



Planning and Transportation Committee

OBJECTORS PRESENTATIONS

Date: TUESDAY, 14 JULY 2020
Time: 9.30 am
Venue: VIRTUAL PUBLIC MEETING (ACCESSIBLE REMOTELY)
<https://youtu.be/0jiHvVqhSY0>

5. **MILLENNIUM BRIDGE HOUSE, 2 LAMBETH HILL, LONDON EC4V 4AG**

For Decision
(Pages 1 - 20)

6. **1 PAUL'S WALK, LONDON, EC4V 3QH**

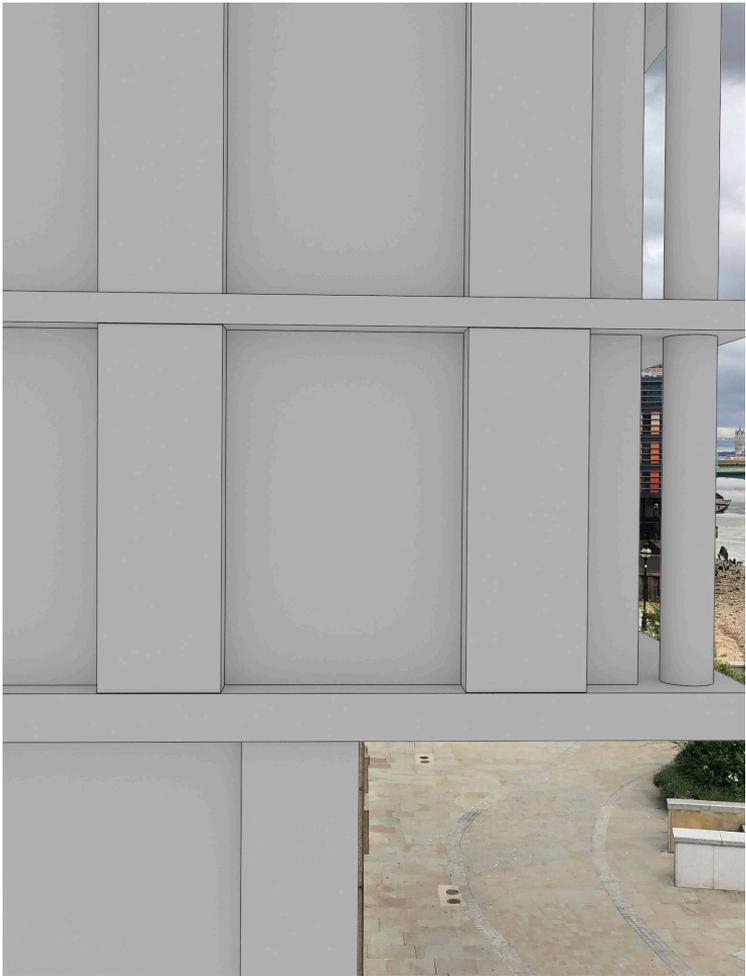
For Decision
(Pages 21 - 28)

Item received too late for circulation in conjunction with the Agenda.

