion of 1.5m tall hedging 2m wide between the western and eastern sections of the proposed landscaping.

7.188 It is recognised that the landscaping proposals currently included in the 55 Bishopsgate planning application (22/00981/FULEIA which has received resolution to grant) reflect the fact that the existing 99 Bishopsgate boundary wall would remain in place between both sites. Should both developments progress, the current 55 Bishopsgate landscaping proposals would require amendment in accordance with the CoL's preferences, to allow permeability between the sites. As a part of the above mitigation strategy, off-Site landscaping in the undercroft beneath 55 Bishopsgate cumulative development was altered to reduce the downwashing and channelling of winds from the west. This was achieved by encouraging the downwashing winds to flow through the area between the Proposed Development and the 55 Bishopsgate cumulative development by reducing the obstructions in this area, as would be required if the two sites were to be opened up. The proposed changes to the 55 Bishopsgate cumulative development landscaping scheme are as follows:

- Changing the four deciduous trees in the northwestern corner to evergreen trees of the same height (to the west of measurement locations 321 and 322);
- Changing one deciduous tree in the western corner to an evergreen tree of the same height (near measurement location 323);
- Removal of the one deciduous tree to the south within the Proposed Development from on-Site proposed landscaping;
- Removal of two deciduous trees along the northeastern boundary to allow permeability between the sites; and
- Removal of seating provisions which currently prevents permeability between 99 Bishopsgate and 55 Bishopsgate along the northeastern boundary to allow for pedestrian traffic to move freely between the two sites.

7.189 Overall, the effects in terms of wind and microclimate are acceptable with mitigation in place for either the existing baseline, or cumulative baseline scenario with the Proposed Development in place.



- 7.190 In terms of thermal comfort, the Thermal Comfort Study by GIA concludes that the conditions remain largely unchanged as a result of the Proposed Development, with minor changes occurring in terms of some improvement to conditions and some slight deterioration to conditions. In the existing scenario with the Proposed Development in place, there would not be a material impact on thermal comfort conditions for any existing off-Site receptors (entrances, bus stops, spill out seating, benches, ground level mixed amenity and roof terraces). The proposed entrances and terraces (suitable for summer use) introduced by the Proposed Development would all experience suitable thermal comfort conditions.
- 7.191 The overall impact of the Proposed Development would be consistent with that of other developments in the area, with localised regions of conditions which are made slightly more or less comfortable, but no fundamental differences in overall conditions.
- 7.192 The design has evolved over time as a result of stringent environmental testing in line with the EIA process and is considered to fully accord with the Development Plan.

#### Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution

- 7.193 Policy DM10.7 of the Local Plan seeks to ensure that development does not cause unacceptable daylight and sunlight impacts to nearby dwellings. Policy DE8 of the draft City Plan requires that daylight and sunlight impacts (including those of historic interiors of surrounding buildings) should be assessed taking into account the Building Research Establishment's guidelines. It also sets out the need to consider solar glare effects on surrounding buildings and the public realm.

#### *Assessment*

- 7.194 Several documents have been produced relating to Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare, which have been submitted as part of the application:-
- Volume I Chapter 10 (Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare) of the submitted Environmental Statement, prepared by GIA, sets out a full assessment of the impacts to relevant sensitive receptors;
  - Volume III, Appendix 6 of the Environmental Statement, prepared by GIA; and
  - Daylight and Sunlight – Radiance-Based Median Daylight Factor ('MDF') Report, prepared by GIA.

#### **Daylight**

- 7.195 In terms of daylight, 10 sensitive residential and religious receptors have been tested. It should be noted that in the existing condition, a limited number of these receptors would meet the recommended values set out in the BRE Guidance for daylight (Vertical Sky Component ("VSC") and No Sky Line ("NSL")) and sunlight (Annual Probable Sunlight Hours ("ASHP")) and



Winter Probable Sunlight Hours (“WPSH”) which is to be expected in this location which forms a dense cluster of tall buildings.

7.196 Within the 10 sensitive buildings assessed, of the 219 total windows assessed for VSC, 118 (54.9%) would meet the BRE’s criteria or would experience little to no impact (less than 20% change) in VSC. For NSL, of the 54 rooms assessed, 30 (55.6%) would meet the BRE’s criteria or would experience little to no impact (less than 20% change) in NSL.

7.197 The 10 sensitive properties assessed with regard to reductions in daylight are:-

- 10 Wormwood Street (residential);
- 25 Wormwood Street (residential);
- 26 Wormwood Street (residential);
- 48 Bishopsgate (residential);
- 50 Bishopsgate (residential);
- All Hallows on The Wall (religious);
- St Ethelburga’s Centre for Reconciliation and Peace (religious);
- St Helen’s Church (religious);
- St Botolph’s Church Nave (religious); and
- 33 Great St Helen’s (residential).

7.198 Three of these 10 buildings would meet BRE's criteria for both VSC and NSL. The below buildings are therefore considered to experience a Negligible (not significant) effect:

- St Helens Church Bishopsgate;
- 50 Bishopsgate; and
- All Hallows-on-the Wall (Church).

