



## Planning and Transportation Committee

**Date:** TUESDAY, 10 JUNE 2014

**Time:** 11.00 am

**Venue:** LIVERY HALL

**Members:**

Deputy Michael Welbank (Chairman)	Gregory Jones QC
Oliver Lodge (Deputy Chairman)	Deputy Henry Jones
Randall Anderson	Deputy Keith Knowles
Deputy Ken Ayers	Alderman Professor Michael Mainelli
Alex Bain-Stewart	Paul Martinelli
David Bradshaw	Brian Mooney
Deputy John Chapman	Deputy Alastair Moss
Dennis Cotgrove	Sylvia Moys
Revd Dr Martin Dudley	Graham Packham
Peter Dunphy	Deputy Henry Pollard
Emma Edhem	Alderman Neil Redcliffe
Alderman Peter Estlin	Alderman Matthew Richardson
Sophie Fernandes	Tom Sleigh
Marianne Fredericks	Graeme Smith
Deputy Bill Fraser	Angela Starling
George Gillon	Patrick Streeter
Brian Harris	Deputy James Thomson
Christopher Hayward	

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Lunch will be served in Guildhall Club at 1PM

John Barradell  
Town Clerk and Chief Executive

# **AGENDA**

## **Part 1 - Public Agenda**

### **1. APOLOGIES**

### **2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

### **3. MINUTES**

**For Decision**

- a) Planning and Transportation Committee (Pages 1 - 4)

To agree the public minutes and summary of the meeting held on 20 May 2014.

**For Decision**

- b) Streets and Walkways Sub Committee (Pages 5 - 8)

To receive the minutes of the meeting held on 6 May 2014.

**For Information**

### **4. TOWN PLANNING AND DEVELOPMENT APPLICATIONS**

Report of the Chief Planning Officer and Development Director relative to development and advertisement applications dealt with under delegated authority.

**For Information**  
(Pages 9 - 22)

### **5. VALID APPLICATIONS LIST FOR COMMITTEE**

Report of the Director of the Built Environment.

**For Information**  
(Pages 23 - 26)

### **6. REPORTS RELATIVE TO PLANNING APPLICATIONS**

- a) 20 Farringdon Street, London (Pages 27 - 56)

**For Decision**

- b) Site bound by King William Street (Pages 57 - 142)

**For Decision**

- c) 15 - 16 Minories and 62 Aldgate High Street, London (Pages 143 - 242)

**For Decision**

### **7. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT**

- a) City of London Planning Obligations SPD - Minor Alterations (Pages 243 - 246)

**For Decision**

- b) Rescission and Variation of City Walkway - 33 King William Street and Bridge Across Upper Thames Street to Seal House (Pages 247 - 258)

**For Decision**

- c) Department of the Built Environment Business Plan 2013/16 : Quarter 4 Update and Financial Outturn Report (Pages 259 - 278)

**For Information**

- d) Department of Built Environment Projects Programme (Pages 279 - 296)

**For Decision**

- e) The City of London Open Space Strategy-draft Supplementary Planning Document (Pages 297 - 376)

**For Decision**

- f) Advertising ('A') Boards in the City of London (Pages 377 - 396)

**For Decision**

8. **CITY FUND HIGHWAY DECLARATION - 120 FENCHURCH STREET, EC3**  
Report of the City Surveyor.

**For Decision**

(Pages 397 - 402)

9. **CITY FUND HIGHWAY DECLARATION - FORE STREET**  
Report of the City Surveyor.

**For Decision**

(Pages 403 - 408)

10. **STREET TRADING POLICY REPORT**  
Report of the Director of Markets and Consumer Protection.

**For Information**

(Pages 409 - 450)

11. **ANNUAL BREAKDOWN REPORT OF PUBLIC LIFTS AND ESCALATORS**  
Report of the City Surveyor.

**For Information**

(Pages 451 - 460)

12. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

13. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

14. **EXCLUSION OF THE PUBLIC**

MOTION – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

**For Decision**

## **Part 2 - Non-public Agenda**

15. **MINUTES**

To receive the non-public minutes of the Streets and Walkways Sub Committee meeting held on 6 May 2014.

**For Information**  
(Pages 461 - 462)

16. **BRIDGEMASTERS HOUSE - POTTERS FIELDS REDEVELOPMENT PHASE II - GATEWAY 4C PROGRESS REPORT**

Report of the City Surveyor.

**For Decision**  
(Pages 463 - 472)

17. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

**Any drawings and details of materials submitted for approval will be available for inspection by Members in the Livery Hall from Approximately 9:30 a.m.**



## **PLANNING AND TRANSPORTATION COMMITTEE**

**Tuesday, 20 May 2014**

**Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 11.00 am**

### **Present**

#### **Members:**

Deputy Michael Welbank  
Oliver Lodge  
Randall Anderson  
Alex Bain-Stewart  
David Bradshaw  
Deputy John Chapman  
Dennis Cotgrove  
Revd Dr Martin Dudley  
Emma Edhem  
Sophie Fernandes  
Marianne Fredericks  
Brian Harris

Deputy Keith Knowles  
Alderman Professor Michael Mainelli  
Paul Martinelli  
Deputy Alastair Moss  
Sylvia Moys  
Graham Packham  
Deputy Henry Pollard  
Tom Sleigh  
Graeme Smith  
Angela Starling  
Patrick Streeter

#### **Officers:**

Katie Odling	Town Clerk's Department
Simon Owen	Chamberlain's Department
Deborah Cluett	Comptroller and City Solicitor's Department
Peter Young	Corporate Property Group Director, City Surveyor's Department
Philip Everett	Director of the Built Environment
Annie Hampson	Department of the Built Environment
Paul Beckett	Department of the Built Environment
Paul Monaghan	Department of the Built Environment
Alan Rickwood	City Police

#### **1. APOLOGIES**

Apologies for absence were received from Deputy Ken Ayers, Alderman Peter Estlin, Deputy Bill Fraser, Christopher Hayward, Deputy Henry Jones Brian Mooney and Alderman Neil Redcliffe.

#### **2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

There were no declarations of interest.

#### **3. APPOINTMENT OF COMMITTEE**

The Order of the Court of Common Council of 1 May 2014 appointing the Committee and approving its Terms of Reference was received.

4. **ELECTION OF CHAIRMAN**

RESOLVED – That Deputy Michael Welbank be elected Chairman in accordance with Standing Order 29 for the year ensuing.

On being elected, the Chairman thanked the Committee for its support.

The Chairman welcomed Deputy Ken Ayers, Emma Edhem, Alderman Peter Estlin, Brian Harris, Deputy Alistair Moss, Graham Packham, Alderman Neil Redcliffe, Alderman Matthew Richardson and Angela Starling to the Committee. He also thanked John Fletcher, Alderman David Graves, Michael Hudson, Deputy John Owen-Ward, Alderman Dr Andrew Parmley, Anne Pembroke, Chris Punter and Jeremy Simons for their contribution to the Committee.

5. **ELECTION OF DEPUTY CHAIRMAN**

RESOLVED – That Oliver Lodge be elected Deputy Chairman in accordance with Standing Order 30 for the year ensuing.

6. **MINUTES**

6.1 **To agree the public minutes of the meeting held on 29 April 2014**

RESOLVED – That the Minutes of the meeting held on 20 April 2014 be approved.

6.2 **To receive the minutes of the Streets and Walkways Sub Committee meeting held on 7 April 2014**

RESOLVED – That the Minutes of the Streets and Walkways Sub Committee meeting held on 7 April 2014 be received.

7. **APPOINTMENT OF REPRESENTATIVES AND SUB COMMITTEES**

The Committee considered a report of the Town Clerk relative to the appointment of Sub Committees for the ensuing year (2014/2015).

RESOLVED – That,

- a) the Streets and Walkways Sub Committee Terms of Reference be approved, subject to the inclusion of the words '*special events in on the public highway*' at paragraph a);
- b) the appointment of a general Reference Sub Committee be deferred until it is required;
- c) the Local Development Framework Sub Committee be renamed as the 'Local Plans Sub Committee' in light of recent Government Guidance which prefers the term Local Plan instead of Local Development Framework Committee; and
- d) the following memberships be agreed:-

**Streets and Walkways Sub Committee**

Chairman of the Grand Committee

Deputy Chairman of the Grand Committee

Randall Anderson

Marianne Fredericks

Sylvia Moys

Graham Packman

The Reverend Dr Martin Dudley

Brian Harris  
Alex Bain-Stewart

Together with three ex-officio Members representing the Finance, Police and Open Spaces & City Gardens Committees.

**Local Plans Sub Committee and Local Plan Working Party**

Chairman  
Deputy Chairman  
Randall Anderson  
Marianne Fredericks  
Sylvia Moys  
The Reverend Dr Martin Dudley  
Graham Packman

Together with an ex-officio Member representing the Policy and Resources Committee.

**8. TOWN PLANNING AND DEVELOPMENT APPLICATIONS**

The Committee received a report of the Chief Planning Officer and Development Director relative to development and advertisement applications dealt with under delegated authority since the previous meeting.

**9. VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**

The Committee received a report of the Chief Planning Officer and Development Director which provided details of valid planning applications received by the department.

**10. MARCHÉ INTERNATIONAL DES PROFESSIONNELS D'IMMOBILIER - (MIPIM PROPERTY CONFERENCE) 2014**

The Committee considered a report of the City Surveyor regarding the City of London Corporation's activities at the MIPIM property exhibition in March 2014 and sought approval for the Corporation to attend MIPIM 2015.

One Member suggested visiting the model which was located in the City Marketing Suite so that the changes could be explained to the Committee in more detail. It was agreed that this would be organised.

RESOLVED – That the report be received and approval be given for the City of London Corporation to attend MIPIM 2015 with a total budget not exceeding £87,500.

**N.B:** *This proposal has been considered and approved by the Policy and Resources Committee and the Property Investment Board.*

**11. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

Further to a question regarding the incident involving a cyclist at Ludgate Circus which occurred in early April, Members were informed that the investigation was still on going. The Committee was assured that the safety of all types of road users was a key priority and projects such as the Road Danger Reduction

Plan and the implementation of the 20mph limit in the City were all steps to improve safety in the long term.

Further to a question, it was agreed to append a location map of the lifts and escalators to the report on the Management of Lifts and Escalators which was due to be submitted to the Committee on 10 June 2014.

**12. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

There were no items of urgent business.

**13. EXCLUSION OF THE PUBLIC**

RESOLVED – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

**14. NON-PUBLIC MINUTES**

**14.1 To agree the non-public minutes of the meeting held on 29 April 2014**

RESOLVED – That the non-public minutes of the meeting held on 29 April 2014 be approved.

**14.2 To receive the non-public minutes of the Streets and Walkways Sub Committee meeting held on 7 April 2014**

RESOLVED – That the non-public minutes of the Streets and Walkways Sub Committee meeting held on 7 April 2014 be received.

**15. NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

There were no questions.

**16. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There were no items of urgent business.

**The meeting closed at 11.45 am**

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Chairman

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**katie.odling@cityoflondon.gov.uk**

**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)  
COMMITTEE**

**Tuesday, 6 May 2014**

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Tuesday, 6 May 2014 at 1.45 pm

**Present**

**Members:**

Jeremy Simons (Chairman)  
Marianne Fredericks (Deputy Chairman)  
Randall Anderson  
Alderman Alison Gowman (Ex-Officio Member)  
Michael Hudson  
Oliver Lodge  
Sylvia Moys  
Barbara Newman (Ex-Officio Member)  
Deputy Michael Welbank

**Officers:**

Steve Presland	Department of the Built Environment
Victor Callister	Department of the Built Environment
Iain Simmons	Department of the Built Environment
Ian Hughes	Department of the Built Environment
Patrick Hegarty	Open Spaces Department
Norma Collicott	City Police
Alan Rickwood	City Police

**1. APOLOGIES FOR ABSENCE**

An apology for absence was received from Brian Harris.

**2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

Jeremy Simons declared a disclosable pecuniary interest in respect of item 9, as a leaseholder and part freeholder of a property in Pemberton Row. Mr Simons left the meeting during consideration of this item.

**MINUTES**

RESOLVED – That the minutes of the last meeting be approved.

## MATTERS ARISING –

Outline Options Appraisal – Beech Street – Members were informed that the first consultation meeting with Ward Members had taken place and it was anticipated that the process would be completed by September 2014. The Strategy would then be submitted to the Sub Committee for consideration.

Skateboarding – Members noted that information was being sourced from the City of London Police and the Comptrollers and City Solicitor's Department for inclusion in the report which would be submitted to the Sub Committee in June 2014.

Mayor's Vision for Cycling – Members were advised that the consultation on the cycle superhighways had been delayed until September 2014 to allow officers a greater chance to influence the proposals prior to being made public. It was agreed to provide regular updates regarding the implementation of the superhighways at each of the Sub Committee meetings.

### 4. **71 QUEEN VICTORIA STREET ENHANCEMENT SCHEME**

The Sub Committee considered a report of the Director of the Built Environment regarding the enhancement scheme at 71 Queen Victoria Street.

RESOLVED – That authority to start work be given for the implementation of the works by the City's Highways Term Contractor at an estimated cost of £272,500, to be fully funded by the developer of 71 Queen Victoria Street through a Section 278 Agreement, subject to receipt of funds and the making of any necessary traffic orders.

### 5. **NEW STREET SQUARE**

As per his declaration of a personal and prejudicial interest, Jeremy Simons left the meeting during consideration of this item.

The Deputy Chairman in the Chair.

The Sub Committee considered an issue report of the Director of the Built Environment concerning the implementation of traffic management measures in the New Street Square area, Gateway 6.

Reference was made to access into Gough Square, adequate loading and unloading space on Fetter Lane, parking and vehicle restrictions, taxi idling and ensuring satisfactory consultation with the public.

Further to the discussion, the Sub Committee requested that the proposed consultation covered both Options 1 and 2, and also included a request for members of the public to provide ideas for any other potential solutions.

RESOLVED – That,

- a) statutory stakeholders, residents and businesses be consulted on the measures outlined in Options 1 and 2, and that a third option be sought by asking for ideas from the local community;
- b) authority be delegated to the Director of the Built Environment to implement the experimental scheme which is confirmed following the consultation; and
- c) changes to the implementation, fees and staff costs budgets (with no increase in the overall budget) be approved.

**6. GLOBE VIEW WALKWAY - OPENING UP AND ENHANCING THE RIVERSIDE WALK**

Jeremy Simons re-joined the meeting and resumed the Chair.

The Sub Committee considered the report of the Director of the Built Environment in relation to the proposals for the opening up and enhancing of a section of the Riverside Walk under Globe View.