John Barradell
Town Clerk and Chief Executive

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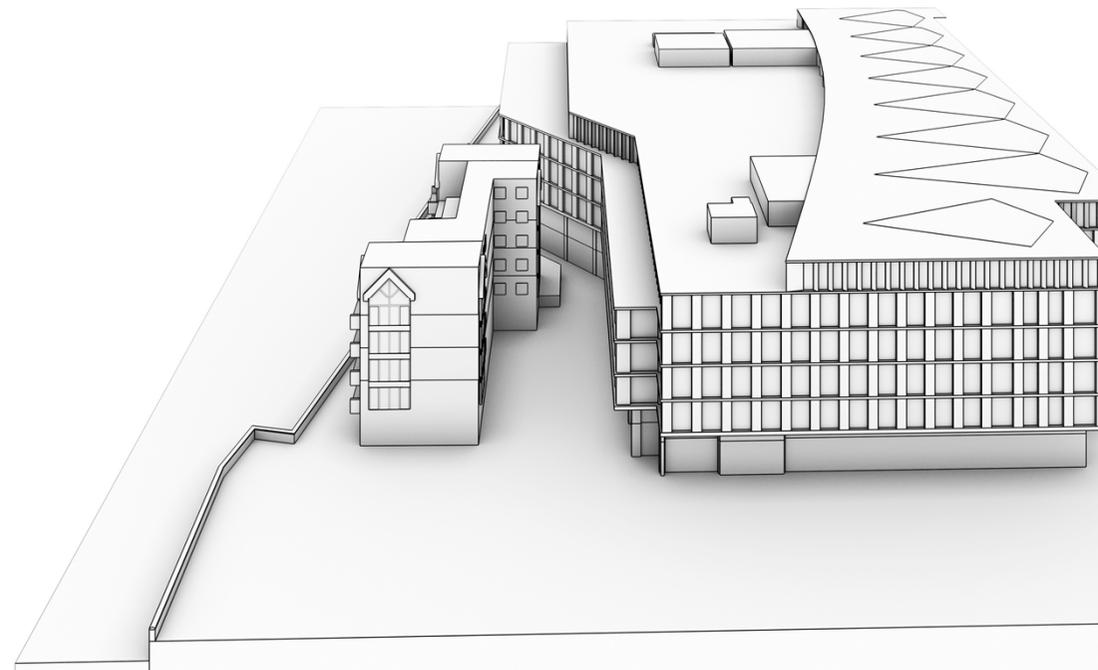
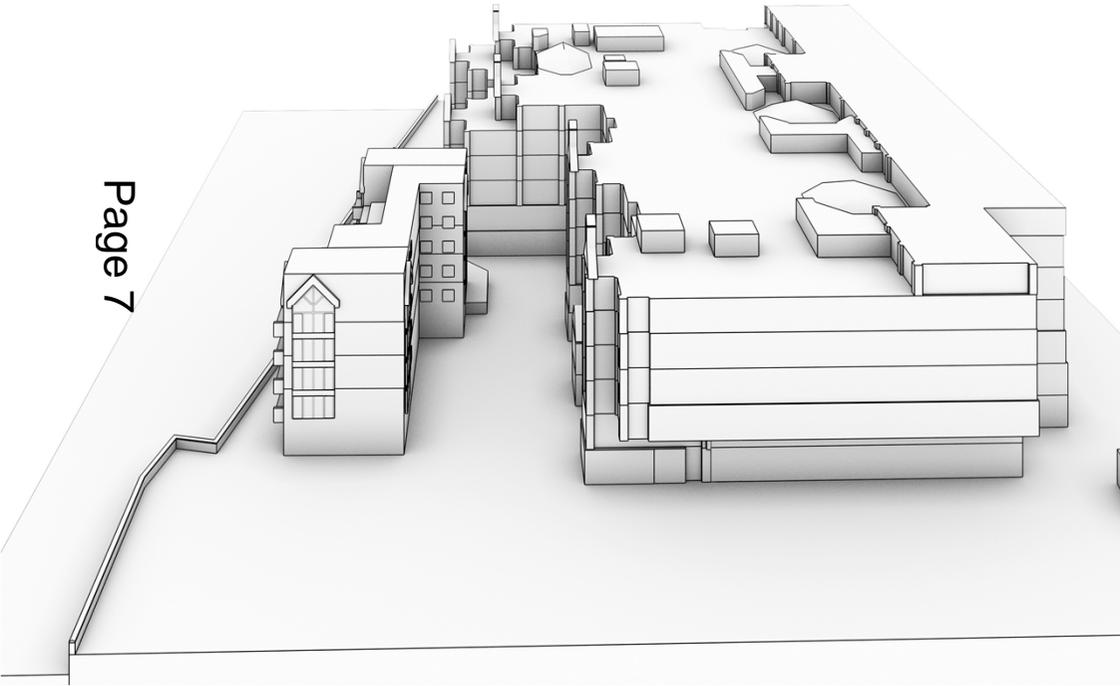


Method Statement

A dimensionally correct massing was modelled (in 3d software) of the existing building, and then likewise the proposed alterations, using the submitted planning application documents on the City of London planning website, application 20/00214/FULMAJ. Photogrammetry software was used to align the existing massing with photography. Once satisfactorily aligned, the existing massing was replaced by the proposed massing, rendered and photoshopped in.

n.b. These photographs were not taken in conjunction with a survey, so the finished images, Proposed Massing, are not verified views. However, the Existing Massing images demonstrate they're a fair representation of the proposal from these points of view.