7.199 The remaining seven buildings are assessed in detail within the relevant ES chapter. These effects range from negligible, minor and moderate adverse to major adverse.

### **Sunlight**

7.200 In terms of sunlight, the Assessment confirms that a total of 8 sensitive residential and religious receptors have been tested. It should be noted that in the existing condition, a limited number of these receptors would meet the recommended values set out in the BRE



Guidance for daylight (Vertical Sky Component ('VSC') and No Sky Line ('NSL')) and sunlight (Annual Probable Sunlight Hours ('APSH') and Winter Probable Sunlight Hours ("WPSH") which is to be expected in this location which forms a dense cluster of tall buildings.

- 7.201 Of the 8 sensitive buildings assessed, of the 132 total windows assessed for APSH and WPSH, 37 (28%) would meet the BRE's criteria. For NSL, of the 54 rooms assessed, 30 (55.6%) would meet the BRE's criteria or would experience little to no impact (less than 20% change) in NSL.
- 7.202 Four of these eight buildings would meet BRE's criteria for sunlight. The below buildings are therefore considered to experience a Negligible (not significant) effect:
- St Helen's Church Bishopsgate;
  - 33 Great St Helen's;
  - 78 Bishopsgate (St Ethelburgas Centre for Reconciliation and Peace); and
  - All Hallows On The Wall (Church)
- 7.203 The remaining four buildings are assessed in detail within the relevant ES chapter. These effects range from minor adverse to major adverse. However the use of many of the rooms as small galley-kitchens and bedrooms should be considered as well as the low existing winter sunlight values.
- 7.204 With regard to the daylight and sunlight effects for the properties, these buildings suffer from already low daylight levels due to their location with the dense urban surroundings and therefore experience a relatively disproportionate percentage change in daylight levels when factoring in the effects of the Proposed Development.

### **Overshadowing**

- 7.205 In terms of overshadowing, 11 amenity areas were assessed. With regard to potential overshadowing on sensitive receptors, the Proposed Development will not result in any significant effects overall. 10 of the 11 amenity areas were quantitatively assessed against the BRE sun hours on ground criteria. Ten of the eleven areas would meet BRE's criteria, with no alterations greater than 20%. The only exception is Area 7 – St Botolph's Amenity Area which is discussed in discussed below.
- 7.206** Area 7 receives 2 or more hours of sun on March 21st on just less than 1% of its total area due to the built-up nature of the surrounding context. Therefore, this area falls short of BRE's criteria in the Existing Baseline condition. This reduces to 0% as a result of the Proposed Development, which is a 100% reduction and technically a Major Adverse effect. However, the absolute reduction would likely equate to a short period of time where sunlight is reduced. Due to the proximity of the area to the Proposed Development any scheme which is to match the height and proportions of the surrounding City of London context would likely cast additional shadows to the St. Botolph's Amenity (Area 7). Therefore, based on professional



judgement due to the comparatively small change in the quantum of sunlight received on this area, the effect is considered Minor Adverse (Not Significant).

### **Solar Glare**

- 7.207 The majority of solar glare effects are considered to be Negligible or Minor Adverse (Not Significant). Although there are some instances of significant effects, the Proposed Development is not likely to present an unusual level glare for its typology. This is because the reflections would be either seen from a distance, occur only for short duration, or at a lower intensity, which reduces the chances of them resulting in glare. It has been assessed that there will be no resultant safety issues to road traffic or other modes of transport and no additional mitigation is considered necessary.

### **Light Pollution**

- 7.208 GIA conclude that with regard to light spillage, the sensitive receptors assessed would not be significantly affected by light spillage from the Proposed Development, with Negligible to Minor Adverse (Not Significant) effects recorded at all receptors. Mitigation measures can be implemented during detailed design for the offices as set out in the Detailed Lighting Concept prepared by Speirs Major.
- 7.209 Whilst there are some identified impacts to neighbouring properties, GIA consider that the Proposed Development does not result in any noticeable changes when compared with the existing building. This is principally because of the change to the existing baseline which results in lower levels of light meaning that minor absolute reductions create larger percentage reductions which make the daylight/sunlight impacts appear to be technically larger than the actual impact.
- 7.210 It is considered that the Proposed Development generally accords with the Development Plan in respect of daylight and sunlight, overshadowing, solar glare and light pollution. While some level of harm is identified with regard to daylight and sunlight and overshadowing impact, this is considered acceptable, particularly when considered in the context of a dense urban environment such as the City Cluster.

### **Air Quality**

- 7.211 Policy SI1 of the London Plan states that development proposals should not lead to a further deterioration of existing poor air quality and be at least Air Quality Neutral. It expects development proposals to use design solutions to prevent or minimise increased exposure to existing air pollution. It also requires consideration of air quality impact during construction.
- 7.212 The Air Quality Positive and Air Quality Neutral LPG was published in February 2023 and advocates an approach to maximise the benefits to local air quality in and around a development Site and minimises exposure to existing sources of poor air quality. It also seeks to ensure that air quality impacts have been considered in the design of development and that it can be appropriately monitored.