The Sub Committee noted the additional fees required were to enable the architect to work on a design solution and carry out further structural investigation.

RESOLVED – That a budget increase of £48,500 (made up of £28,500 staff costs and £20,000 fees) funded from the Watermark Place Section 106 obligation and TfL LIP programme, be approved to cover additional fees, structural surveys, and consultation to progress the project to Gateway 4.

**7. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

A question was raised regarding the planning obligation that Patenoster Square should be returned to Public Highway. The Sub Committee were informed that the discussions were still on-going and further clarification would be provided in non-public.

A question was raised regarding temporary road closures at Blackfriars Bridge. Members noted that these closures were related to works at the BT Building and alternative routes/traffic signals were being considered to ensure that disruption to business was kept to a minimum.

In response to a question, the Assistant Director, Environmental Enhancement informed the Sub Committee that discussions were being held with Network Rail regarding the access for buses on Fenchurch Street which was being obstructed by taxis; however, it was noted that as the taxi rank was on private property the City of London Corporation had no control over it.

8. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**  
The Chairman expressed thanks to Officers involved in the organisation of the unveiling of the Prince Consort Restoration event which he remarked was very successful.
9. **EXCLUSION OF THE PUBLIC**  
RESOLVED: That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act.
10. **NON-PUBLIC MINUTES**  
RESOLVED – That the non-public minutes of the meeting held on 7 April 2014 be approved.
11. **ST HELEN'S SQUARE LANDSCAPE SCHEME - AUTHORITY TO ENTER INTO A LEGAL AGREEMENT WITH THE LAND OWNERS AND A FUNDING AGREEMENT WITH THE DEVELOPER**  
The Sub Committee considered and approved a report of the Director of the Built Environment regarding the St Helen's landscape scheme.
12. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**  
A response was provided to the question regarding Paternoster Square (Item 7).
13. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**  
There were no items of urgent business.
14. **CHAIRMANS' CLOSING REMARKS**  
The Chairman thanked the Sub Committee for their support during his Chairmanship and also expressed thanks to Officers for their support and contributions.

**The meeting ended at 3.20 pm**

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Chairman

**Contact Officer: Katie Odling - tel. no.: 020 7332 3414**  
**katie.odling@cityoflondon.gov.uk**



<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	10 <sup>th</sup> June 2014
<b>Subject:</b>  Delegated decisions of the Chief Planning Officer and Development Director	
<b>Public</b>	

1. Pursuant to the instructions of your Committee, I attach for your information a list detailing development and advertisement applications determined by the Chief Planning Officer and Development Director under their delegated powers since my report to the last meeting.
2. Any questions of detail arising from these reports can be sent to [plans@cityoflondon.gov.uk](mailto:plans@cityoflondon.gov.uk).

## DETAILS OF DECISIONS

Registered Plan Number & Ward	Address	Proposal	Date of Decision
14/00203/ADVT  Aldgate	Cutlers Exchange 123 Houndsditch London EC3A 7BU	Installation of two backlit building numbers measuring 0.96m high by 0.15m high at a height above ground of 1.33m.	08.05.2014
14/00273/FULL R3  Aldgate	Outside 30 St Mary Axe Plaza North-West & South-Quadrants London EC3A 8BF	Temporary installation of a sculpture: box sized DIE featuring...by Joao Onofre - for a temporary period of up to 1 year to be taken down on or before 07 June 2015.	22.05.2014
14/00310/FULL R3  Aldgate	30 St Mary Axe London EC3A 8EP	Temporary Installation of a sculpture - High Wind IV by Lynn Chadwick - for a temporary period of one year.	22.05.2014

14/00219/FULL Aldersgate	Museum of London 150 London Wall London EC2Y 5HN	Construction of a pavilion in the central courtyard of the Museum of London to display the London 2012 Olympic and Paralympic cauldron for a temporary period of five years.	08.05.2014
14/00330/FULL Aldersgate	Museum of London London Wall London EC2Y 5HN	Installation of a temporary art work outside the Museum's entrance between the two sets of doors from 6th June to 21 September 2014.	14.05.2014
14/00299/LDC Aldersgate	Beech Gardens And John Trundle Highwalk Barbican London EC2	Sample of pond lining material pursuant to condition 3(c) of listed building consent reference 12/00617/LBC dated 20th May 2013.	22.05.2014
14/00238/FULL Broad Street	1 Great Winchester Street London EC2N 2DB	Installation of two closed circuit television cameras to the main entrance of the building on the London Wall elevation.	08.05.2014
14/00245/LBC Broad Street	41 Lothbury London EC2R 7HF	Installation of internal and external identification and information signs at ground level.	12.05.2014
14/00246/ADVT Broad Street	41 Lothbury London EC2R 7HF	Installation of 2 x non illuminated wall signs measuring 1.3m (h) by 0.4m (w) at a height of 1.98m above ground; 1 x vinyl graphic measuring 0.28m in diameter at a height of 2.9m above ground; 1 x non-illuminated wall sign measuring 1.1m in height by 0.2m in width at a height of 1.28m above ground.	12.05.2014

14/00107/MDC Bridge And Bridge Without	11 - 19 Monument Street, 46 Fish Street Hill & 1 - 2 Pudding Lane London EC3R	Details of security measures pursuant to Condition 7 of planning permission 13/00049/FULMAJ dated 23/09/2013.	15.05.2014
14/00188/LBC Bishopsgate	2 Brushfield Street London E1 6AN	Partial removal of existing shopfront glazing. Installation of new double sliding glazed panels and fixed glazing panels either side with appropriate steel supports to shopfront. New internal fixed glazed balustrade.	08.05.2014
14/00355/NMA Bishopsgate	Stone House (128- 140 Bishopsgate - 77-84 Houndsditch) Staple Hall (87-90 Houndsditch) 142- 150 Bishopsgate 1-3 _ 5 Stone House Court 1-17 Devonshire Row (odd Numbers) London EC2	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to revise the wording of Condition 51 of planning permission 11/00905/FULL to enable the development to commence prior to the submission and approval of details required therein.	08.05.2014
14/00055/MDC Bishopsgate	1 New Street London EC2M 4TP	Details of facilities and methods to accommodate construction vehicles and deliveries during demolition and construction and, a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects attributable to the development pursuant to conditions 2 and 3 of planning permission (application no. 13/00963/FULL) dated 9th January 2014.	15.05.2014

14/00240/FULL Bishopsgate	1 Finsbury Avenue London EC2M 2PA	Installation of a plantroom at roof level.	15.05.2014
14/00268/FULL Bishopsgate	206 - 210 Bishopsgate London EC2M 4NR	Change of use of the 1st floor from dental surgery (D1) to two studio flats (C3). Change of use of part of the ground floor from shop (A1) to dental surgery (D1). Change of use of the basement from shop (A1) to dental surgery (D1). Minor alteration to the external elevation at ground floor level.	22.05.2014
14/00289/FULL Bishopsgate	East India House 109 - 117 Middlesex Street London E1 7JF	Change of use of third and sixth floors from office (Class B1) to dual use education (Class D1) use and/or education/office (Class D1/B1) use; on cessation of the education use to revert to office (Class B1) use.	22.05.2014
13/00733/MDC Bread Street	1 Carter Lane London EC4V 5ER	Details of adjustments to the highway adjacent to the Carter Lane frontage of 1 Carter Lane to achieve level access with the building's entrance pursuant to condition 2 of planning permission dated 8th July 2013 (reference: 13/00148/FULL).	15.05.2014

14/00076/MDC Bassishaw	Land Bounded By London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2	Details of Willoughby Bridge removal and Alban Highwalk Bridge adaptation pursuant to condition 55 of planning permission dated 17th December 2013 (application reference: 13/00583/FULL), and condition 4(b) of Listed Building Consent dated 26th August 2011 (application reference: 10/00837/LBC).	15.05.2014
13/01160/MDC Bassishaw	Salters' Hall 4 Fore Street London EC2Y 5DE	Details of piling configuration, the removal and storage of the existing Salters' gates, new loading bay gates, and temporary access arrangements to entrance pavilion pursuant to conditions 5, 7 (a&b) and 9 of planning permission dated 8th November 2013 (13/00463/FULL) and conditions 3(a&b) of listed building consent dated 8th November 2013 (13/00464/LBC).	22.05.2014
14/00102/MDC Billingsgate	21-22 Lovat Lane London EC3R 8EB	Details of materials, junctions with adjoining premises, bin store and external joinery, profile of the new roof, security gate and balustrade pursuant to conditions 4 (a) [in part], (b), (c) [in part], (d), (e), (f) and (h) of planning permission (application no. 11/00154/FULL) dated 21st April 2011.	15.05.2014

14/00248/MDC Billingsgate	21-22 Lovat Lane London EC3R 8EB	Details of new windows pursuant to condition 4(c) [in part] of planning permission (application no. 11/00154/FULL) dated 21st January 2011.	15.05.2014
14/00247/FULL Castle Baynard	St Andrews House 18 - 20 St Andrew Street London EC4A 3AG	Refurbishment of existing offices (Class B1), including front, side and rear facade changes, the erection of 9th floor roof extension (401sq.m) and change of use of part ground floor from office (Class B1) to retail (Class A1) (120sq.m).	14.05.2014
13/00833/MDC Castle Baynard	147 Fleet Street London EC4A 2BU	Details of waste storage chamber doors, secondary glazing, construction method statement, sound insulation investigation report and external building fabric assessment pursuant to conditions 2(a), (b), 4 and 5 of planning permission dated 8th July 2013 (application no. 13/00248/FULL).	15.05.2014
14/00207/MDC Castle Baynard	Audit House 58 Victoria Embankment London EC4Y 0DS	Details of a scheme for protecting residents and commercial occupiers from noise and dust, submission of a Deconstruction Logistics plan pursuant to conditions 3 and 5 of Planning Permission 13/00789/FULL dated 07.03.2014.	22.05.2014

14/00303/DPAR Castle Baynard	152 - 153 Fleet Street London EC4A 2DQ	Determination under Part 24 of Schedule 2 of the Town and Country (General Permitted Development) (Amendment) (No.2) (England) Order 2013 as to whether prior approval is required for the installation of 1 no. microcell antenna. (PRIOR APPROVAL NOT REQUIRED)	23.05.2014
14/00346/LDC Cripplegate	The Shakespeare Public House 2 Goswell Road London EC1M 7AA	Sample of paint colour pursuant to condition 4 of listed building consent reference 13/01225/LBC dated 13th February 2014.	08.05.2014
13/00628/MDC Cripplegate	Speed House And Willoughby House Car Park Barbican London EC2	Submission of details of the sound insulating material to the plant area and plant mounting pursuant to the discharge of conditions 4 and 5 of planning permission 08/00096/FULL dated 3rd June 2008.	22.05.2014
14/00298/ADVT Cornhill	Tower 42, 25 Old Broad Street London EC2N 1HQ	Installation of a projecting sign with internal illumination to the lettering only measuring 0.6m high by 0.9m wide at a height of 2.75m above ground level.	22.05.2014
13/00303/MDC Cheap	100 Cheapside, 1 Honey Lane, 28-30 Lawrence Lane & 39 King Street London EC2	Details of Project Environmental Management Plan and a Construction Logistics Plan pursuant to conditions 18 and 27 of planning permission 12/00772/FULL dated 18th October 2012.	15.05.2014

14/00337/ADVT Cheap	150 Cheapside London EC2V 6ET	Installation and display of (i) one internally illuminated fascia sign measuring 3.10m wide x 0.600m high situated at a height above ground level of 2.50m; (ii) one internally illuminated projecting sign measuring 0.80m wide x 0.65m high situated at a height above ground level of 3.95m; and (iii) externally illuminated vinyl surround to existing atm at ground floor level.	22.05.2014
14/00093/ADVT Cordwainer	65 Cannon Street London EC4N 5AA	Installation and display of (i) illuminated fascia signs 3.0m above ground level, numbering two at 0.5m high x 3.7m wide; one at 0.5m high x 3.9m wide; and one at 0.5m high x 7.5m wide; (ii) illuminated hanging signs at 4.0m above ground level, numbering two at 0.6m wide x 1.1m high; (iii) erection of illuminated menu box signs 1.35m above ground level, numbering three at 0.395m high x 0.310m wide; (iv) erection of history plaques 1.35m above ground level, numbering two at 0.35m high x 0.25m wide; and (v) erection of notice board 1.35m above ground level, numbering one at 1.6m high x 0.5m wide; (vi) replacement awning.	14.05.2014
14/00094/LBC Cordwainer	65 Cannon Street London EC4N 5AA	Retention of external signs and window boxes, external redecoration, replacement window cills and awning, and minor internal refurbishment.	14.05.2014



14/00226/ADVT Cordwainer	50 - 51 Bow Lane London EC4M 9DL	Erection of two fascia signs 2.5m above ground level at 0.8m high x 4.0m wide and one projecting sign 3.2m above ground level at 0.8m high x 0.5m wide.	15.05.2014
14/00120/ADVT Cordwainer	Aldermay House 15 Queen Street London EC4N 1TX	Installation and display of: (i) one illuminated fascia sign measuring 0.55m high x 3.57m wide located 2.40m above ground level; and (ii) one illuminated projecting sign measuring 0.610m high x 0.76m wide located 2.790m above ground level.	20.05.2014
14/00280/FULL Cordwainer	Aldermay House 15 Queen Street London EC4N 1TX	Erection of entranceway canopy	22.05.2014
14/00160/FULL Farringdon Within	12 Carthusian Street London EC1M 6EB	Erection of a first floor rear extension to form a stairwell creating an additional 7sq.m of office floorspace.	08.05.2014
14/00235/FULL Farringdon Within	54 Farringdon Street London EC4A 4BD	Replacement of timber frame windows and door with two pairs of double doors with side screens.	15.05.2014
14/00236/LBC Farringdon Within	54 Farringdon Street London EC4A 4BD	Replacement of timber frame windows and door with two pairs of double doors with side screens; demolition and erection of basement level partition walls.	15.05.2014