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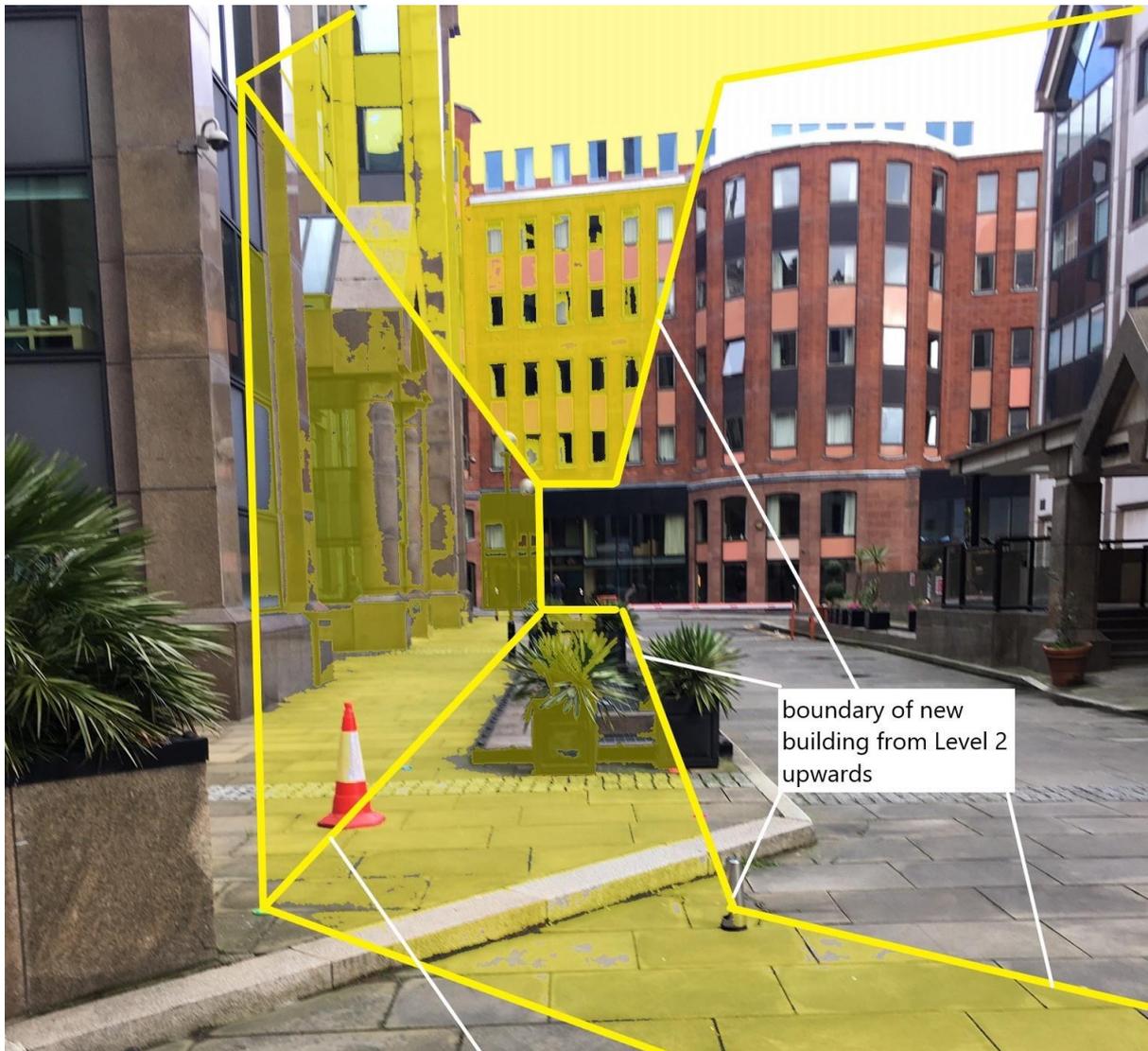


Photo 1: Norfolk House enjoys Roadway access which is protected by legal rights-of-way; proposed development over Roadway leaves inadequate space to meet CoL Highways requirements, for traffic leaving/returning to Trig Lane, a public highway.

City of London Standard Highway and Servicing Requirements for Developments states:

“12.4 All vehicles must enter and leave the site in a forward gear. Service or car parking bays requiring vehicles to reverse in from or out onto the street are unacceptable on road safety grounds.”

Vehicles enter and leave the site from Trig Lane, a public highway, so this rule applies.