- 7.213 Policy CS15 of the Local Plan requires developments to positively address local air quality, particularly nitrogen dioxide and PM<sub>10</sub> particulates. Policy DM15.6 addresses air quality and requires maximisation of BREEAM pollution credits.
- 7.214 Policy S1(6) of the Draft City Plan reiterates the need for development to improve air quality, particularly related to nitrogen dioxide and PM<sub>10</sub> and PM<sub>2.5</sub> particulates. Policy S8(9) of the draft City Plan requires development to optimise microclimate conditions including in relation to air quality. Policy HL2 of the draft City Plan sets out further detailed requirements in relation to air quality, including that all development must be Air Quality Neutral. For EIA Development, development should adopt an air quality positive approach. Major development must maximise credits for the pollution section of the BREEAM assessment relating to on-site emissions of NOx.

#### *Assessment*

- 7.215 Volume I Chapter 6 (Air Quality) of the Environmental Statement has been prepared by Air Quality Consultants (AQC). It considers 6 sensitive receptors for the purposes of operational traffic modelling for the construction stage and the operational stage of the Proposed Development, including any emergency generator equipment. An Air Quality Positive Statement, prepared by AQC, is submitted alongside this planning application.
- 7.216 The assessment highlights a number of recommended mitigation measures that will be implemented during construction to mitigate the risk of dust. These are anticipated to be secured by planning condition, requiring a Construction Environmental Management Plan (CEMP) with a scheme of protection for neighbours required for each phase, to ensure that the measures outlined in the Environmental Statement are implemented with input from the City of London's Environmental Health Teams.
- 7.217 It is anticipated that in an cumulative scenario, all construction sites will adopt appropriate mitigation measures to limit emissions of dust, will hold the recommended liaison meetings and will ensure that plans are co-ordinated to minimise impacts upon the most sensitive receptors. With these measures in place, the cumulative effect of construction activities, are considered to be Not Significant.
- 7.218 In terms of the operational phase, the Proposed Development is car free and features an all-electric plant system including air and water source heat pumps, which would be air quality neutral in day to day operation.
- 7.219 It is considered that the Proposed Development will deliver an Air Quality Positive development in operation and not have significant effects requiring mitigation. Any construction stage impacts can be appropriately mitigated by standard planning conditions, which is considered acceptable and in accordance with the Development Plan.

#### Noise and Vibration





- 7.220 Policy D13 of the London Plan establishes the Agent of Change principle, which places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.
- 7.221 Policy DM15.7 of the Local Plan sets out that: developers will be required to consider the impact of their developments on the noise environment and ensure that the layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses; 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; and developers must demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
- 7.222 Policy HL3 of the draft City Plan sets out that a noise assessment will be required where there may be an impact on noise-sensitive uses. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect nearby land uses, particularly noise-sensitive land uses such as housing, hospitals, schools, nurseries and quiet open spaces. New noise-generating development should include suitable mitigation measures such as noise attenuation or restrictions on operating hours. It goes on to state that any potential noise pollution conflict between existing activities and new development should be minimised, in line with the 'agent of change' principle.

#### *Assessment*

- 7.223 Volume I Chapter 7 (Noise and Vibration) of the Environmental Statement has been prepared by Sandy Brown. Seven existing, long and short term monitoring locations were installed in order to establish the baseline noise conditions for the different parts of the Site. The assessment of the Proposed Development for road traffic noise considers the 2030 future baseline, with cumulative schemes, and the same scenario but with the Proposed Development in place.
- 7.224 For plant noise, surveys have been carried out to establish the levels at which all plant noise will need to comply, being 10dB below the baseline. Sensitive receptors have been considered, including residential, and non-residential (office, places of worship, retail and hotel) receptors.
- 7.225 The assessment concludes that there are some moderate and major adverse effects for the demolition and construction stage for noise and vibration, which are considered to be significant. It is however noted that these effects are expected to be temporary (short-term). In terms of mitigation, environmental health controls reserved by planning conditions through a demolition and construction logistics plan (and scheme of protection for neighbours for both phases) is considered to be sufficient to address the effects.



- 7.226 All plant equipment will be required to achieve 10dB below the baseline noise levels and this is anticipated to be controlled by planning condition. No significant effects from operational road traffic noise or operational noise associated with the Proposed Development have been identified once complete. There is no further mitigation required.
- 7.227 It is considered that the Proposed Development is in accordance with the Development Plan in this regard.

#### Transport, Deliveries, Servicing and Waste

- 7.228 Policy T6 of the London Plan states that all development proposals that are well connected by public transport should be car free. Policy T7 of the London Plan states that development proposals should facilitate safe, clean, and efficient deliveries and servicing, with a preference for off-street servicing. It further states that deliveries and servicing should take place outside of peak hours and in the evening and nighttime.
- 7.229 Policy DM16.5 of the Local Plan states that 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. It states that delivery vehicles should be able to enter and exit Sites in forward gear. The policy also states that developments in the City should be car-free except for designated Blue Badge spaces. Policy VT3 of the draft City Plan reiterates the adopted policy.
- 7.230 Strategic policy S9 of the draft City Plan states that development proposals should minimise the impact of freight and servicing trips through such measures as the provision of on-site servicing facilities, the timing of deliveries outside peak hours, the adoption of area-wide solutions, freight consolidation and promoting deliveries by foot or bicycle for shorter distances.
- 7.231 Strategic policy S21 of the draft City Plan specifically supports new approaches to freight, construction logistics and servicing in the City Cluster as a means to accommodate increasing pressure. Policy VT2 of the draft City Plan expands on these requirements in stating that major developments must provide for freight consolidation utilising new technologies where possible and should be serviced outside of peak hours.