14/00197/FULL  Farringdon Within	2 King Edward Street London EC1A 1HQ	Alterations to the north facing elevation of the building comprising: (i) new louvre screens to the ground floor loading bays and (ii) the installation of two flues and associated enclosure. Alterations at roof level comprising: (i) the installation of timber clad pipework and (ii) a new chiller enclosure.	22.05.2014
14/00218/ADVT  Farringdon Within	38 - 40 Ludgate Hill London EC4M 7DE	Installation and display of (i) one internally illuminated fascia sign measuring 0.700m high by 8.3m wide situated at a height above ground of 4.55m; and (ii) one internally illuminated projecting sign measuring 0.700m high by 0.700m wide situated at a height above ground level of 3.76m	22.05.2014
14/00286/LBC  Farringdon Within	38 Ludgate Hill London EC4M 7DE	Erection of one fascia sign and one projecting sign.	22.05.2014
14/00391/NMA  Farringdon Within	2 King Edward Street London EC1A 1HQ	Application under section 96a of the Town and Country Planning Act 1990 for a non-material amendment to (i) vary the refuse storage arrangements approved under condition 4 of application 5195 dated 4th June 1999 and to vary the use of the loading areas approved under planning permission 5195.	22.05.2014
14/00118/FULL  Farringdon Without	Carpmael Building 2nd Floor, East Middle Temple London EC4	Change of use from one self-contained residential unit (class C3) to office use (class B1) (114sq.m).	08.05.2014

14/00119/FULL Farringdon Without	Carpmael Building 2nd Floor, West Middle Temple London EC4	Change of use from one self-contained residential unit (class C3) to office use (Class B1) (66.8sq.m).	08.05.2014
14/00086/FULL Farringdon Without	188 Fleet Street London EC4A 2HT	Application under section 73 of the Town and Country Planning Act 1990 for the removal of condition 8 of planning permission 1071F dated 9th July 1964 to enable the basement to be used as ancillary office accommodation.	14.05.2014
14/00250/MDC Farringdon Without	40-45 Chancery Lane, 2-3 Cursitor Street & 20-21 Took's Court London EC4A 1NE	Details of ground floor street elevations and integration of window cleaning equipment pursuant to conditions 2(c)(part) and (f) (part) of planning permission dated 05.04.2012 (11/00915/FULL).	14.05.2014
14/00255/MDC Farringdon Without	322 High Holborn London WC1V 7PB	Details and samples of bronze cladding, dark stone tile and brass slip resistant insert pursuant to conditions 2 (a) and (b) of planning permission dated 27.02.14 (application reference 13/01121/FULL).	15.05.2014
14/00261/MDC Farringdon Without	98 Fetter Lane And 12 Norwich Street London EC4	Details of a programme of archaeological work and foundation design pursuant to conditions 7 and 8 of planning permission dated 21 February 2014 (application number 13/00771/FULMAJ).	22.05.2014

14/00262/MDC  Farringdon Without	98 Fetter Lane & 12 Norwich Street London EC4A 1EJ	Details of a programme of archaeological work and foundation design pursuant to conditions 12 and 13 of planning permission dated 17 August 2011 (application number 10/00936/FULMAJ).	22.05.2014
14/00304/DPAR  Farringdon Without	6 Holborn London EC1N 2LL	Determination under Part 24 of Schedule 2 of the Town and Country (General Permitted Development) (Amendment) (No.2) (England) Order 2013 as to whether prior approval is required for the installation of 1 no. microcell antenna. (PRIOR APPROVAL NOT REQUIRED)	23.05.2014
14/00347/MDC  Langbourn	Land Bounded By Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Details of written scheme of investigation for archaeological evaluation pursuant to condition 7 of planning permission dated 30 March 2012 (application number 11/00854/FULEIA).	08.05.2014
14/00153/MDC  Langbourn	3 Birchin Lane London EC3V 9BY	Details of new dormer windows, plant enclosure and new rooflight pursuant to conditions 2(a), (c), (d) of planning permission and listed building consent (application nos.13/01122/FULL and 13/01123/LBC) dated 13th February 2014.	22.05.2014

14/00213/MDC Lime Street	5 - 7 St Helen's Place London EC3A 6AU	Details of materials, facades and roof, a typical bay, windows, soffits, handrails and balustrades, alterations to the existing facade, window cleaning and other roof equipment and external ground surfaces pursuant to conditions 13 (a), (b), (c), (e), (f), (g), (j) pursuant to planning permission 10/00902/FULMAJ dated 15th March 2011.	08.05.2014
14/00282/FULL R3 Lime Street	Outside St Helen's Bishopsgate Great St Helen's Undershaft London EC3A 6AT	Temporary installation of a sculpture - Salvia by Julian Wild- for a temporary period of up to 1 year to be taken down on or before 07 June 2015.	22.05.2014
14/00241/FULL Portsoken	14 - 16 Little Somerset Street London E1 8AH	Application under S73A of the Town and Country Planning Act 1990 for the retention of the 2 storey modular structure for community and health use (Class D1 and D2).	12.05.2014
14/00044/MDC Tower	3 America Square London EC3N 2LR	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects attributable to the development and an acoustic report pursuant to conditions 2 and 5 of planning permission (application no. 13/00677/FULL) dated 15th August 2013.	15.05.2014

14/00297/FULL Tower	1 America Square London EC3N 2LS	External alterations to existing entrances at ground floor level on the Crosswall and America Square elevations, provision of pendant lighting at ground floor level on Crosswall and America Square elevations. Provision of accessible entrances to existing roof terraces at seventh floor level.	22.05.2014
14/00324/MDC Tower	The Grange Hotel 8 - 10 Cooper's Row London EC3N 2BQ	Details of windows and external joinery pursuant to condition 2 (c) of planning permission 13/00604/FULL dated 8 August 2013.	22.05.2014
14/00335/FULL Tower	77 Minories London EC3N 1JL	Use of private land for placing of 4 tables and 12 chairs ancillary to the adjoining Class A1 use.	22.05.2014
14/00242/MDC Vintry	71 Queen Victoria Street London EC4V 4AY	Details of proposed external facade materials, ground level materials, green roof pursuant to conditions 4 and 7 of planning permission dated 5th October 2012 (12/00386/FULL).	14.05.2014
14/00251/LDC Walbrook	15-22 Cornhill London EC3V 3ND	Details of repairs, replacement and additions to the linoleum flooring pursuant to condition 2(c) of listed building consent (application no. 13/01094/LBC) dated 13th February 2014.	22.05.2014

<b>Committee:</b>	<b>Date:</b>	<b>Item no.</b>
Planning and Transportation	10 <sup>th</sup> June 2014	
<b>Subject:</b> Valid planning applications received by Department of the Built Environment		
<b>Public</b>		

1. Pursuant to the instructions of your Committee, I attach for your information a list detailing development applications received by the Department of the Built Environment since my report to the last meeting.
2. Any questions of detail arising from these reports can be sent to [plans@cityoflondon.gov.uk](mailto:plans@cityoflondon.gov.uk).

## DETAILS OF VALID APPLICATIONS

Application Number & Ward	Address	Proposal	Date of Validation
14/00291/FULL Aldersgate	Unit 3, 200 Aldersgate Street, London, EC1A 4HD	Installation of extract louvres on Aldersgate Street elevation and rear elevation to external courtyard area; installation of condenser units within rear courtyard area associated with the use of unit 3 for restaurant (A3) use, and associated relocation of cycle rack.	22/04/2014
14/00224/FULL Bassishaw	Salters' Hall, 4 Fore Street, London, EC2Y 5DE	External alterations to 5th to 7th floors comprising: (i) addition of new 6th floor glass balcony within existing structure (ii) replacement of windows at 5th to 7th floors and replacement cladding to 7th floor to match existing.	12/05/2014
14/00459/FULL Billingsgate	27 - 29 Eastcheap, London, EC3	Temporary change of use of the basement and ground floors from retail (A1) to site office (B1) for a further period of 4 months to facilitate the construction of the 20 Fenchurch Street scheme.	08/05/2014
14/00452/FULL Bishopsgate	East India House, 109 - 117 Middlesex Street, London, E1 7JF	Change of use of seventh floor from dual use office/educational (B1/D1) to dual education (Class D1) use and/or education/office (Class D1/B1) use and on cessation of the education use revert to office (Class B1) use	09/05/2014

14/00359/FULL Bridge And Bridge Without	Peninsular House, 30 Monument Street, London, EC3R 8LJ	External alterations to existing roof terrace at fourth floor level.	01/05/2014
14/00343/FULL Castle Baynard	21 Tudor Street, London, EC4Y 0DJ	Re-cladding of the courtyard pavilion and the replacement of the glazed link canopy with a new enclosure (77sq.m).	01/05/2014
14/00403/FULL Castle Baynard	Blackfriars House, 19 New Bridge Street, London, EC4V 6DB	Application under section 73 of the Town and Country Planning Act to vary the approved drawings listed under condition 4 of planning permission 13/00398/FULL dated 15th August 2013 to enable changes to be made to the design of the roof extension and roof alterations.	14/05/2014
14/00394/FULL Coleman Street	49A London Wall, London, EC2M 5TE	Change of use from shop (A1) to an Hot Food Takeaway (A5) and associated external alterations.	16/05/2014
14/00385/FULL Cordwainer	61 Cannon Street, London	Installation of 1 no. additional microcell antenna.	24/04/2014
14/00395/FULL Cordwainer	13 Well Court, London, EC4M 9DN	Change of use of basement and ground floor from Class A3 (Restaurants and Cafe) to Class A4 (Drinking Establishment) (140sq.m.).	25/04/2014
14/00446/FULL Farringdon Within	69 Carter Lane, London, EC4V 5EQ	Erection of a fifth floor roof extension (299sq.m).	08/05/2014
14/00445/FULL Farringdon Within	69 Carter Lane, London, EC4V 5EQ	External alterations including (i) replacement of existing waste store shutter doors with double access doors and louvers (ii) relocation of office entrance and infill of existing office entrance recess (iii) alteration and replacement of windows at basement, ground and first floor levels.	08/05/2014
14/00458/FULL Farringdon Within	3 Cloth Street, London, EC1	Application under section 73 of the Town and Country Planning Act to vary the approved drawings listed under condition 10 of planning permission 13/01170/FULL dated 18th March 2013 to enable the introduction of sliding doors to the entrance to the Livery Hall on Cloth Street to match the approved entrance doors for the serviced apartments on Cloth Street.	09/05/2014
14/00276/FULL Farringdon Within	1 Priory Court, Pilgrim Street, London, EC4V 6DE	Change of use of basement, ground and mezzanine floors from office use (Class B1) to flexible A1, A2, A3, D1, D2, B1 and the installation of plant.	13/05/2014

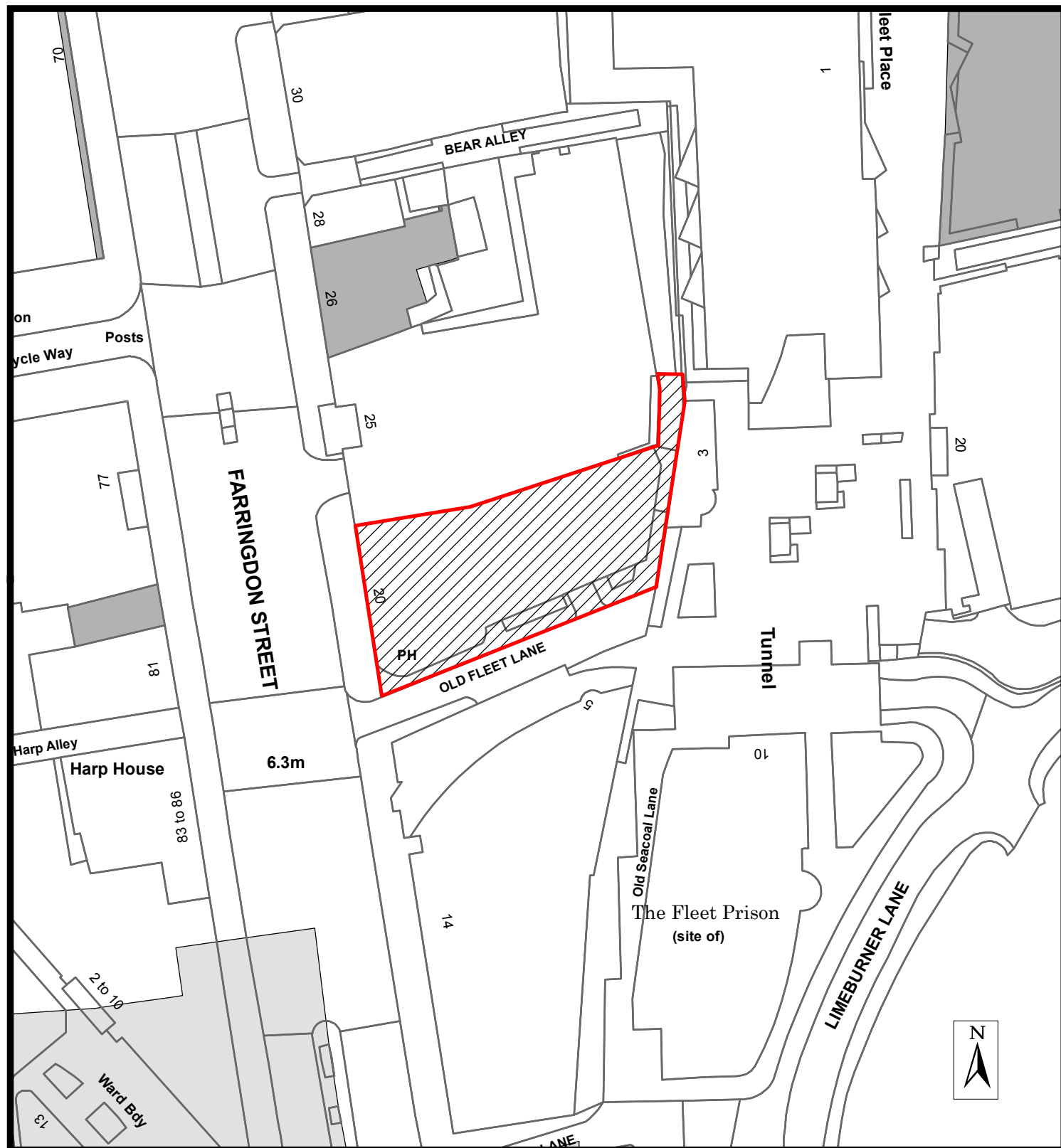


14/00472/FULL Farringdon Within	2 Cloth Court & 55 Long Lane, London, EC1A 7LS	(i) Change of use of the first, second and third floors (accessed from Cloth Court) from office use (Class B1) to residential (Class C3) in the form of two maisonettes; (ii) roof alterations including the addition of a mansard roof extension; (iii) change of use of the basement from offices (Class B1) to flexible retail use (Classes A1, A2, A3) and (iv) the insertion of a ground floor window.	13/05/2014
14/00425/FULL Farringdon Within	57 West Smithfield, London, EC1A 9DS	Change of use from retail (class A1, 42.9sq.m) and hospital space (class C2, 113.8sq.m) to a marketing suite (sui generis, 156.7sq.m) in conjunction with the Bartholomew Close development for a temporary period of five years with associated external alterations including the installation of a new shopfront and spandrel panel.	13/05/2014
14/00384/FULL Farringdon Without	Quality House, 5 - 9 Quality Court, London, WC2A 1HP	Installation of 2 external condenser units and associated pipework within the rear lightwell area of Quality House in conjunction with the installation of a comfort cooling system to the Part 4th Floor offices.	23/04/2014
14/00417/FULL Farringdon Without	4 King's Bench Walk, Inner Temple, London, EC4Y 7DL	Demolition of existing ground floor rear roof and removal of canopies to sash windows. Replacement with a new glazed and aluminium roof and reinstatement of original wall to include new coping stones.	30/04/2014
14/00423/FULL Farringdon Without	Holborn Gate, 330 High Holborn, London, WC1V 7PP	Application under S.73 of the Town and Country Planning Act 1990 to remove condition 8 of planning permission dated 22/06/1962 (6747-TP.58701/C, BC-5141F/1) to enable remodelling of the basement car park to provide 120 cycle spaces, showers and locker facilities in lieu of 9 car parking spaces.	01/05/2014