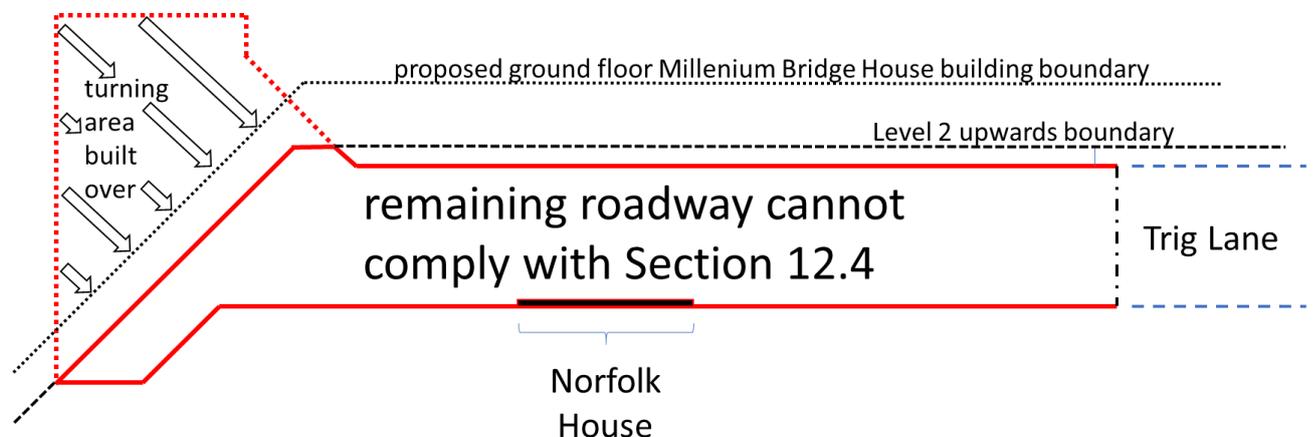
Following development, the space left between the two buildings makes Section 12.4 impossible to fulfil.

Application 20/00214/FULMAJ is incomplete. A Statutory Consultee report from CoL highways is missing because the Applicant chose not to offer a design for the Roadway.

The Applicant's agent wrote on 12 June 2020, "... vehicles are currently unable to both enter and exit Trig Lane in forward gear ". This is a lie. Residents have been turning on the Roadway and joining Trig Lane in forward gear daily for over 20 years.

The Applicant also wrote, ".. NHRL do not have access rights .. in this location .. or its use for manoeuvring." This is also untrue. Norfolk House residents have a Headlease that grants rights-of-way over the Roadway that is marked and identified in the Headlease.

The Applicant has not entered a genuine consultation process: see NHRL Objection letters 5 April, 18 June and 6 July 2020.



T See, For NHRL and Norfolk House Residents, 10 July 2020

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Objection on behalf of current and future disabled residents of Norfolk House

Gerald Eve's letter of 12 June 2020 states: "(4c.) ... Level access from the basement to all floors is provided which would be able to serve the needs of disabled residents."

This is either deceitful, incompetent, or both.



Objection on behalf of current and future disabled residents of Norfolk House

While my family and I share all the concerns highlighted on our behalf by NHRL, Thomas See, and others in respect of the above planning application, I've been asked to focus on the disability access issues.

My daughter Lucy is a wheelchair user. Unfortunately, her mother and I are divorced so Lucy is only here part-time. She has complex medical and other needs, travels with a lot of equipment, and can't be left alone while it's loaded and unloaded, which can take a long time.

We bought our flat in 2014 and, before we could move in, had to spend several hundred thousand pounds on alterations to make it appropriate for her needs, including having to move the kitchen, installing an accessible bathroom with ceiling hoist to her bedroom, etc.

My father also lives here part-time. He already needed sticks to walk, but is now recovering from a 22-day hospital stay for covid19, during which he also suffered a stroke.

Objection on behalf of current and future disabled residents of Norfolk House

Gerald Eve's letter of 12 June 2020 states: "(4c.) The existing blue badge space on High Timber Street is not changing. It has been identified through surveys that there is space capacity to accommodate members of the public and any disabled users associated with the development. Further, Norfolk House has 11 car parking spaces in the basement for the 12 flats meaning there is a provision of nearly one car parking space per unit. Level access from the basement to all floors is provided which would be able to serve the needs of disabled residents."

As we noted in our reply, "The Applicant's suggestion that the underground parking spaces for Norfolk House can be used for disabled access is both callous and offensive to disabled residents. The Applicant relies on its claim of step-free access via the lift, but this is absurd: there is a steep set of 5 steps from the lift to the Lobby (see photo). The only potential alternative would be the ramp leading up from the basement - but this is designed to bring cars up one level over a short distance and is too steep for wheelchairs (and 28m long, with no safe pedestrian pathway suitable for a wheelchair, and the total distance from Lobby to car park is over 100m)."