#### *Assessment*

- 7.232 A suite of transport documents has been prepared and submitted as part of the application:-
- Healthy Streets Transport Assessment, prepared by Momentum;
  - Framework Delivery and Servicing Plan, prepared by Momentum;
  - Framework Cycling Promotion Plan, prepared by Momentum;
  - Framework Construction Logistics Plan, prepared by Momentum;



- Operational Waste Management Plan, prepared by Momentum; and
- Volume I, Chapter 8 (Transport) of the Environmental Statement, prepared by Momentum.

- 7.233 In terms of deliveries and servicing, vehicles will access the basement via a ramp, which is accessed from Union Court via Old Broad Street. Delivery and Servicing (including waste collection) will occur from Basement Level 1 and will be served by three loading bays. One of the bays would be a hybrid blue badge/delivery bay. This has been proposed to achieve greater space efficiency within the basement, as deliveries will be carried out primarily overnight, leaving the blue badge bay available for use during the day. The blue badge bay would be bookable for use only by blue badge holders from 07:00-19:00, and used for deliveries between 19:00-07:00.
- 7.234 It is proposed that a consolidation strategy be implemented, in line with CoL guidance. This would involve using a consolidation centre located outside of the CoL, to load deliveries to the office and retail spaces more efficiently in fewer vehicles. This is proposed to reduce the number of trips by at least 50%. The Proposed Development will operate a booking system for all deliveries in order to minimise the amount of vehicular traffic accessing the Site.
- 7.235 The Environmental Statement assessment concludes that all of the transport effects during construction or in operation are either beneficial, or negligible and not significant. Nevertheless, monitoring and mitigation measures have been put forward by way of public realm enhancements and construction stage mitigation in order to maximise the experience for pedestrians and public transport users.
- 7.236 On this basis, it is considered that the Proposed Development is in accordance with the Development Plan.

#### Archaeology

- 7.237 Paragraph 200 of the NPPF states that local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. Where a Site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
- 7.238 Policy DM12.4 of the Local Plan and Policy HE2 of the draft City Plan require applications involving excavation or ground works to provide an archaeological assessment of the Site. Each set out that development should preserve, protect, safeguard, and enhance archaeological monuments, remains and their settings in development. Part 3 of policy HE2 of the draft City Plan states that significant, substantive archaeological features on major development Sites must be preserved in-situ and, where feasible, exposed to public view. Significant archaeological artefacts on major development Sites must be retained and



exhibited on Site. Where it can be demonstrated that found archaeological features or artefacts are of lesser significance or substance, proper investigation and recording of archaeological remains will be required as an integral part of a development programme, including timely publication and archiving of results to advance understanding.

#### *Assessment*

- 7.239 It is proposed to laterally and vertically extend the existing basement which would involve the excavation of unbuilt ground which has the potential for below ground heritage assets to be disturbed. Volume I, Chapter 9 (Archaeology) and Appendix 5 (Annex 1 – Archaeological Desk Based Assessment) of the Environmental Statement, prepared by MOLA provide an assessment of potential significance of these assets, the likely effects and mitigation measures for the Proposed Development.
- 7.240 The assessment concludes that there is potential for unrecorded archaeological remains of Roman, medieval and post-medieval remains with moderate to high heritage value, which could result in a major adverse and significant effect without proper mitigation in the form of an archaeological watching brief and written scheme of investigation. It is anticipated that these mitigation measures will be secured by planning condition in consultation with the Greater London Archaeology Advisory Service ('GLAAS'). It is noted that as per the EIA Scoping Opinion response from GLAAS, proposals in relation to the display of archaeology relics that may be found during excavation have been included in the Cultural Plan submitted alongside this planning application.
- 7.241 The Environmental Statement and its appendices provide a description of the significance of below ground heritage as part of a desk based assessment, fully satisfying paragraph 200 of the NPPF, and with mitigation through planning conditions it is considered that the Proposed Development accords with the Development Plan in this regards.

#### Aviation and Airport Safeguarding

- 7.242 Policy CS14 of the Local Plan states that tall building proposals should not adversely affect the operation of London's airports. Strategic policy S12 of the draft City Plan reiterates this position and states that proposals must not exceed the Civil Aviation Authority's maximum height limitation for tall buildings in central London.