14/00424/FULL Farringdon Without	Holborn Gate, 330 High Holborn, London, WC1V 7PP	(i) Change of use of part ground floor from offices (Class B1) to a flexible use for either Class A3 use or Class B1 (403sq.m ). (ii) Extension of the south office reception for office Class B1 use (3sq.m). (iii) Erection of a portico entrance to the north office reception for office (Class B1) use. (iv) Installation of new roof plant and landscaping of the existing piazza to the south. (v) Installation of a canopy at ground floor level on the south elevation. (vi) Installation of new fluted white cladding panels at first floor level on part of the north, south, east and west elevations of the building to replace existing.	12/05/2014
14/00481/FULL Farringdon Without	1 Essex Court, Middle Temple, London, EC4Y 9AR	Entrance alterations including the replacement of the existing double doors with a single door.	16/05/2014
14/00072/FULL Langbourn	38 Leadenhall Market, London, EC3V 1LR	Alteration to existing fixed window to form an opening sliding sash window.	17/04/2014
14/00462/FULL Langbourn	Birchin Court, 20 Birchin Lane, London, EC3V 9DU	Change of use of part of the basement from office (Class B1) to alternative uses as office (Class B1) and/or training (Class D1) and/or team challenge activities (sui generis).	13/05/2014
14/00379/FULL Lime Street	1 Great St Helen's, London, EC3A 6AP	Temporary installation of an artwork: 'I Want a Better World I Want a Better Me' by Mark Titchner for a temporary period of up to one year, to be taken down on or before 07 June 2015.	17/04/2014
14/00439/FULL Tower	26 Great Tower Street, London, EC3R 5AQ	Installation of a wrought iron security gate in the alleyway between 26/27 Great Tower Street and 25 Great Tower Street.	07/05/2014
14/00388/FULL Vintry	40 Queen Street, London, EC4R 1DD	Change of use of part basement from offices (Use Class B1) to a members only gym (Use Class D2: Assembly and Leisure) (109sq.m).	13/05/2014
14/00378/FULL Walbrook	The Walbrook Building, 25 Walbrook, London, EC4N 8AF	Installation of a door and replacement of part of clear glazed facade with metal panelling.	17/04/2014

<b>Committee:</b>		<b>Date:</b>	
Planning and Transportation		10 June 2014	
<b>Subject:</b> 20 Farringdon Street London EC4A 4AB Redevelopment providing a 12 storey building comprising office accommodation (Class B1) at basement to 11th floor (9,464sq.m) and public house (Class A4) at part basement and part ground floor (370sq.m) (Total floorspace 9,834sq.m GIA).			
<b>Ward:</b> Farringdon Within		<b>Public</b>	<b>For Decision</b>
<b>Registered No:</b> 14/00266/FULMAJ		<b>Registered on:</b> 27 March 2014	
<b>Conservation Area:</b> NO		<b>Listed Building:</b> No	
<p style="text-align: center;"><b><u>Summary</u></b></p> <p>Planning Permission is sought for the redevelopment of the existing vacant office building and public house to provide a twelve storey office building with a replacement public house.</p> <p>The proposed development has been designed with regard to the local context to provide a high quality building which would relate well to the character of recent neighbouring developments on Farringdon Street and Fleet Place and meet the requirements of current office occupiers.</p> <p>The development site is subject to the Mayor of London's London View Management Framework (LMVF), which sets out strategic protection for views of identified landmark buildings including St. Paul's Cathedral.</p> <p>The proposals have triggered the LVMF's statutory consultation requirement. We are awaiting the outcome of this consultation. No objections are anticipated because the proposals are insufficiently high to have a detrimental impact on the views of St. Paul's Cathedral.</p> <p><b>Recommendation</b></p> <p>A) Planning permission be granted for the development referred to above in accordance with the details set out on the attached schedule subject to:</p> <ul style="list-style-type: none"> <li>i) planning obligations and other agreements being entered into in respect of those matters set out in the report, the decision notice not to be issued until such obligations have been executed;</li> <li>ii) no objections being received as a result of the consultation detailed above.</li> </ul> <p>B) That your officers be instructed to negotiate and execute obligations in respect of those matters set out in the report under Section 106 of the Town and Country Planning Act 1990.</p>			




# Site Location Plan



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ADDRESS:  
20 Farringdon Street

CASE No.  
14/00266/FULMAJ

-  **SITE LOCATION**
-  **LISTED BUILDINGS**
-  **CONSERVATION AREA BOUNDARY**



20 Farringdon Street

Case No. 14/00266/FULMAJ

## **Site**

1. The site is located on the east side of Farringdon Street, north of Ludgate Hill and immediately to the north of Old Fleet Lane and the west of Fleet Place. The existing building dates from the 1970s and comprises basement, ground and 6 upper floors and an additional plant storey. The building is clad in pink / grey granite to its Farringdon Street and Old Fleet Lane elevations, with glazed and brick elevations towards Fleet Place.
2. The existing building is currently in office use (Class B1) (5,181sq.m) with a public house (Class A4) (370sq.m) at part ground floor and basement levels. The office element of the building is currently vacant. The main entrance to the building is from Farringdon Street, the entrance to the pub is at the corner of Farringdon Street and Old Fleet Lane. Servicing is undertaken from Old Fleet Lane.
3. The surrounding buildings on Farringdon Street are in office use, with ground floor retail units. Building heights surrounding the site vary from 11 to 13 storeys. The buildings fronting Fleet Place are generally 9 storeys in height, however they appear higher than those fronting Farringdon Street as a result of variations in ground level.
4. The existing building is part of the streetscape of Farringdon Street and is visible in views from the north and south of Farringdon Street, Holborn Viaduct to the north and Stonecutter Street to the west. The building is visible in glimpsed views from St. Bride Street along Harp Alley to the west.
5. The site is located within the Viewing Corridor of the Primrose Hill Protected Vista and the Background Wider Setting Consultation Area of Greenwich Park and Blackheath Point Protected Vistas.

## **Relevant Planning History**

6. A scheme for the refurbishment, recladding, and a five storey roof extension (3817sq.m GEA) of the office element of the building was approved subject to a Section 106 agreement, on 30<sup>th</sup> January 2014 (application reference: 13/00978/FULL). The agreement remains to be signed. The design, bulk and massing of the approved refurbishment scheme is very similar to the current redevelopment proposal, but did not include alterations to the existing public house.

## **Proposal**

7. The proposal is to demolish the existing building and erect a new building of 9,985sq.m (GEA) over basement, ground, and 11 upper floors. The building would provide 9,464sq.m (GIA) of office (Class B1) floorspace and 370sq.m (GIA) of retail (Class A4) space at part ground and basement level fronting on to the corner of Farringdon Street and Old Fleet Lane.
8. A single storey service bay and refuse collection area would be provided at ground level with access from Old Fleet Lane. Disabled parking and bicycle parking would be accessed from this point. Plant would be accommodated at basement level and within a rooftop plant enclosure.



## **Consultations**

9. The application has been publicised on site and in the press. No letters of objection have been received to date.
10. The views of other City of London departments have been taken into account in the preparation of this development scheme and in this report. Some detailed matters remain to be dealt with by conditions.
11. Transport for London does not object to the proposal in principle. They have requested that a travel plan, delivery and servicing management plan and construction logistics plan be required as a condition of the permission, which is included.
12. The Mayor for London, English Heritage and the relevant London Boroughs have been consulted in respect of the London View Management Framework consultation requirements. We are awaiting the outcome of the consultation, but do not anticipate receiving any objections.

## **Policies**

13. The development plan consists of the London Plan, the saved policies of the unitary Development Plan and the Core strategy. The London Plan, UDP and Core Strategy policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
14. The draft Local Plan was published in December 2013 and is expected to be adopted in late 2014 or early 2015. Although it does not carry the full weight of an adopted plan, it is considered that the plan should carry significant weight as it is at the final stage of pre-submission consultation, prior to formal consideration at public examination. In accordance with the NPPF and Local Plan Regulations, the draft Plan has been considered by the Court of Common Council as sound planning policy for submission to the Secretary of State.
15. Government Guidance is contained in the National Planning Policy Framework (NPPF).

## **Considerations**

16. The Corporation, in determining the planning application has the following main statutory duties to perform:-
  - To have regard to the provisions of the development plan, so far as material to the application, to local finance considerations so far as material to the application, and to any other material considerations (Section 70 (2) Town & Country Planning Act 1990);
  - To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
17. In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its settings or any features of

special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Building and Conservation Areas) Act 1990).

18. In respect of sustainable development the NPPF states at paragraph 14 that 'at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision taking... for decision taking this means: approving development proposals that accord with the development plan without delay.'
19. The principal issues in considering this planning application are:
  - The extent to which the proposals comply with the relevant policies of the London Plan, Core Strategy and saved policies of the UDP.
  - The extent to which the proposals comply with Government policy advice (NPPF).
  - The impact of the proposal on the significance of designated and non-designated heritage assets and the setting of listed buildings surrounding the site.
  - The impact of the development on the London View Management Framework.
  - The appropriateness of the design and massing of the development in the context of the area.
  - The provision of high quality office accommodation

#### Design and Access

20. The building would be clad between first and eighth floors with a panelised triple glazed clear curtain walling system. The structural frame would be exposed behind the cladding and visible from the exterior. The office entrance on Farringdon Street would have full-height glazing with revolving doors, pass door, and an external glass canopy. The corner of the building would have a chamfered profile at ground and first floor levels, returning to an angle at higher levels. The retail unit would be accessed through double doors on the corner with an external glass canopy above.
21. The three upper storeys would be set back from the Farringdon Street and Old Fleet Lane elevations and rise to the height of the neighbouring buildings (Nos. 14 and 25 Farringdon Street). In views north and south, including from Holborn Viaduct, the upper section would be seen in the context of these buildings which are varied in appearance but rise to a consistent height. To the rear, it would be stepped against the blank elevation of No. 25, responding to the faceted form of the building, and appearing to cascade down to Fleet Place.
22. The upper floors would utilise the same glazed cladding, with anodised aluminium mullions to match the ground floor columns, expanding at the upper level to enclose the plant storey. To the front and side elevations the upper section would appear to extrude from the building and read as a



distinct set-back element in the same manner as the roofs of neighbouring buildings.

23. The predominantly glazed appearance of the building would be appropriate to its context, where it would relate to the glazed sections of No. 25 which has a distinctive faceted glazed roof extension, and No. 14 which has a prominent glazed projection and roof section. The service bay would be accessed through anodised aluminium doors.
24. Level entry to the building would be provided. The main passenger lifts within the building would provide wheelchair access to all office floors. Accessible WCs would be provided on the ground floor and all upper levels.

#### London View Management Framework

25. The Mayor's London View Management Framework (LVMF) is Supplementary Planning Guidance to the London Plan. The LVMF sets out the strategic context for protection of identified landmark buildings, including St. Paul's Cathedral. It came into effect on 16 March 2012 along with the Secretary of State's Directions.
26. The majority of the site falls within the Viewing Corridor of the Primrose Hill Protected Vista (View 4A.1), with the exception being the south west of the site, which lies within the Wider Setting Consultation Area (right foreground) of the Primrose Hill Protected Vista. The lowest viewing corridor development threshold plane relates to the Primrose Hill Protected Vista which falls from 53.401m AOD to 53.278m AOD as it crosses the site from North West to South East. The proposed development would measure 53.130m AOD at its highest point and would not exceed the Primrose Hill Viewing Corridor development threshold plane.
27. The whole site lies within the Background Wider Setting Consultation Area of the Greenwich Park and Blackheath Point Protected Vistas (Views 5A.2 and 6A.1). The lowest consultation threshold plane relates to Greenwich Park Protected Vista at 52.277 AOD. The lowest consultation threshold plane for Blackheath Point Protected Vista is 52.349m AOD. The highest point of the development exceeds the Greenwich Park Background Wider Setting Consultation Area threshold plane by up to 0.85 metres and the Blackheath Background Wider Setting Consultation Area threshold plane by up to 0.78 metres. Consultation with the Mayor of London, English Heritage and relevant London Boroughs is therefore required. Consultation has been undertaken and the recommendation of this report is subject to the outcome of the consultation.
28. The applicants have provided verified visual montages of the view from Greenwich Park and Blackheath Point. The montages show that the proposal would have no detrimental impact on the view of St. Paul's Cathedral from these points. The proposal would be indistinguishable amongst the general background development behind the Cathedral.

### Parking, Servicing and Refuse Storage/Collection

29. The existing building has nine off-street car parking spaces. The proposed development would be car free, with the exception of one disabled parking space. A total of 136 cycle spaces would be provided together with associated ancillary changing and showering facilities which exceeds the City of London's emerging cycle parking standards and current adopted London Plan Standards. The level of cycle provision is in accordance with the Draft Further Alterations to The London Plan published in January 2014.
30. A loading bay and refuse storage is provided within the building, which would be accessed via a ramp from Old Fleet Lane. All servicing, with the exception of refuse vehicles and heavy goods vehicles would be undertaken from the loading bay.
31. It is estimated that the redevelopment will generate a total of 26 service trips daily and the largest delivery vehicle to service the site would be a 3.5 tonne panel van which would be able to enter and exit in forward gear. Refuse collection would be carried out from Old Fleet Lane as per the existing arrangements.

### Archaeology

32. The site is in an area of important archaeological potential, located within the now buried Fleet river valley. There is potential for remains from the Roman, medieval and post-medieval periods to survive on the site as well as environment and alluvial remains associated with the river valley.
33. The proposed development involves demolition of the basement slab and construction of a new piled raft foundation. The new slab, piles and pile caps would have an impact on archaeological remains.
34. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation design, to provide additional information on the character and nature of archaeological survival and to design an appropriate mitigation strategy to record archaeological remains that would be disturbed by the development.