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In common with many 'wheelchair accessible vehicles', Lucy's has a long wheelbase, and the underground car park's extremely tight corners mean it's not even possible to park it there.

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The single blue badge space on High Timber Street isn't even in line-of-sight of Norfolk House, making it impossible to unload there, given it's not safe for Lucy to be left alone.

It's also nowhere near the door of Norfolk House.

Further, it's ludicrous and discriminatory to suggest that the entire area can rely on a single space.

What would we do when one of Lucy's school friends visits or when my father visits (as happens often because they're each other's best friends)?

What would we do if someone else is using it?

Objection on behalf of current and future disabled residents of Norfolk House

This sort of lack of care, lack of thought, and lack of respect for objective truth ruins people's lives.

In contrast, there is always space on the roadway.

Unlike the difficulty turning in the car park – and contrary to Gerald Eve's claim that vehicles reverse either in or out of the roadway – we've never had a problem turning any vehicle there, and I've never reversed either in or out in any vehicle.

As our letter of objection also noted, “Access to the existing Roadway by residents of Norfolk House is not part of an informal arrangement. It is a right-of-way established under the Norfolk House lease, in which the Roadway is identified and marked.”

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Agenda Item 6

Speaker's submission for Podium Application 20/00235/FULL



Photo 1: Elevated Podium has views over riverside wall, not possible at ground level



Photo 2: Podium supports a mature tree, the only one in this vicinity, and plantings all along the Podium edge provide screening