#### *Assessment*

- 7.243 An Aviation Safeguarding Assessment, prepared by KL Grant Consulting has been submitted as part of the application. It sets out the physical, technical and operational safeguarding needs of London City and Heathrow Airports and how the Proposed Development addresses these issues in its design.
- 7.244 By reference to the PANS-OPS clearance margin requirements it has been shown that flight procedures in use at LCY can accommodate obstacles at the site up to a height of 309.6 m AOD without any adverse impact. This represents the maximum possible height of a building



within this location (including cranes) without any adverse impacts to flight operations and instrument flight procedure operations to runway 09 of London City Airport. This will be subject to a planning condition that requires an updated assessment to allow for the development to penetrate the horizontal section of the approach surface and an appropriate scheme of obstruction lighting to ensure that the building is visible to aircraft at night, in consultation with London City Airport and NATS.

- 7.245 The Proposed Development is not considered to affect the safe operation of Heathrow or London City Airport and is in full conformity with the Development Plan in this regard.

#### Flood Risk and Sustainability Drainage Systems (SuDS)

- 7.246 Paragraphs 165 of the NPPF seeks to direct development away from areas of higher fluvial Flood Risk and towards low-risk locations (whether existing or future).
- 7.247 Policy CS18 of the London Plan requires major development proposals to submit Flood Risk Assessments setting out the anticipated flood risk in relation to the proposals. It requires reductions in rainwater runoff through the use of Sustainable Urban Drainage Systems ("SUDS"). Policy CR2 of the draft City Plan reiterates this position.
- 7.248 Policy DM18.2 of the Local Plan and policy CR3 of the draft City Plan provides more detail on how SUDS should be factored into development.

#### *Assessment*

- 7.249 The Proposed Development will feature a series of SUDS measures in order to reduce runoff rates through the use of green/brown/blue roofs, rainwater harvesting, raingardens and bio retention. Surface water will be disposed of to the public sewer by gravity at greenfield rate using either an existing connection or a new sewer connection if the existing connection locations do not fit with the proposed layout. An attenuation tank will be provided within the basement. The scheme is designed to achieve fully attenuated stormwater and achieve a greenfield run-off rate of 0.61 litres/sec.
- 7.250 The proposed foul water discharge rate from the Site has been calculated as 35 litres / sec (detailed calculations are contained in the Foul Water and SuDS Assessment prepared by AKTII). This represents an increase on the existing foul water flow. Any increase will need to be agreed with Thames Water and their written approval of this will be required. However, the foul water discharges to the same combined sewer as the surface water, which will be reduced by approximately 54 litres/sec in the 1 in 1 year storm and by approximately 209 litres/sec in the 1 in 100' year + 40% storm and so more than off sets the increase in foul water. A Pre-Planning Enquiry has been lodged with Thames Water and the correspondence is contained in Appendix E of the Foul Water and SuDS Assessment for reference.
- 7.251 In terms of flood risk, the Site is located in Flood Zone 1 and the submitted Flood Risk Assessment, prepared by AKTII, concludes that the Proposed Development is assessed to be very low risk in terms of tidal, fluvial, surface water, groundwater and artificial sources of



flooding. It is assessed to be at a low risk from sewer flooding in extreme events, and that overall the risk of flooding being made worse by the Proposed Development is very low, with no further mitigation required.

- 7.252 It is considered that the Proposed Development is in accordance with the Development Plan with regard to flood risk and SUDS.

#### *Biodiversity*

- 7.253 Section 98 of the Environment Act 2021 makes the provision for biodiversity net gain to be a condition of planning permission in England. Schedule 14 confirms the Biodiversity Net Gain should be 10%.
- 7.254 Policy DM19.2 of the Local Plan states that developments should promote biodiversity including through green roofs, green walls, soft landscaping and trees, considerate planting mixes and features such as nesting boxes and beehives.
- 7.255 Policy OS4 of the draft City Plan encourages development to achieve net gains for biodiversity where possible by incorporating measures including green roofs and walls, gardens and terraces, soft landscaping and trees, with planting mixes that encourage biodiversity. The draft policy seeks to adopt a policy target of three Biodiversity Units/ha.
- 7.256 Policy OS4 of the draft City Plan also identifies a requirement for a Biodiversity Gain Plan (BGP) and Habitat Management and Monitoring Plan (HMMP) to be secured through condition prior to commencement.

#### *Assessment*

- 7.257 The submitted Biodiversity Net Gain Assessment, prepared by Assystem, and accompanying spreadsheet confirm that the Proposed Development is predicted to result in a net gain of 0.83 biodiversity units per hectare (+248.29% gain) through the proposed landscaping measures across the building. Whilst this falls below the proposed draft CoL policy target of 3 BU/ha, at present this is draft policy that remains subject to consultation and so should be given limited weight.
- 7.258 The Proposed Development demonstrates that it has maximised biodiversity delivery on Site and provides an enhancement of biodiversity that meets the requirements of the currently adopted planning policy and significantly exceeds the mandatory requirement for 10 % biodiversity net gain through the Environment Act 2021.