### Sustainability

35. The redevelopment of the building provides the opportunity to achieve greater energy efficiency with regards to glazing and solar shading, daylight ingress, low energy lighting and energy efficient plant. The proposed energy efficiency measures would improve the Part L2A 2010 (Building Regulations) requirements for the regulated carbon emissions by 18%.
36. The connection of the development into a district heating network would currently not be possible but the opportunity for a future connection is required by condition.

37. Due to the small size and low heating demand of this type of building, the incorporation of a site wide Combined Heat and Power (CHP) system is not considered to be efficient.
38. An assessment of the incorporation of low carbon and renewable energy technologies has been provided that concludes that air source heat pumps would offer the most potential for reducing carbon emissions. These would provide 100% of the development's heating and cooling requirements resulting in further carbon emissions savings of 17%. Other technologies are not considered to be feasible due to the highly constrained nature of the access to the site and the relatively small building footprint.
39. The energy strategy for the development demonstrates that the development has the potential to achieve an overall 35% carbon emission reduction compared to a Building Regulations compliant building. However, this would result in a shortfall of 5% carbon emissions savings in relation to the London Plan target of 40%, and offset payments would be required if evidence cannot be provided to demonstrate that this building type cannot meet the target on site.
40. The BREEAM pre-assessment rating for the building indicates an "excellent" rating. Improvements are sought in water consumption by the incorporation of rainwater harvesting, which is required by condition. The provision of a green or brown roof is restricted by the limited amount of roofspace available following the installation of plant.

#### Provision of high quality office accommodation and retail space

41. The proposed redevelopment complies with Policy CS1: Offices of the City of London Core Strategy, which seeks to provide additional office development of the highest quality to meet the demand from long term employment growth and strengthen the beneficial cluster of activities found in and near the City that contribute to London's role as a leading international financial and business centre.
42. The re-provision of the public house complies with Policy CS20: Retailing, which seeks to protect existing retail facilities, unless it is demonstrated that they are no longer required.

#### Planning Obligations and Community Infrastructure Levy

43. Under Section 106 of the Town & Country Planning Act 1990 an agreement or planning obligation can be made between parties, usually the developer and the local authority, or a unilateral undertaking can be submitted by a prospective developer:
  - restricting the development or use of land in any specified way;
  - requiring specified operations or activities to be carried out in, on or under or over the land;
  - requiring the land to be used in any specified way; or
  - requiring a sum or sums to be paid to the authority on a specified date or dates or periodically.

44. Planning obligation arrangements were modified by the Community Infrastructure Levy Regulations 2010 ('the CIL Regulations'). The Regulations introduce statutory restrictions on the use of planning obligations to clarify their proper purpose, and make provision for planning obligations to work alongside any Community Infrastructure Levy ('CIL') arrangements which local planning authorities may elect to adopt.
45. Regulation 122 states that it is unlawful for a planning obligation to constitute a reason to grant planning permission when determining a planning application if the obligation does not meet all the following tests:
  - necessary to make the development acceptable in planning terms;
  - directly related to the development; and
  - fairly and reasonably related in scale and kind to the development
46. The National Planning Policy Framework (March 2012) stated that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It repeated the tests set out above and then stated that where planning obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. (NPPF paragraphs 203-206).

#### Mayoral Planning Obligations

47. Since April 2010 the Mayor of London has sought contributions towards the cost of funding Crossrail through the negotiation of planning obligations in accordance with London Plan Policy 6.5. Mayoral planning obligations are payable by developers according to an indicative level of charges for specific uses set out in the Mayoral SPG (April 2013): offices (£140 per sq.m net gain in GIA floorspace), retail (£90) and hotels (£61) provided there is a net gain of 500sq.m for that use.
48. The Mayor of London introduced a CIL for contributions towards Crossrail, which came into force on 1 April 2012. In City the charge is £50 per m2 for all development except education and healthcare uses. Affordable housing is exempt from this or any other CIL. This CIL is collected by the City on behalf of the Mayor.
49. The Mayor of London has stated in his Mayoral CIL Charging Schedule (April 2012) that he will not 'double charge' developments that are liable for both Mayoral CIL and Mayoral planning obligations payments for Crossrail. His approach is to treat any Mayoral CIL payment as a credit towards any Mayor planning obligation liability. Therefore the Mayoral planning obligation liability can be reduced by the Mayoral CIL.
50. At the time of preparing this report the Mayoral CIL has been calculated to be £214,150. The full Mayoral planning obligation has been calculated to be £617,400 but this would be reduced to £385,470 after deduction of the Mayoral CIL. It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of

payment and should therefore only be taken as indicative figures at this point.

51. These contributions towards the funding of Crossrail will be collected by the City Corporation. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income as an administration fee; the remainder will be forwarded to the Mayor of London. The whole of the Mayoral planning obligation income received will be forwarded to the Mayor. However, the developer will also be liable to pay an additional £3,500 Mayoral planning obligation administration and monitoring charge to the City Corporation.
52. The total contributions due in accordance with the Mayoral CIL and Mayoral planning obligation policies are summarised below:

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution £</b>	<b>Forwarded to the Mayor £</b>	<b>Retained by City Corporation £</b>
Mayoral Community Infrastructure Levy payable	214,150	205,584	8,566
Mayoral planning obligation net liability*	385,470	385,470	Nil
Mayoral planning obligation administration and monitoring charge	3,500	Nil	3,500
<b>Total liability in accordance with the Mayor of London's policies</b>	<b>603,120</b>	<b>591,054</b>	<b>12,066</b>

\*Net liability is on the basis of the CIL charge remaining as reported and could be subject to variation.

#### City of London's Planning Obligations

53. On 8th June 2004 the City's Supplementary Planning Guidance on Planning Obligations was adopted. This policy seeks a contribution of £70 per sq.m from developments over 10,000sq.m provided that there is also an increase of 2,000sq.m.
54. In this case the proposed development of 9,985sq.m (GEA) would fall below the threshold for seeking financial contributions. The proposed increase in floorspace is considered to be significant and would have an impact on the local community, environment and highways and would require mitigation. In this case planning obligations are required to make the development acceptable.

55. I have set out below the details that I am recommending concerning the planning obligations. All of the proposals are considered to be necessary to make the application acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development and meet the above tests contained in the CIL Regulations and in government policy. I would also request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

#### Highway Reparation and other Highways obligations

56. The cost of any reparation works required as a result of the development will be the responsibility of the Developer.
57. If required, prior to implementation and based on the City's standard draft, the developer will be obligated to enter into an agreement under Section 278 of the Highways Act 1980 to meet the cost of highway works that are necessary to meet the burden placed on the highway network by the development.

#### Utility Connections

58. The development will require connection to a range of utility infrastructure. Early engagement by the applicant about utilities infrastructure provision will allow for proper co-ordination and planning of all works required to install the utility infrastructure, particularly under public highway, so as to minimise disruption to highway users. A s106 covenant will therefore require the submission of draft and final programmes for ordering and completing service connections from utility providers in order that the City's comments can be taken into account, and will require that all connections are carried out in accordance with the programme. Details of the utility connection requirements of the Development including all proposed service connections, communal entry chambers, the proposed service provider and the anticipated volume of units required for the development will also be required.

#### Method Statement, Plans and Audits

#### Local Training, Skills and Job Brokerage Strategy (Construction)

59. The applicant should submit for approval details of the Local Training, Skills and Job Brokerage Strategy (Construction) in line with the aims of the City Corporation's Employment Charter for Construction. This Charter aims to maximise job opportunities in the City for residents of the City fringes and offer employment and training opportunities to local people wishing to begin a career in construction. The Strategy will be submitted in two stages: one to be submitted prior to the First Preparatory Operation Date in respect of the Preparatory Operations; the second to be submitted prior to Implementation in respect of the Main Contract Works Package.

60. The Economic Development Office is able to introduce the Developer or its Contractor and Sub-Contractors to local training providers and brokerage agencies to discuss their site-specific skills needs and to identify suitable local people to fill opportunities on site. The Developer is encouraged to liaise with the Economic Development Office at the earliest stage in the development process in order that the strategy can be submitted prior to commencement.

#### Local Procurement

61. The developer should submit for approval a Local Procurement Strategy prior to commencement of demolition. The Local Procurement Strategy shall include details of: initiatives to identify local procurement opportunities relating to the construction of the development; initiatives to reach a 10% target for local procurement, from small to medium sized enterprises in the City and City fringes; the timings and arrangements for the implementation of such initiatives; and suitable mechanisms for the monitoring of the effectiveness of such initiatives e.g. a local procurement tracker can be used to capture this information.
62. The developer will be required at the 6 month stage, or half way through the project (whichever is earliest), to report to the City of London Corporation's Economic Development Office on their performance against the 10% local procurement target.
63. The Economic Development Officer is able to provide information and guidance to the Developer its Contractor and Sub-Contractors. The Developer is encouraged to liaise with the Economic Development Officer at the earliest stage in the development process in order that the strategy can be submitted prior to implementation.

#### Carbon Off-setting

64. The London Plan sets a target for major developments to achieve an overall carbon dioxide emission reduction of 40% from 2013-2016, through the use of on-site renewable energy generation. The applicant will be required to submit a post construction sustainability assessment. If this target is not met on site the applicant will be required to meet the shortfall through a cash in lieu contribution.

#### Monitoring and Administrative Costs

65. A 10 year repayment period would be required where by any unallocated sums would be returned to the developer 10 years after practical completion of the development.
66. The applicant will pay the City of London's legal costs incurred in the negotiation and execution of the legal agreement and the City Planning Officer's administration costs in respect of the same. 1% of the total contribution (secured under the City's SPG) will be allocated to the monitoring of the agreement.
67. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

## **Conclusion**

68. The proposed development has been designed with regard to the local context to provide a high quality office building which would relate well to the character of recent developments on Farringdon Street and Fleet Place.
69. The redevelopment replaces an outdated vacant office building with viable, attractive and sustainable office accommodation that would meet the requirements of current office occupiers in accordance with the relevant policies of the City of London's Core Strategy.



## **Background Papers**

### Internal

25.04.2014 Memo Department of Markets and Consumer Protection

24.04.2014 E-mail Waste and Amenity Planning Manager

### External

14.04.2014 E-mail Thames Water

22.04.2014 E-mail Rolfe Judd Planning

23.04.2014 E-mail Transport For London

Design and Access Statement, March 2014

Draft Travel Plan, March 2014

Energy Statement, 17<sup>th</sup> April 2014

Environmental Noise Survey, 26<sup>th</sup> March 2014

Historic Environment Assessment Addendum, March 2014

Outline Demolition Method Statement

Planning Statement, March 2014

Sustainability Statement, 21<sup>st</sup> March 2014

Transport Assessment Report, March 2014

LVMF Strategic Views Report, May 2014

## **Appendix A**

### London Plan Policies

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

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

Policy 4.1 Promote and enable the continued development of a strong, sustainable and increasingly diverse economy;  
Support the distinctive and crucial contribution to London's economic success made by central London and its specialist clusters of economic activity;  
Promote London as a suitable location for European and other international agencies and businesses.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy 6.13 The maximum standards set out in Table 6.2 should be applied to planning applications. Developments must:  
ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles  
provide parking for disabled people in line with Table 6.2  
meet the minimum cycle parking standards set out in Table 6.3  
provide for the needs of businesses for delivery and servicing.

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

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

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

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

Policy 7.6 Buildings and structures should:

- a be of the highest architectural quality
- b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
- c comprise details and materials that complement, not necessarily replicate, the local architectural character
- d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings
- e incorporate best practice in resource management and climate change mitigation and adaptation
- f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g be adaptable to different activities and land uses, particularly at ground level
- h meet the principles of inclusive design
- i optimise the potential of sites.

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

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

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

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

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

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

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

## **Unitary Development Plan and Core Strategy Policies**

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

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

### ***CS10 Promote high quality environment***

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

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

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

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

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

### ***CS15 Creation of sustainable development***

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

### ***CS17 Minimising and managing waste***

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

### ***UTIL6 Provision for waste collection***

To require adequate provision within all developments for the storage, presentation for collection, and removal of waste, unless exceptional circumstances make it impractical; to encourage provision to allow for the separate storage of recyclable waste where appropriate.

***TRANS22 Require cycle parking***

To provide cycle parking facilities by:

- i. requiring the provision of private parking space for cycles in development schemes;
- ii. maintaining an adequate overall number of spaces for cycles in public off-street car parks; and
- iii. providing an adequate supply of cycle parking facilities on-street.

***ENV6 Design of alterations to buildings***

To ensure that all alterations or extensions to an existing building take account of its scale, proportions, architectural character, materials and setting.

***ENV28 Design of building services***

To ensure that building services are satisfactorily integrated into the architectural design of the building (with particular reference to its roof profile) and to resist installations which would adversely affect the character, appearance or amenities of the buildings or area concerned.

***ENV35 To protect daylight and sunlight***

To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to levels which would be contrary to the Building Research Establishment's guidelines.

***ARC1 Archaeology - evaluation and impact***

To require planning applications which involve excavation or groundworks on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site including the impact of the proposed development.

***ARC2 To preserve archaeological remains***

To require development proposals to preserve in situ, protect and safeguard important ancient monuments and important archaeological remains and their settings, and where appropriate, to require the permanent public display and/or interpretation of the monument or remains.

### ***ARC3 Recording of archaeological remains***

To ensure the proper investigation, recording of sites, and publication of the results, by an approved organisation as an integral part of a development programme where a development incorporates archaeological remains or where it is considered that preservation in situ is not appropriate.



## SCHEDULE

APPLICATION: **14/00266/FULMAJ**

**20 Farringdon Street London EC4A 4AB**

**Redevelopment providing a 12 storey building comprising office accommodation (Class B1) at basement to 11th floor (9,464sq.m) and public house (Class A4) at part basement and part ground floor (370sq.m) (Total floorspace 9,834sq.m GIA).**

## CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Before any works hereby permitted are begun a detailed assessment of the potential for the use of renewable energy in this development shall be submitted to and approved in writing by the Local Planning Authority. The assessment must provide a full assessment of renewable energy technologies and identify any which will be incorporated into the development. The technologies identified as being incorporated into the development and approved under this condition shall be incorporated into the development and maintained as approved for the life of the development.  
REASON: To ensure compliance with the following policy of the Core Strategy: CS15.
- 3 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.  
REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policy of the Core Strategy: CS15.
- 4 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site identifying

efficiency and sustainability measures to be undertaken during site deconstruction of the existing buildings has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).

REASON: To ensure that deconstruction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.

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

REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Unitary Development Plan 2002: ARC 1.