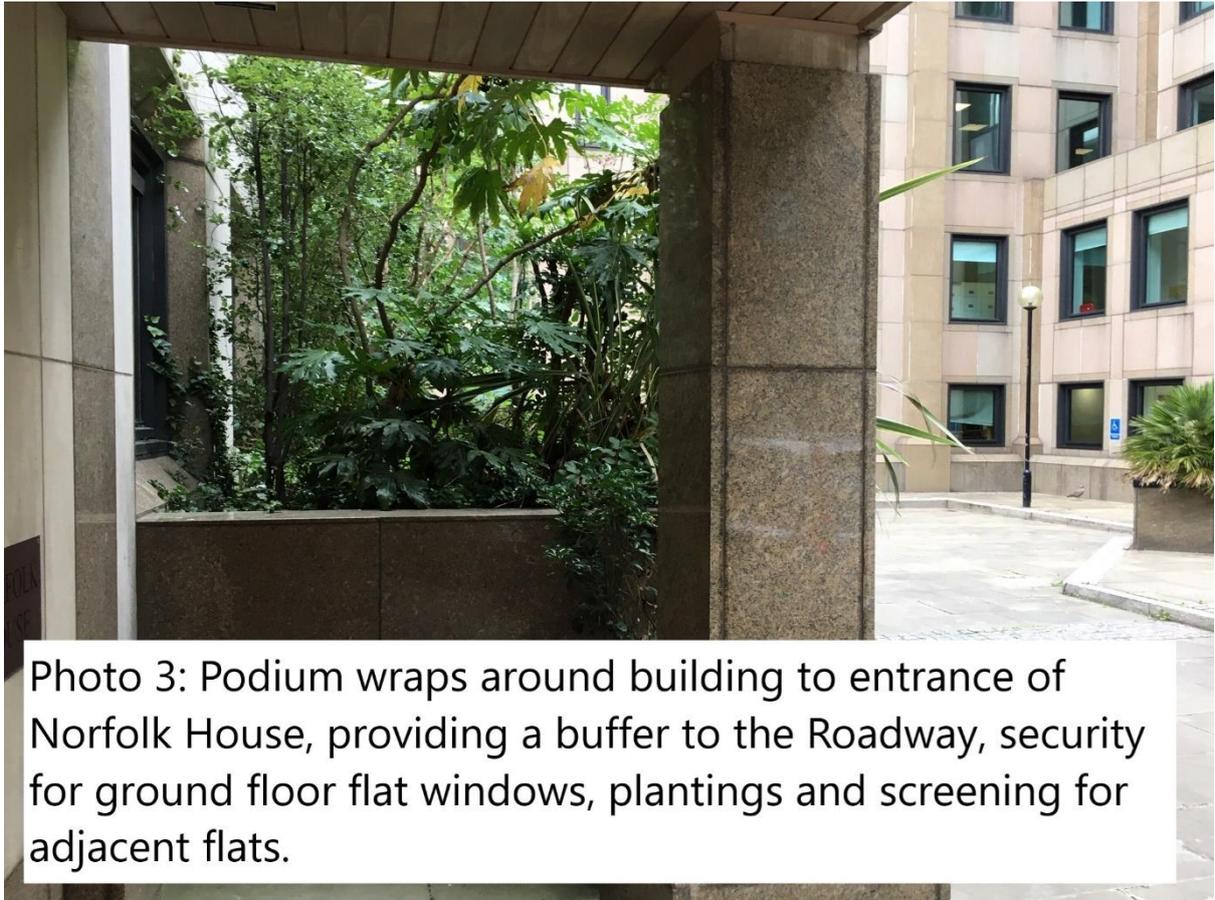


Photo 3: Podium wraps around building to entrance of Norfolk House, providing a buffer to the Roadway, security for ground floor flat windows, plantings and screening for adjacent flats.

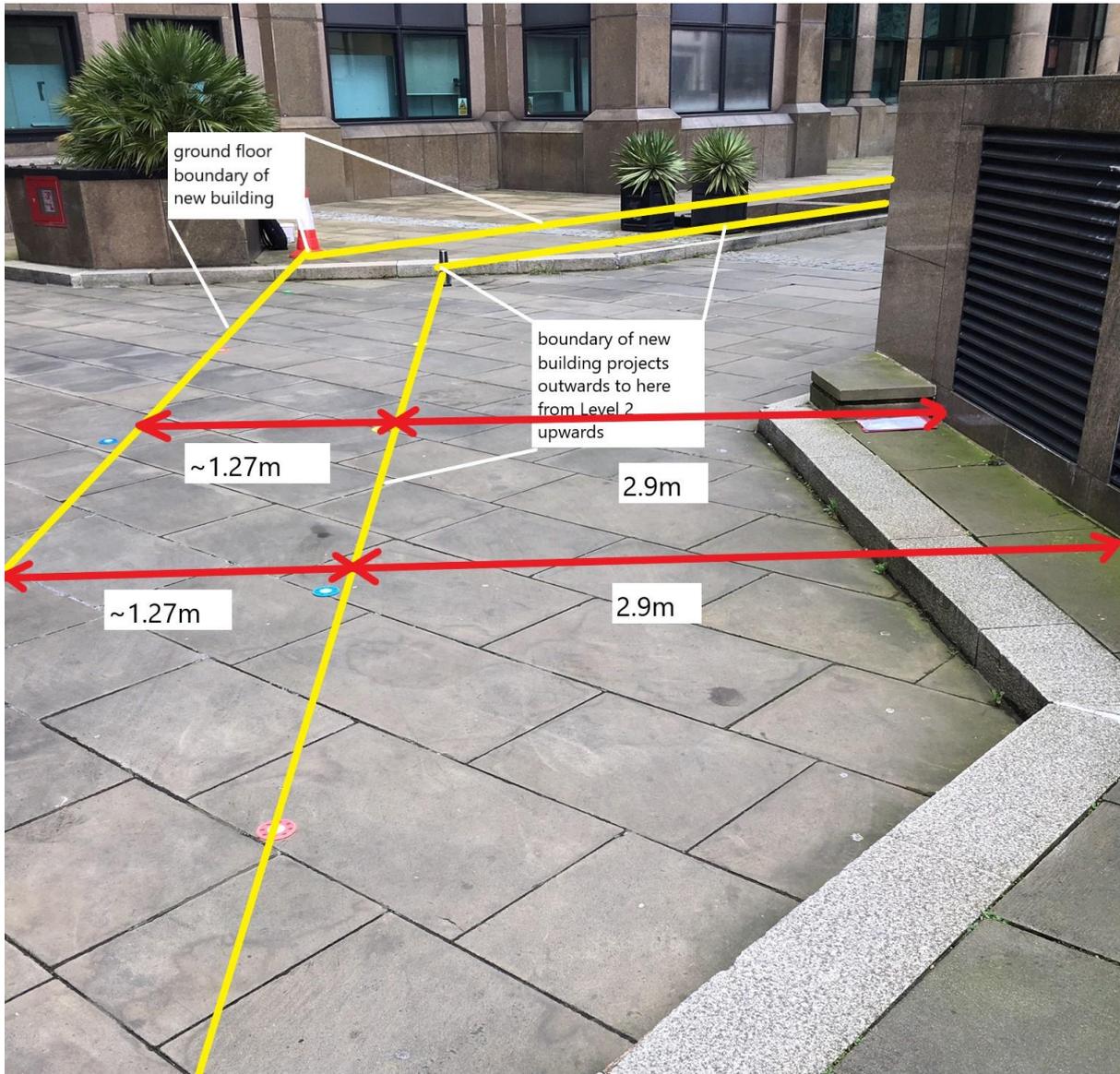


Photo 4: Yellow lines show new MBH building boundary; these are too close to the Podium on right and make the vehicular turning area impossible to use, in breach of CoL Highways regulations