## **8. Public Benefits**

- 8.1 In recognition of its scale and contribution to the City Cluster, the Proposed Development has been carefully developed to ensure that it delivers meaningful economic, environmental and social benefits that extend well beyond the Site itself. These are summarised below: -

### **Economic Benefits**

- 8.2 Creation of approximately 140,000sqm of new, world class workspace and office floorspace within the City Cluster, representing around 7% of the City's projected future office growth targets within a single development Site;
- 8.3 Community Infrastructure Levy ('CIL') contributions alongside other financial contributions in accordance with policy;
- 8.4 Significant built and employment densification of the Site to generate an optimised development in line with its planning constraints and opportunities;
- 8.5 Introducing complementary employment generating uses and public access to areas of the Site;
- 8.6 Creation of approximately 2,184 direct FTE jobs and 721 indirect and informal FTE per year over the duration of its 57-month (4.75-year) demolition and construction stages;
- 8.7 The Proposed Development is expected to generate between £139,200 and £232,000 per week of additional spend on local services. Assuming direct employees work 46.4 weeks per year, the Proposed Development is expected to generate between £6.5 million and £10.8 million per year;
- 8.8 Creation of approximately 4,641 net FTE jobs in the operational phase;

### **Environmental Benefits**

- 8.9 Significant public realm improvements delivering wider pedestrian thoroughfares, a porous ground plane enabling increase connectivity and permeability through the Site between the City Cluster and the Liverpool Street transport hub. In particular, through the provision of a new accessible walking route connection between Wormwood Street and Bishopsgate that also connects to 55 Bishopsgate and has been designed to allow for future connectivity to 33 Old Broad Street;
- 8.10 Active frontages to Bishopsgate and Wormwood Street with multiple access points to the office uses and the proposed City Market;
- 8.11 Enhancement of the setting of the Guild Church of St Ethelburga the Virgin (Grade I) through the deliberate spatial separation between the Proposals and 55 Bishopsgate to enable clear sightlines toward the listed building;



- 8.12 Consolidating the form of the City Cluster, forming a distinctive and high quality architectural design at the edge of the Cluster;
- 8.13 High quality architectural design, public realm and active frontages to enhance local streetscape;
- 8.14 Urban greening to the public realm, green roofs and outdoor office terraces on the eastern and western promontories, equating to a 248.29% uplift in net biodiversity gains;
- 8.15 Delivery of a BREEAM “Outstanding” building for office at pre-assessment stage and “Excellent” for all other proposed uses;
- 8.16 Reductions in operational carbon of 16% of Part L 2021;
- 8.17 Delivery of servicing consolidation to reduce vehicle trips to the Site;

#### **Social Benefits**

- 8.18 Delivery of a unique, cutting edge, standalone cultural building to be named ‘Open Gate’, providing a new cultural destination in the heart of the City providing over 2,400 sqm (GIA) of cultural and affordable workspace floorspace for events, exhibitions, performance, and a home for creatives within the City of London;
- 8.19 The Pavilion Building provides a new architectural landmark through its key positioning and prominence created by its unique façade comprising a giant metal screen in the form of the Map of London, connecting people to the locality and which is a piece of public artwork in itself.
- 8.20 The main building features an open and accessible City Market that is welcoming and encouraging of all city dwellers, including visitors, tourists, office workers and all members of the public. The City Market will also provide public amenities (including accessible).
- 8.21 Significant public realm benefits at grade to provide high quality landscaped public space at ground to make the City Cluster a more accessible place;
- 8.22 An occupier focus on wellbeing with high quality amenities for the office workers, with the development targeting WELL accreditation; and
- 8.23 Wintergardens and external private and communal terraces accessible to all office floors to enable access to greenery and outside space.





## **9. Planning Obligations**

- 9.1 Section 106 of the Town and Country Planning Act 1990 (as amended), allows Local Planning Authorities the power to enter into planning obligations with any person with a legal interest in the land in their area for the purpose of restricting or regulating the development or use of the land.
- 9.2 Section 278 of the Highways Act 1980 (as amended) allows Highway Authorities to enter into an agreement if they are satisfied that it will be of benefit to the public for the execution of any works to the highway including maintenance.
- 9.3 The Community Infrastructure Levy Regulations 2010 (as amended) provide a framework for how the Community Infrastructure Levy ('CIL') can be charged. The City of London adopted a CIL charging schedule in July 2014.
- 9.4 Paragraphs 55-57 of the NPPF states that Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of planning conditions or obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through planning conditions.
- 9.5 Planning obligations must only be sought where they meet all of the following tests:-
  - a. Necessary to make the development acceptable in planning terms;
  - b. Directly related to the development; and
  - c. Fairly and reasonably related in scale and kind to the development.
- 9.6 Policy CS4 of the Local Plan states that the impact of development will be managed by seeking appropriate developer contributions through CIL and section 106 obligations, having regard to their impact of the obligation on the viability of development.
- 9.7 The City of London adopted their Planning Obligations SPD in October 2021.
- 9.8 With this in mind, we expect that the following heads of terms would be secured by a Section 106 Legal Agreement:-
  - a. Local Training, Skills and Job Brokerage Strategy (for the demolition and construction phase);
  - b. Local Training, Skills and Job Brokerage Contribution;
  - c. Local Procurement;
  - d. Area specific security contribution;
  - e. Affordable Housing Contribution;



- f. Highway Works Obligations (to be scoped and agreed);
- g. Carbon Offsetting Contribution;
- h. Construction Monitoring Contribution;
- i. Administration and Monitoring Costs Contribution;
- j. Cultural Implementation Plan;
- k. Site specific Mitigation – to include:
  - i. Securing the public route through the Site;
  - ii. Open Space Management Plan;
  - iii. City Market Management Plan; and
  - iv. Pavilion Building Management Plan.