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

REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policies of the Unitary Development Plan: ARC2, ARC3

- 7 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.

REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policies of the Unitary Development Plan: ARC2, ARC3.

- 8 Before any construction works hereby permitted are begun details of rainwater harvesting and grey water recycling systems shall be submitted to and approved in writing by the local planning authority.

REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policies of the Core Strategy CS15 and CS18

- 9 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site construction of the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).  
REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.
- 10 Details of a Servicing Management Plan demonstrating the arrangements for control of the arrival and departure of vehicles servicing the premises shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby permitted. The building facilities shall thereafter be operated in accordance with the approved Servicing Management Plan (or any amended Servicing Management Plan that may be approved from time to time by the Local Planning Authority) for the life of the building.  
REASON: To ensure that the development does not have an adverse impact on the free flow of traffic in surrounding streets in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS15, CS16.
- 11 An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building hereby permitted. Within 6 months of first occupation a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The offices in the building shall thereafter be operated in accordance with the approved Travel Plan (or any amended Travel Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.  
REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Core Strategy: CS16.
- 12 Before any works hereby permitted are begun additional details and information in respect of the following shall be submitted to and approved in writing by the Local Planning Authority and all

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

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

(b) details of external doors;

(c) details of soffits, hand rails and balustrades;

(d) details of junctions with adjoining premises;

(e) details of the integration of cleaning equipment, cradles and the garaging thereof;

(f) details of plant and ventilation ductwork to serve the retail use.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV6, ENV28, CS10.

- 13 Unless otherwise agreed in writing by the Director of Markets and Consumer Protection the level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the nearest window or facade of the nearest premises. The measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. A report demonstrating compliance with this condition must be submitted to and approved in writing by the Local Planning Authority before the plant hereby approved comes into operation.

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

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

REASON: To protect the amenities of commercial occupiers in the building in accordance with the following policy of the Core Strategy: CS15.

- 15 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.

REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes

available during the life of the building in accordance with the following policy of the Core Strategy: CS15.

- 16 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.  
REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Core Strategy CS15.
- 17 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 136 pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.  
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policies of the London Plan: Policy 6.9.
- 18 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.  
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Unitary Development Plan: TRANS22.
- 19 No doors or gates shall open over the public highway.  
REASON: In the interests of public safety
- 20 There must be no building, roof structures or plant above the top storey.  
REASON: To ensure protection of the view of St Paul's Cathedral and to ensure a satisfactory external appearance in accordance with the following policies of the Core Strategy: CS10, CS12, CS13.
- 21 The pass door shown adjacent to or near to the main entrance on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.  
REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Core Strategy: CS10.

- 22 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.  
REASON: To ensure the satisfactory servicing of the building in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL 6, CS10, CS17.
- 23 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: Site Plan, Drawing Nos. 6467-P-G200-E-E Rev B, 6467-P-G200-E-S Rev B, 6467-P-G200-E-W Rev B, 6467-P-G200-P-B1 Rev B, 6467-P-G200-P-00 Rev H, 6467-P-G200-P-00M Rev B, 6467-P-G200-P-01, 6467-P-G200-P-TYP, 6467-P-G200-P-08 Rev B, 6467-P-G200-P-09 Rev B, 6467-P-G200-P-10 Rev B, 6467-P-G200-P-11 Rev B, 6467-P-G200-P-RF Rev B, 6467-P-G200-S-AA Rev B, 6467-P-G200-S-BB Rev B, 6467-P-G200-S-CC Rev B.  
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

## INFORMATIVES

- 1 The Mayor of London introduced a Community Infrastructure Levy ("the Mayoral CIL charge") on 1st April 2012 setting a rate of £50 per sq.m on all "chargeable development" in the City of London.

The Mayoral CIL charge will be recorded in the Register of Local Land Charges as a legal charge upon the site when the development commences and the CIL payment will be passed to Transport for London to support Crossrail.

Relevant persons, persons liable to pay and owners of the land will be sent a "Liability Notice" that will provide full details of the charge and to whom it has been charged or apportioned. An "Assumption of Liability" Notice (available from the Planning Portal website: [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil)) must be submitted to the City's Planning Obligations Officer as soon as possible. Please note that the charge identified in the Liability Notice may be revised once all criteria required to complete the calculation are known, including the date when all pre-commencement conditions are discharged and how long before that date any existing buildings were demolished and/or vacated.

The Mayoral CIL charge becomes payable on commencement of development. You are required to submit a "Notice of Commencement" to the City's Planning Obligations Officer prior to commencing on site, and failure to provide such information on the due date will incur both surcharges and penalty interest. You are required to discharge all pre-commencement conditions before commencing the development.

There are various measures, charges and surcharges that may apply if you fail to meet these requirements.

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

detailed advice in the form of statutory policies in the Core Strategy/ Unitary Development Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

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

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

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

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

(b) Installation of engine generators using fuel oil.

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

## Air Quality

### (d) Compliance with the Clean Air Act 1993

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

## Boilers and CHP plant

(e) The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO<sub>x</sub> emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2011.

(f) All gas Combined Heat and Power plant should be low NO<sub>x</sub> technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2011.

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

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

## Standby Generators

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

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



<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	10 June 2014
<b>Subject:</b> <p>Site Bounded By King William Street, Cannon Street, Abchurch Lane &amp; Nicholas Lane Incorporating 10 King William Street, 12 Nicholas Lane, 14 Nicholas Lane, 135-141 Cannon Street, 143-149 Cannon Street &amp; 20 Abchurch Lane London EC4.</p> <p>Demolition of the existing buildings and redevelopment with a new office (Class B1) building at part basement, ground floor and six upper floors (17,250sq.m total GIA) with retail (Class A1/A2/A3/A4/A5) uses at part ground and mezzanine levels (1,091sq.m GIA) incorporating reconstruction of the existing historic facade at 20 Abchurch Lane. Passive provision for a new Bank Station Entrance Hall on Cannon Street and associated infrastructure at ground floor level.</p>	
<b>Ward:</b> Candlewick	<b>Public For Decision</b>
<b>Registered No:</b> 14/00178/FULEIA	<b>Registered on:</b> 28 February 2014
<b>Conservation Area:</b> Bank	<b>Listed Building:</b> No
<b><u>Summary</u></b>	
<p>The proposed redevelopment for offices and retail makes passive provision for a new Bank station entrance and associated infrastructure at ground floor level on the eastern part of the site to be provided as part of the Bank Station Capacity Upgrade Project (BSCU). The Bank Station Capacity Upgrade seeks to mitigate the serious existing and anticipated shortfalls in the passenger capacity of Bank Station through below ground works and the formation of a new surface level station entrance hall on this site accessed from Cannon Street. The Bank Station Capacity Upgrade works will be the subject of a separate application for a Transport and Works Act Order (TWAo).</p> <p>An Environmental Statement accompanies the scheme.</p> <p>The Mayor of London has been consulted and has issued a Stage One response which is supportive but requires clarification on a number of points and confirmed that the Mayor does not need to be consulted again on this application.</p> <p>The scheme would provide an employment led mixed use development which would support the economic policies of the London Plan, LDF Core Strategy and UDP.</p> <p>English Heritage and the Conservation Area Advisory Committee are supportive of the scheme.</p> <p>Objections have been raised by the Victorian Society who object to the re-instated facade of 29 Abchurch Lane, ten metres to the south, as well as the remodelling of the lower storeys; Twentieth Century Society object to the loss of 10 King William Street and consider the building worthy of retention; an objection on behalf of McDonalds occupiers of a building on the site, on the grounds that further efforts</p>	

should have been made to avoid demolition of the existing buildings on the site and that the buildings on the site should be retained on heritage grounds. A resident in Martin Lane has objected on the grounds of noise nuisance from the demolition and construction, contractor parking in the area and potential impact on air quality.

Less than substantial harm is caused to these important non-designated heritage assets and to the designated heritage assets (the conservation area and setting of listed buildings) and that on balance a scheme has been developed that is well designed and provides uses which are appropriate to the site and the Conservation Area.

The proposal overall is to be welcomed subject to conditions and to a Section 106 agreement to facilitate the construction of the development in association with the Transport and Works Act Order (TWAO) for the Bank Station Upgrade Strategy.

### **Recommendation**

(a) Planning permission be granted for the above proposal in accordance with the details set out in the attached scheduled, subject to:

(i) Planning Obligations and other agreements being entered into as set out in the body of this report, the decision notice not to be issued until such obligations have been executed; and

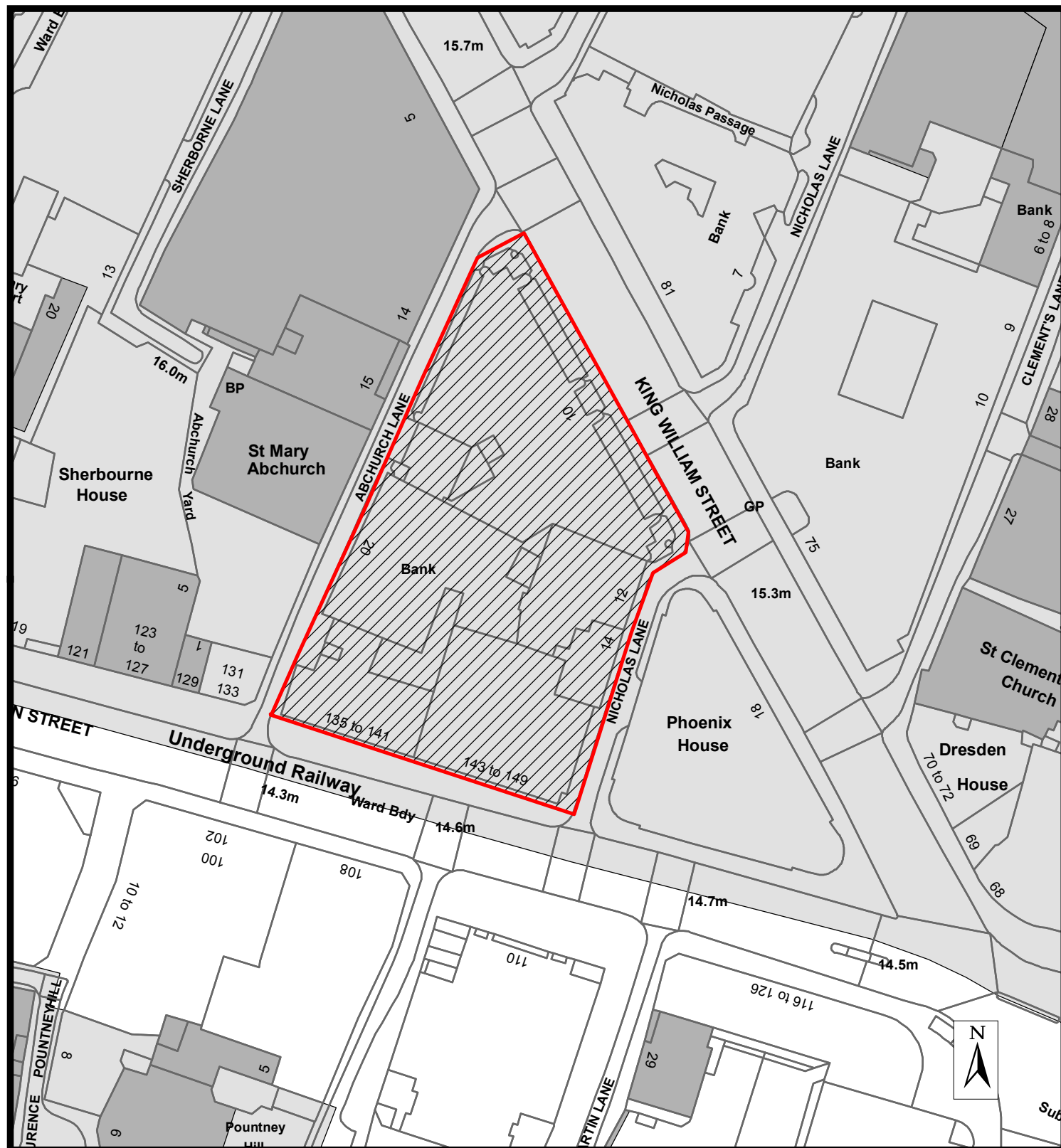
(ii) The Mayor of London be given 14 days to decide whether or not to direct the Council to refuse planning permission (under Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008).

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

(c) That you agree in principle that the area of public highway described in the report may be stopped-up to enable the development to proceed and, upon receipt of the formal application, officers be instructed to proceed with arrangements for advertising and making of a Stopping-up order for that area, under the delegation arrangements approved by the Court of Common Council;

(d) That you agree to accept the area of land proposed to be dedicated as public highway as described in the report.

# Site Location Plan



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ADDRESS:

Site bounded by King William Street, Cannon Street, Abchurch Lane and Nicholas Lane

CASE No.