Photo/Image 5: Public walkway between new building and Podium too narrow, suffers from overbearing overhang of upper cantilevered floors, damaging the public realm in an important location.

Image 6:

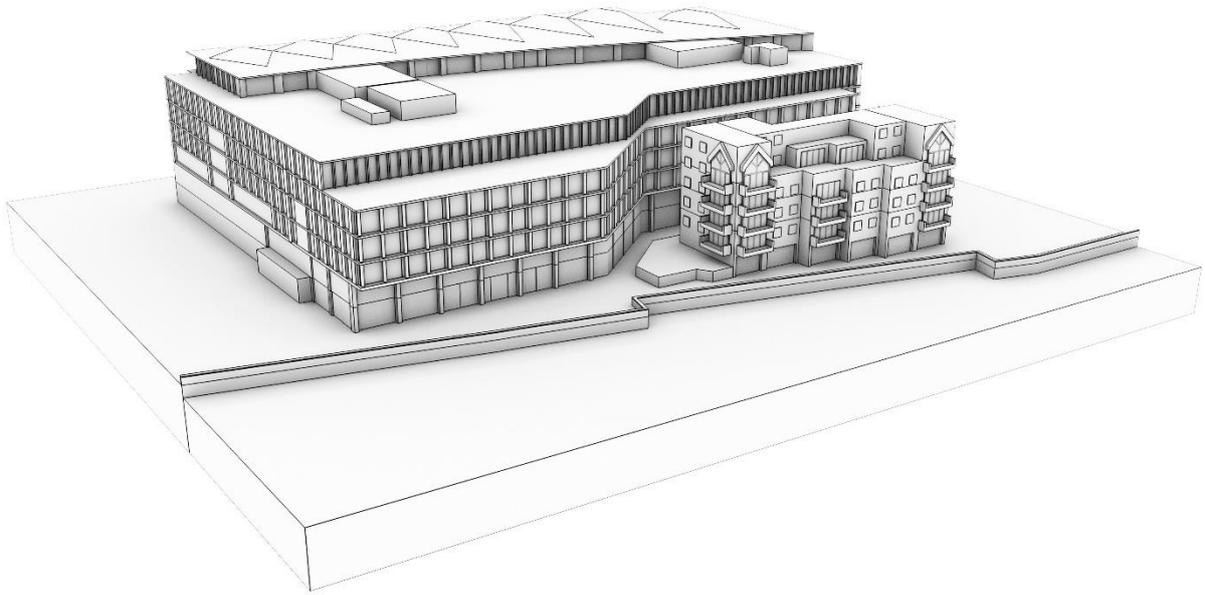


Image 7:

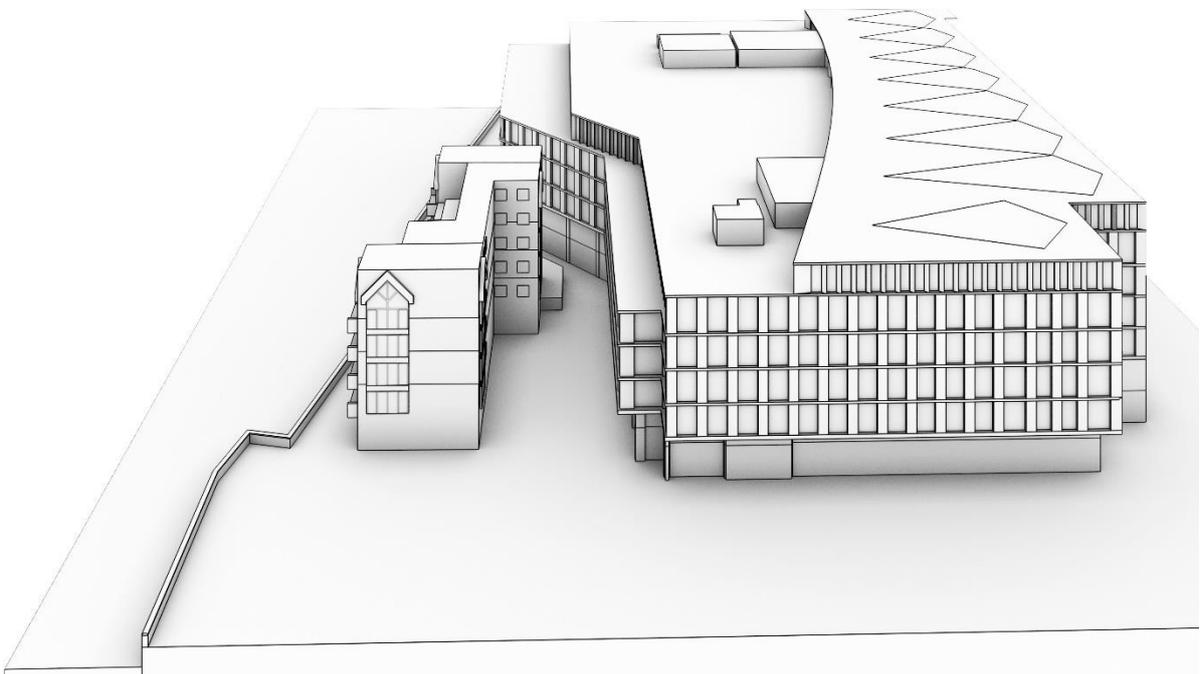
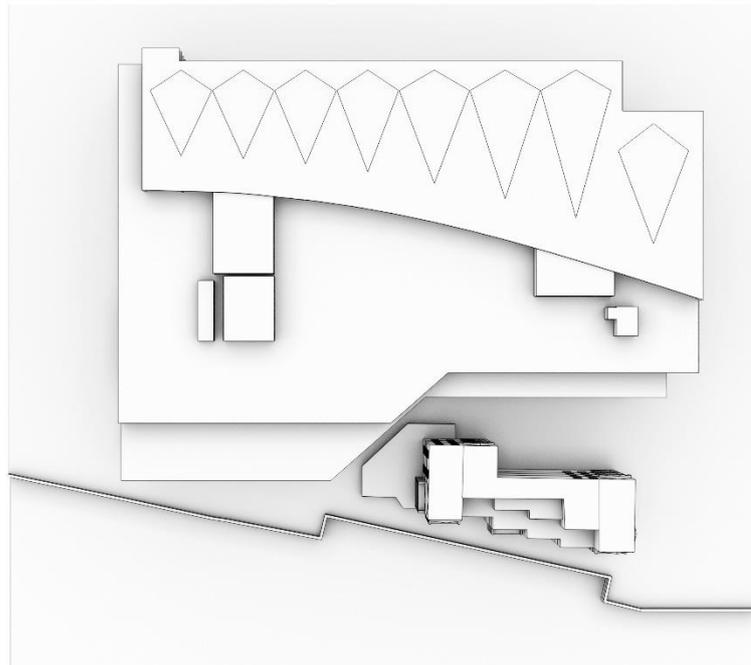


Image 8:



Summary

1. NHRL and residents of Norfolk House wish to retain elevated Podium;
2. Podium is integral part of Norfolk House;
3. Raised outside seating within Podium has attractive views over riverside wall, not possible from ground level;
4. Restaurant part of podium sets natural limits on crowd size, mitigating noise disturbance;
5. Podium runs beside Norfolk House main entrance and acts as buffer (2.7m) to cars on Roadway, increasing privacy for adjacent flats;
6. Podium offers some green space and screening including a large tree - Policy 7.21 on page 90 states "Trees should be protected";
7. Norfolk House owns the demise of the Podium, has clear unambiguous legal control over the Podium and will not give permission to lower the Podium; and
8. Planning permission to lower the Podium should be refused, for further reasons:
 - a. the Applicant must be made to address features of their development plan that clash with the existing elevated Podium, so as not to damage the public realm; and
 - b. the Applicant needs to address now, the fact it has not provided sufficient space between its new building and Norfolk House, for vehicles to turn and re-join Trig Lane in forward gear, as required by City of London Highways Standard Highway and Servicing Requirements for Developments, Section 12.4, for leaving and joining Trig Lane, a public highway. Lowering the Podium is not a first step towards a potential solution to this problem.

Attachments

Photos and Images 1 to 8 above.

T See

**For NHRL and Norfolk House Residents
9 July 2020**

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