9.9 The Applicant will seek to begin discussions on the draft Section 106 Legal Agreement upon submission of the application for full planning permission.



## 10. Planning Balance and Conclusions

- 10.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. This Planning Statement has assessed the Proposed Development against the development plan and other relevant planning policy and guidance at national, regional and local policy level. Where relevant, emerging policy has been considered and assessed, subject to paragraph 48 of the NPPF.
- 10.2 The Proposed Development has been developed following thorough and wide ranging consultation with stakeholders at pre-application stage.
- 10.3 The Proposed Development has been curated by Brookfield and RSHP alongside a full design team, culminating in a development that would deliver substantial, significant public benefits for the City of London and London as a whole, as set out in section 8 of this Statement.
- 10.4 The Proposed Development would result in:-
- A new tall building on the last major Site within the City Cluster of exemplary architectural design to represent the best of the City of London, using high quality, low carbon materials, incorporating vertical urban greening and providing a timeless and refined building.
  - Extensive public realm improvements and an active and open ground plane, with a new southern public space providing an area for seating and respite connected to a new pedestrian connection between Wormwood Street and Bishopsgate with further opportunity for future connections beyond 55 Bishopsgate to the south and through 33 Old Broad Street to the west, delivering on the connectivity and accessibility ambitions of the CoL.
  - The substantial quantum of workspace proposed is designed to be flexible and cater to a range of different business types and sizes of occupiers to create an ecosystem of businesses with high quality shared amenities that contribute to the vibrancy of the City of London.
  - The proposals would optimise the use of the Site and provide a significantly enhanced public offer in the form of public space within the building as well as the standalone pavilion building.
  - The development would deliver significant socio-economic benefits which are set out in the Cultural Plan that explain how the development would drive social value in occupation.
  - The development would deliver extensive biodiversity net gains and urban greening with the proposed planting, delivering 0.83 biodiversity units representing a net gain of



248.29% and an Urban Greening Factor of 0.305 when assessed against the draft CoL policy.

- The proposals would deliver a unique standalone pavilion building be titled ‘Open Gate’, providing over 2,400 sqm (GIA) of cultural and affordable workspace floorspace that will be managed by an approved Cultural Implementation Plan and provisions within the Section 106 Agreement.
- The proposals would deliver the fifth tallest building in London with a dynamic array of complementary commercial uses, a strong cultural offer, transformative public realm, new City Market, alongside a substantial proportion of the City’s projected office growth, making a significant contribution, equal to approximately 7% of the office floorspace target of at least 1.2 million sqm up to 2040, referenced in the emerging City Plan.
- The proposals would be highly sustainable, deliver significant urban greening and lead to the best use of land in this dense urban location. The development is pre-assessed to achieve BREEAM “Outstanding”, a 16% reduction in carbon emissions over Part L 2021, targeting 769 kgCO<sub>2</sub> per square metre in terms of embodied carbon, well within the GLA Whole Life Carbon Benchmarks and looking to achieve the Aspirational targets.
- The proposal will be Air Quality Positive driven by being car free, the provision of significant cycle facilities including a public cycle hub, its access to extensive public transport options and the proposal to deliver consolidated servicing and deliveries.

10.5 As assessed in detail in the HTVIA, while the Proposed Development results in a degree of less than substantial harm (at the lower end of the scale) to a limited number of heritage assets, even when giving great weight to such harm, it would be clearly and convincingly outweighed by the demonstrable public benefits flowing from the proposals. It is considered that the proposals are exemplar and representative of exactly the type of the development that the City of London aspire to be delivered in the Square Mile.

10.6 This Planning Statement and the supporting documents together demonstrate that the Proposed Development is in accordance with the Development Plan as a whole. While there have been some daylight and sunlight related impacts but conclude that any redevelopment of the site that maximises site potential would have similar effects and therefore when considered as a whole the application accords with the development plan.

10.7 When taking into account all relevant material considerations, including the draft City Plan, the NPPF and other relevant guidance, the application should be determined in accordance with the Development Plan. The scheme as a whole represents an exemplary form of sustainable development, and it is considered on this basis that the Proposed Development should be granted planning permission.