14/00178/FULEIA



**SITE LOCATION**



**LISTED BUILDINGS**



**CONSERVATION AREA BOUNDARY**





King William Street looking north west



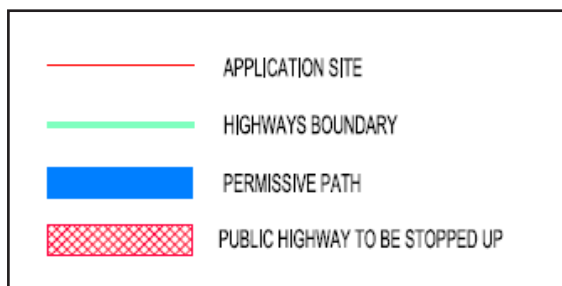
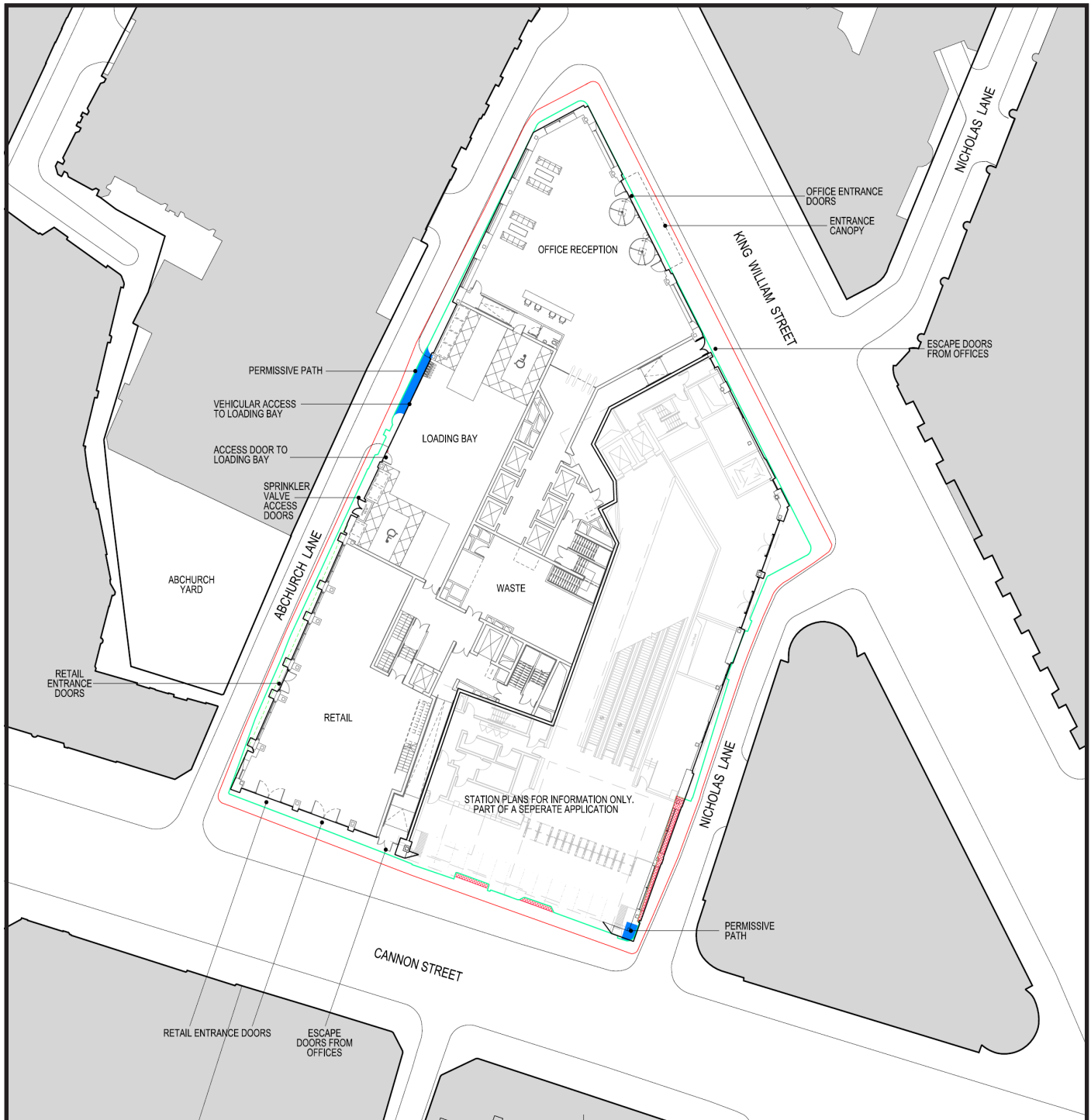
Cannon Street looking west



Abchurch Lane looking north



# Stopping up Order



## **Site**

1. The site is bound to the north by King William Street, to the east by Nicholas Lane, to the south by Cannon Street and to the west by Abchurch Lane. The site comprises of five post war buildings built between 1950's and late 1970's and late 19<sup>th</sup> century building. The buildings range between ground and four and ground and seven storeys high. The combined floorspace of the buildings total 14,609sq.m (GIA) and 14,973sq.m (GEA) of which office (14,014sq.m) and retail (273sq.m) floor space. The buildings have the following addresses.
  - 10 King William Street
  - 12 Nicholas Lane
  - 14 Nicholas Lane
  - 143-149 Cannon Street
  - 135-141 Cannon Street
  - 20 Abchurch Lane
2. King William Street is characterised by imposing, largely classical stone fronted buildings, which share a consistent scale, height (5-6 storeys), massing and vertical emphasis. Cannon Street is more eclectic in character as the storey heights differ along the street. Between Cannon Street and King William Street run a series of interconnecting streets that are limited in width creating a "canyon" effect. There are a number of courts and alleys feeding off these routes, with the adjacent Abchurch Yard to the west of the site. The uses of the buildings are predominantly commercial office use with retail to Cannon Street.
3. The site is situated in Bank Conservation Area on the south side of King William Street approximately 180metres south of Bank Station and approximately 130 metres north-west of the Monument Station.
4. Listed buildings in the vicinity include St Mary Abchurch (Grade I) and 15 Abchurch Lane (Grade II) both located opposite the site on the west side of Abchurch Lane, 3-7 King William Street (Grade II), 1 King William Street (Grade II), 113, 115, 117 123-127 and 129 Cannon Street (Grade II), 29 Martin Lane (Grade II) and railing, stone wall and gates of the former Churchyard of St Martin Ongar off Martin Lane.

## **Proposal**

5. The application is for the demolition of all six existing buildings with exception of the facade to 20 Abchurch Lane and redevelopment to provide a single six storey building (plus basement and roof plant) with ground floor retail (A1/A2/A3/A4/A5) and office B1 use. The overall floor space would be 18,214sq.m GEA (17,250sq.m GIA) with 17,070sq.m GEA (16,159sq.m GIA) in office use and 1,144sq.m GEA (1,091sq.m GIA) in retail use (A1, A2, A3, A4 or A5). The development incorporates the dismantling and reconstruction of the existing facade of 20 Abchurch Lane further to the south, fronting onto Abchurch Yard.

6. The proposed development makes provision for a new Bank station entrance and associated infrastructure at ground floor level to Cannon Street to be provided as part of the Bank Station Capacity Upgrade Project (BSCU) which does not form part of the current application. The Bank Station Capacity Upgrade seeks to mitigate the serious existing and anticipated shortfalls in the passenger capacity of Bank Station through below ground works and the introduction of a new surface level station entrance hall. The Bank Station Capacity Upgrade works will be the subject of a separate application for a Transport and Works Act Order (TWAO).
7. At ground floor level, a double height glazed office reception area would be accessed from the King William Street through two sets of revolving doors and associated pass doors. The new station entrance and associated infrastructure occupy the south and eastern side of the site. The station accommodation would occupy a double height space.
8. Office floorspace would be provided at first to fifth floor levels with the sixth floor split between plant rooms and office accommodation. Further plant is enclosed at roof level. Cycle storage, changing facilities and plant would be provided at basement level with a central core to provide lift and stair access between levels.
9. The retail unit would be accessed from Abchurch Lane and from Cannon Street and would have a full mezzanine level.
10. A service yard is provided at ground floor level, accessed from Abchurch Lane via folding doors. It contains a loading bay, two disabled parking spaces and waste storage facilities to serve the offices and retail uses.

### **Consultations**

11. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme. Some matters are referred to under Considerations and others would be dealt with by conditions.
12. The applications were publicised in the press and on site. Individual letters were sent to residential properties in 5 Martin Lane, 6 Martin Lane, 28 Martin Lane, 29 Bush Lane, 35 Bush Lane, 20 St Swithins Lane and 5 & 7a Laurence Pountney Lane as well as St Mary Abchurch Church and St Clements Church.
13. The applicants undertook extensive pre-application consultations which included a public exhibition held at Regina House, 1-5 Queen Street in December 2013.
14. The application has been referred to the Greater London Authority and they have confirmed that the application does not need to be referred back to the Major and commented as follows:

*“Although the proposed scheme is not fully complaint with the Mayor’s policies in relation to energy, reasonable explanations have been set out in the energy section of this report to justify this. The proposed scheme does not raise any other strategic issues and is broadly complaint with the London Plan. Therefore, on balance, taking into account all material considerations, the proposed development is supported and the Major does not need to be consulted again on this application.”*

The City of London Corporation is asked to take note the following comments:

**Energy:** *Cash in lieu contributions to offset the short fall in carbon dioxide reductions, equivalent to 26 tonnes of CO<sub>2</sub> per annum, should be secured through S106 agreement.*

**Transport:** *The provision of one servicing on site bay should be secured and retained by planning condition; a delivery & servicing plan for both the office and retail element of the proposed development should be secured by condition; the submission of the finalised Construction Logistics Plans for both the demolition and construction phases should be secured by conditions for approval by the City of London Corporation in consultation with TfL; travel plan and contributions towards Crossrail should be secured through section 106 agreement.” (Letter and report attached).*

15. English Heritage has commented that they were pleased to be involved in early discussions regarding these proposals prior to the formal submission of this application and raise no objections.
16. The Conservation Area Advisory Committee commented that “The Committee congratulated the officers on the proposed scheme and the retention and relocation of the existing historic facade. The committee had no objection in principle to the proposal, but considered that there could be a better degree of modelling and that the horizontal cornice line was weak and disappointing and needed to be more pronounced. The Officers were requested to liaise with the applicants to address these matters.” (Letter attached)
17. The Twentieth Century Society object to the loss 10 King William Street and consider the present building to be of high quality and an important example of a 1970’s headquarters building and suggests that options for retention be explored.

The applicants maintain that it would be very difficult to retain the building on technical and commercial viability terms.

Although it is unusual in the context of the late 1970’s in the manner in which it attempts a contextual architectural response to its setting (and acclaimed at the time), the facade today appears somewhat dated with a number of key shortcomings in terms of its relationship to King William Street. This is dealt with in greater detail later in this report.



18. The replacement facade is considered to represent an enhancement in relation to the existing building in terms of its contribution to the Conservation Area, especially King William Street.

19. The Victorian Society objects to the re-location of the re-instated facade of 20 Abchurch Lane ten meters to the south as well as to the re-modelled design of the lower storeys.

The re-location of the facade to the south will provide a frontage to Abchurch Yard that would enhance the Conservation Area and the setting of the listed St Mary Abchurch. Re-locating the facade will address the requirement for a servicing entrance for the development in the least harmful location in townscape terms given the technical infrastructure constraints. The design of the lower storeys are considered appropriate and sympathetic to the architectural integrity of the building.

20. An objection has been received on behalf of McDonald's Restaurants Limited, a commercial occupier of the site, on the grounds that although community stakeholder engagement was carried out at pre application stage the documentation submitted to support the application did not sufficiently explore the opportunities to avoid demolition of the existing buildings on the site. The objection is also on the grounds that a sustainable development *"should be achieved by avoiding demolition through the reuse of existing buildings or their main structures, and minimising the disruption to business and residents, using sustainably sourced materials and conserving water..."*

They raised objection on heritage grounds that the loss of the six buildings on the site, with particular reference to 10 King William Street, results in *"a significant amount of character and interest is provide though the combination of all six different buildings within the block. It is considered that one unified approach may have a detrimental effect to the heritage and architectural interest of the conservation area and neighbouring Grade 1 listed St Mary Abchurch."* (Letter attached)

21. A resident of a flat in Martin Lane has objected, primarily to the noise generated from the demolition, excavation and development, contractor parking and the need for parking for contractors to be controlled to prevent parking in areas such as Cannon Street, Martin Lane, and King William Street from being adversely impacted. Concern was also expressed about the potential impact on air quality to ensure it is properly monitored during the demolition, excavation and development in order to prevent unnecessary pollution and damage to health. All the matters raised will be dealt with as part of the standard conditions relating to the management of demolition and construction and through the approved logistic plan. Noise and vibration from construction sites is controlled by the Director of Markets and Consumer Protection and conditions will be included on any planning permission requiring compliance with schemes to protect nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition and construction. A construction logistics plan will be required to mitigate the impact of construction traffic.

22. The Environment Agency has been consulted and have provided advice on the management of surface water run-off and ensuring that drainage from the development does not increase flood risk either on site or elsewhere. An informative has been attached to the consent.
23. Network Rail were consulted and raised no objection.
24. Thames Water has given advice on water supply and waste water issues. They recommend conditions and informatives which are included on the schedule.
25. Natural England raised no objection subject comments referring to Standing Advice on Biodiversity enhancements and Landscape enhancements.

### **Policy Context**

26. The development plan consists of the London Plan, the saved policies of the Unitary Development Plan and the Core Strategy. The London Plan, UDP and Core Strategy policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
27. The draft Local Plan was published in December 2013 and is expected to be adopted in late 2014 or early 2015. The draft Local Plan has been subject to public consultation on changes to Core Strategy Policy CS1 and new Development Management policies, including DM1.1. These policies seek to protect existing office accommodation and resist the loss of buildings or sites which are suitable for long-term viable office use. Comments received on this consultation have been considered and amendments to policy made and approved by the Court of Common Council.
28. Although the draft Local Plan does not carry the full weight of an adopted plan, it is considered that the plan should carry significant weight as it is at the final stage of pre-submission consultation, prior to formal consideration at public examination. In accordance with the NPPF and Local Plan Regulations, the draft Plan has been considered by the Court of Common Council as sound planning policy for submission to the Secretary of State.
29. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations and Sustainable Design and Construction.
30. Government Guidance is contained in the National Planning Policy Framework (NPPF).

### **Environmental Impact Assessment**

31. This application is accompanied by an Environmental Statement (ES). The ES is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This is to ensure that the importance of the predicted effects and the scope for reducing them are properly understood by the public and the competent authority before it makes its decision.

32. The Local Planning Authority must take the Environmental Statement into consideration in reaching its decision as well as comments made by the consultation bodies and any representations from member of the public about environmental issues.

### **Considerations**

33. The Corporation, in determining the planning application has the following main statutory duties to perform:-
- to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
  - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
  - in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990);
  - to pay special attention to the desirability of preserving or enhancing the character or appearance of any Conservation Area [S 72(1) Planning (Listed Buildings and Conservation Areas) Act 1990].
34. The Environmental Statement is available in the Members' Room, along with the application, drawings and the representations received in respect of the application.
35. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
36. The principal issues in considering this application are:
1. The extent to which the proposals comply with Government policy advice (NPPF).
  2. The extent to which the proposals comply with the relevant policies of the London Plan, Core Strategy and the saved policies of the Unitary Development Plan.
  3. The impact of the proposal on designated and non-designated heritage assets.
  4. The impact on the nearby buildings and spaces, including daylight/sunlight and amenity.

### Economic Development Issues

37. London's status as a world city is founded to a substantial degree on its concentration of international service activities and, most noticeably, by the clustering of financial and business services in the City of London.
38. The importance that is attached to the maintenance and enhancement of the City's role as one of the world's leading financial and business centres is reflected in the policies of the London Plan and Core Strategy, particularly policies 2.10 and CS1.
39. The building would provide high quality office accommodation to meet the demands of the City's major commercial occupiers. The proposed building would provide 17,250sq.m (GIA) of high quality office accommodation, which is an 18% increase over that which currently exists on the site. Using the London Plan's assumed density of 1 person per 16sq.m the number of office workers in the building could be 721 compared with 712 in the existing building.