## APPENDIX A – PLANNING HISTORY

City of London		
99 Bishopsgate		
Application Reference	Description	Status
3264AU	Change of use of west spur comprising lower mezzanine and upper part of lower mezzanine, ground floor upper mezzanine & 1st floor and change of use of units at 1st floor within main building from the approved use as shops & public house to storage, maintenance/workshop & ancillary offices, being ancillary to main use as offices for a limited period until completion of City Walkway system at 99 Bishopsgate	Application refused on 21 September 1978
3264AW	Change of use of top storey (1st floor) of the west spur & change of use of units at 1st floor within main building from approved use as shops & public house to storage, maintenance/workshop & ancillary offices, being ancillary to the main use as offices for a limited period until completion of City Walkway system at 99 Bishopsgate	Application Permitted on 12 September 1978
3264BO	Change of use & fitting retail area for use as a staff restaurant & kitchen facility ancillary to office accommodation at 99 Bishopsgate	Application permitted on 9 October 1984
3264BX	Change of use and fitting out of existing vacant retail area for use as a staff restaurant and kitchen facility ancillary to office accommodation	Application withdrawn on 10 June 1993
3264BZ	Construction of a new lobby for private restaurant use at first floor level	Application permitted on 28 October 1988
3264CB	Change of use from offices (Class B1) to Banking Hall (A2) and formation of a new entrance	Application permitted on 8 June 1990
3264CH	Recladding of the tower element of office building following bomb damage	Application permitted on 10 June 1994
3264CJ	Recladding of tower and podium following bomb damage & alterations to podium including two additional floors	Application permitted on 23 February 1996
3264CM	Variation to condition 07 of planning permission 3264CJ dated 29.09.94 to permit the enclosure of the landscaped area	Application permitted on 17 February 1995
3264CU	Variation under Section 73 of the Town and Country Planning Act 1990 to condition 13 of planning permission 3264CJ dated 27.09.94 to permit variation of size and location of a proposed A2 use	Application permitted on 17 February 1995
3264CW	Change of use of part of the first floor from Class A3 (Wine bar) to Class B1 (Offices).	Application permitted on 10 June 1997
3264CX	Use of part of the ground floor for office (Class B1) purposes in lieu of financial or professional services (Class A2).	Application permitted on 23



		September 1997
3264DA	Continued use of part of the ground floor for B1 office purposes without complying with condition 1 of planning permission dated 23rd September 1997 (Registered Plan No. 97-3264CX) until 31st December 2005.	Application permitted on 19 January 2001
06/00305/FULL	Installation of lighting to entrance canopy	Application permitted on 6 July 2006
09/00123/DPAR	Determination under part 24 of Schedule 2 of the Town and Country Planning (General Permitted Development) (as amended) Order 2001 as to whether prior approval is required for the siting of a telephone box	Prior Approval is required and refused on 23 April 2009
09/00347/FULL	Installation on carriageway of cycle hire docking station for the Transport for London Cycle Hire Scheme containing a maximum of 21 docking points for scheme bicycles plus terminal to secure and release scheme bicycles and to provide registration and payment facilities and wayfinding mapping	Application permitted on 28 July 2009
12/01086/FULL	Installation of additional exhaust air louvres to the 1st floor soffit on Wormwood Street elevation	Application permitted on 17 Jan 2013
13/00449/FULLR3	Retention of installation of a sculpture 'Love' by Robert Indiana - for a temporary period of up to 1 year, to be taken down on or before 10th June 2014.	Application withdrawn on 11 April 2014
14/00309/FULLR3	Retention of the temporary installation of a Sculpture - Stairs by Lynn Chadwick - for a temporary period of up to 1 year - to be taken down on or before 7th June 2015	Application permitted on 10 July 2014
16/00402/FULLR3	Temporary installation of a sculpture, 'Fire Walker' by William Kentridge, for a temporary period of up to one year to be taken down on or before 04 June 2017	Application permitted on 3 June 2016
17/00336/FULLR3	Temporary installation of a sculpture, 'The Black Horse' by Mark Wallinger, for a temporary period of up to one year to be taken down on or before 01 June 2018	Application permitted on 6 June 2017
18/00352/FULLR3	Temporary installation of a sculpture - 'Pepper Rock' by Richard Rome - for a period of up to one year to be taken down on or before 01.06.2019	Application permitted on 7 June 2018
18/00543/DPAR	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of a telephone kiosk	Prior Approval Required and Refused on 13 July 2018
19/00403/FULLR3	Temporary Installation of a sculpture 'Stagnight' by Michael Lyons to be taken down on or before 1 June 2020	Application permitted on 6 June 2019
19/00420/FULLR3	Temporary installation of a sculpture 'Arcadia' by Leo Fitzmaurice to be taken down on or before 1 June 2020	Application permitted on 6 June 2019



21/00242/FULLR3	Temporary installation of two artworks for a period of up to 24 months, to be taken down on or before 29 May 2023: Silent Agitator by Ruth Ewan and Keeping Time by Isabella Martin	Application permitted on 25 May 2021
23/01122/SCOP	The City of London Corporation has received a request for an EIA Scoping Opinion under regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for the redevelopment of the site known as 99 Bishopsgate. The proposed development comprises demolition of the existing buildings and erection of a new tower (240.5m AOD, 54 storeys excl. basement) and satellite buildings for office (Class E) (circa 97,000sq.m NIA), culture/community, retail and food and beverage uses (Class E) (circa 2000sq.m NIA); 3 basement levels, servicing access, and the provision of new public realm and landscaping and other associated works	Application permitted on 8 March 2024

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Date: 2 August 2024