### Other Uses

40. The site is not within a principal shopping centre but Cannon Street is identified as a Retail Link in the Core Strategy 2011 and published Local Plan.
41. Policy CS20 and DM 20.2 encourages various retail uses in the Retail Links to meet the 2026 target for increased retail space. Policy Shop 2 of the Unitary Development Plan 2002 seeks the replacement of retail uses in development schemes. Policy Shop 3 seeks, where appropriate, the provision of new retail facilities where existing retail facilities are being replaced on redevelopment.
42. A large retail unit (A1, A2, A3, A4, A5) is proposed on the corner of Cannon Street and Abchurch Lane at ground and mezzanine levels which would have the flexibility to be divided into a maximum of three retail units (total retail floor space 1091sq.m). The shop units would have entrances onto Cannon Street and Abchurch Lane. The retail units fronting Abchurch Lane would have shopfronts integrated into the relocated 20 Abchurch Lane facade facing onto Abchurch Yard which would provide an opportunity to add vibrancy and vitality to this pedestrian route and enliven the open space of Abchurch Yard. There would be an overall increase in retail floorspace of 150sq.m.
43. Conditions are proposed which would restrict servicing of the development to day time only. Further conditions have been attached to ensure that the A1/A3/A4/A5 uses shall not be open to customers between the hours of 23:30 on one day and 07:00 on the following day and that no music should be audible outside the premises to control potential noise nuisance from the proposed retail uses.
44. An additional small retail unit is proposed at the northern end of Nicholas Lane on the corner with King William Street. The unit is part of the demise of the new station entrance and is not part of the current application it will form part the TWAO for the station and would enliven the Nicholas Lane facade.

45. The retail units on Cannon Street and Abchurch Lane and the mezzanine floor would contribute to the retail targets set out in Core Strategy CS20 and would provide additional valuable services to workers, residents and visitors.

#### Station and Bank Station Upgrade Strategy

46. The application forms part of the wider works to deliver the Bank Station upgrade that will seek to address serious existing congestion issues at Bank and Monument Station complex and to meet the predicted increases in passengers required to accommodate growth in population and increased rail demand. The station works will be the subject of a separate application for a Transport and Works Act Order (TWAo) to the Secretary of State in mid-2014.
47. It is anticipated that Phase One demolition works will commence in 2016/17 if the Secretary of State has determined the application relating to the Transport and Works Act Order works, with construction occurring once the station works have been completed (estimated 2021/2022). A condition has been attached to the permission to ensure that the development shall only proceed in association with the Transport and Works Act Order for the Bank Station Capacity Upgrade Project.

#### **Design**

##### Existing Buildings

48. A detailed analysis of the contribution of the existing buildings on site has been carried out and is set out below :

##### 10 King William Street

49. This imposing office building dates from 1978 (Fitzroy Robinson and Partners). The Bank Conservation Area Character Statement notes that the building “is clad in granite with giant columns that add interest to the street elevation, and creating a strong vertical rhythm and monumentality of scale appropriate to the setting, slightly weakened by the raking lightwell which breaks the streetline at pavement level”.
50. Although the building reflects the monumental proportions of King William Street in terms of the large columns and cornice band the facade is not considered to be exceptional. The manner in which it attempts a contextual architectural response to its setting is unusual for a 1970’s building and was acclaimed at the time. However, the facade is somewhat dated with a number of key shortcomings in terms of its relationship to its King William Street context.
51. The proportions of the facade and the modelling are heavy, coarse and somewhat cumbersome especially when viewed in the context of the more intricate and refined detailing and proportions of other buildings in King William Street. The facing granite appears harsh along side the Portland stone facades that are characteristic of King William Street. The ground floor elevations, its raked base and interface between the corners and the public realm is poor and unconvincing. In this respect

the building is considered to make a neutral contribution to the character and appearance of the Conservation Area and its replacement with a building which makes a better contribution is considered acceptable in principle. The scheme involves the demolition of this building.

#### 20 Abchurch Lane

52. This fine facade of 1885 is the surviving remnant of the George Sherrin's Cannon Street Buildings which had a Cannon Street frontage before this part was demolished in the 1950's. The building has a very fine rubbed red brick with stone dressings and Doric columns and polished purple granite ground floor with an exceptional level of detailing and workmanship. It represents a very convincing facade contributing substantially to the character and appearance of this part of the Bank Conservation Area. The building is considered to represent an undesignated heritage asset both in terms of its individual architectural merit and its important contribution to the Bank Conservation Area. The scheme involves the dismantling of the facade and its re-construction slightly south of its current location on Abchurch Lane. A condition attached to the permission requires a survey, detailed specification and schedule of works for dismantling and reinstatement the Abchurch Lane facade.

#### 135-141 Cannon Street

53. This is a glazed curtain walled building with a Portland stone return elevation and frame which is a 1980 re-cladding of a 1957 building. The building is unexceptional in appearance and appears monotonous and bland in the streetscape with a poor level of detailing and modelling. It appears incongruous alongside the denser grain of masonry facades on this part of Cannon Street. In addition the set back in the return elevation of the building on Abchurch Lane looks particularly illfitting and uneasy. It does not contribute positively to the character and appearance of the Conservation Area. The scheme involves the demolition of this building.

#### 143-149 Cannon Street

54. As with its neighbour, this is a glazed curtain walled building (Lewis Solomon, Kaye and Partners) from 1963. The building is very similar in appearance to its neighbour and is bland with a poor level of modelling and detailing. It does not contribute to this part of the Conservation Area. The scheme involves the demolition of this building..

#### **Bulk, Height and Massing**

55. The scheme has been designed to respect the distinctive qualities of all four street frontages (King William Street, Cannon Street, Abchurch Yard and Nicholas Lane). In particular the intention is that each facade reflects the important sense of hierarchy between the principal King William Street and Cannon Street frontages and the secondary alleys of Abchurch Yard and Nicholas Lane.

56. The height of the scheme is informed by both wider and local considerations. On a wider level, the southern part of the site lies within the wider setting consultation area of the Protected Vistas of St Paul's from Primrose Hill and Greenwich Park. The development has been designed so as not to breach these height thresholds.
57. On a local level, the height of the development relates satisfactorily with the height of the immediate townscape. In particular, King William Street is characterized by a general uniformity of height which the building generally adheres to. The plant storey is set sufficiently back from the building frontage to be concealed in street level views whilst the final office storey has an appropriate recessive quality.
58. The Cannon Street facades relate satisfactorily with the prevailing height of buildings along this street with the set back sixth storey of the south western facade making an appropriate transition of scale down to the Cannon Street buildings to the west. The height of the Abchurch Lane and Nicholas Lane frontages relate satisfactorily to the scale and intimate sense of enclosure of these alleys.
59. The roof plant storey will be concealed from both street level and views from upper storey windows. The BMU will run on rails at roof level around the perimeter of the site and will be garaged set sufficiently back from the Abchurch Lane frontage to be concealed from view.
60. The building line of the proposed scheme will generally line up with the existing building line. The most significant change is the omission of the existing projecting corner on the corner of Nicholas Lane and King William Street so that the building frontage on Nicholas Lane is a continuous line. Although this will involve the loss of the sense of enclosure of Nicholas Lane, particularly in views from the south, the proposal will enhance the visual connection of both parts of Nicholas Lane and allow for improved views of the proposed Underground station entrance from the north.

### **King William Street**

61. The King William Street frontage represents the principal elevation given the townscape importance of the street in the Conservation Area and the highest quality of contextual design is required. The street has a strong sense of collective character in the design of buildings. They are characterized by robust masonry frontages of classical proportions with "punched" window openings, deep modelling and rich detailing. In addition there is a distinctive interplay between the vertical rhythm of window openings, columns and pilasters and very strong horizontal emphasis of projecting cornices and string courses. In addition they are characterized by a strong visual base and a distinctive hierarchy of windows diminishing in size on upper storeys.

62. The proposed facade responds to these characteristic elements and sits comfortably within its context. The building is faced in Portland stone and has a vertical hierarchy which reflects the other facades on King William Street. The recessed upper storey reflects the recessive mansards which are a consistent feature in the streetscape. The glazed roof storey will be sufficiently recessed back from the frontage so as to be largely concealed from streetlevel views. The plant storey above this will be almost wholly concealed from views along King William Street.
63. There is an appropriate depth and modelling to the elevation resulting from deep splayed window reveals, projecting pilasters and string courses. The effects is visual interest both close and from afar. The splayed window reveals will add a particular vibrancy to the frontages in the key oblique views along the street. The ground floor is successful and creates a dynamic and active frontage to the street.
64. The subtle asymmetry in the facade with an off centre bay over the office entrance reflects the controlled asymmetry which characterises other facades on King William Street. This central bay will be picked out with a projecting bronze anodized frame and will line up with the canopy over the office entrance. The King William Street facade addresses the corner of Abchurch Lane and Nicholas Lane in a convincing.
65. There is modelling and the detailing in the Portland stonework and the bronze anodised window frames and spandrels will complement the Portland stone. The facade is considered to strike an appropriate balance between a disciplined, refined approach but with a presence befitting the formal Classicism of the King William Street buildings.
66. It is considered to make a better contribution to the Conservation Area than the existing building and in this respect the loss of the existing building is considered justified.

### **Cannon Street**

67. The southern side of the site has a frontage on to Cannon Street which is a principal thoroughfare with a more informal townscape character. This is by the location for the new underground station entrance, details of which will be considered under the TWAO.
68. The existing two buildings on Cannon Street are unexceptional with glazed curtain walling with little redeeming qualities other than the frontage is broken in to two which relieves some of the monotony of their designs. Both buildings have a rather deadening impact especially on views of the attractive narrow plot widths of the masonry facades to the west.



69. The frontage has been designed as two identifiable building facades to respond to the denser plot widths characteristic of much of Cannon Street. This is achieved in three ways. The eastern part has a stone facade which stands proud of the adjoining facade, the recessed western facade will appear to be a storey lower on the street frontage as its 6<sup>th</sup> storey will be set back, and the angled splayed reveals of the openings on the recessed facade will be clad in bronze anodised metal giving it a coherent separate identity to its neighbour.
70. The manner in which the western half steps down on the Abchurch Yard corner makes a comfortable transition in scale to 131 Cannon Street and the more modest scale of buildings along Cannon Street to the west. The facades have an appropriate robust masonry appearance with a convincing degree of modelling. The materials, bronze anodized metal and Portland stone are high quality, durable and complementary to Cannon Street's character.
71. The double height retail unit on the corner along with the proposed station entrance will result in an active and vibrant frontage on to Cannon Street, enlivening the quality of the public realm.

#### **Abchurch Lane**

72. The scheme has sought to respond to the more intimate secondary nature of Abchurch Lane as a City alley by ensuring the design approach is more restrained and by forming individual elements to reflect the characteristic narrowness of plot widths and urban grain. The existing set back in the building line on the southern end is infilled resulting in a more coherent street frontage with an enhanced sense of enclosure.
73. A key element of the Abchurch Yard elevation comprises the careful dismantling of 20 Abchurch Yard elevation and its reconstruction a little further south. The City has identified this building as an undesignated heritage asset and its retention was a requirement. Its new location is necessary in order to facilitate the new servicing bay given the limitations of the underground infrastructure.
74. The new location of the re-constructed facade will have the benefit of being centred on the attractive public space of Abchurch Yard creating a convincing and appropriate setting to St Mary Abchurch. A method statement from specialist masonry conservators outlines the manner of dis-assembly and details of re-instatement which will be the subject of a detailed condition to ensure the highest quality of re-instatement. The upper storeys of the re-instated facade are designed as a traditional slated mansard roof with traditional dormer windows. The ground floor elevation is re-modelled to incorporate double height bronze anodised shopfronts with a granite plinth. The design approach is appropriate to the character and appearance of the building and will enhance the Bank Conservation Area.

75. The re-constructed building will be visually supported on its southern side with the Portland stone return of the Cannon Street building. The remainder of the Abchurch Lane elevation comprises of two identifiable facades consisting of an appropriately restrained Portland stone return to the King William Street and between this and the re-constructed 20 Abchurch Lane, a separate facade of part Portland stone and bronze anodised cladding. Both elevations read as robust masonry elevations with “punched” openings and introduce a narrower plot width reflecting the more intimate urban grain associated with the narrower City alleys.
76. The central facade will incorporate the entrance the servicing bay. The metal gates will be conditioned to ensure they are of the highest design especially given its location opposite the Grade 1 listed church. Apart from the servicing bay the ground floor elevation with shopfronts and large windows to the office entrance is appropriately active and contributes to the vibrancy of the public realm.

### **Nicholas Lane**

77. The Nicholas Lane frontage comprises of three individual facades with plot widths appropriate to the character of these secondary alleys. These comprise the Portland stone return of the King William Street frontage and the stone return elevation of the Cannon Street frontage. In between these is a separate facade of Portland stone and annodized bronze which has a more recessive quality.
78. The proposed footprint of the building removes the current projecting bay on the corner of King William Street which results in a wider opening to Nicholas Lane. This is considered acceptable, especially given the enhanced views of the future underground station entrance from the north east which will be an important wayfinding element.
79. Although the station frontage and ground floor elevations on Nicholas Lane will be the subject of a seperate application details are included on the drawings for information purposes. The return elevation to the new underground station has large windows which will allow views in to the underground station from Nicholas Lane ensuring its presence on the street.

### **Impact on surrounding Conservation Areas**

80. Laurence Poutney Hill Conservation Area lies to the south of the site. The Cannon Street frontage will be visible in views northwards along Laurence Poutney Hill where it will appear as an appropriately restrained masonry facade. This represents an enhancement on the existing glazed curtain walled facades. The proposal will not harm views out of or the setting of the Conservation Area.

### **Setting of listed buildings**

81. The Grade 1 listed church of St Mary Abchurch is located on the opposite side of Abchurch Lane to the site. The re-instatement of the No 20 Abchurch Lane facade southward would significantly enhance its setting when viewed from Abchurch Yard. The scale and the restrained masonry elevations designed as a series of individual facades provide an appropriate response to the urban grain of Abchurch Lane befitting the setting of the Church.
82. To the west of the site is the Grade 2 listed 5 King William Street (including 14, 15 Abchurch Lane). The masonry facade represents a contextual response and is an appropriate and sympathetic neighbour to the listed building.
83. Three Grade 2 listed buildings are located to the west of the site Nos 121-129 Cannon Street (odd). The proposed development will be viewed in the setting of these buildings in views along Cannon Street. The proposal will not harm the setting of the listed buildings will represent an improvement to elevations of the existing buildings.

### **London Views Management Framework**

84. The southern part of the site (135-149 Cannon Street) lies within the Wider Setting Consultation Area of two Protected Vistas ; 4A.1 Primrose Hill to St Paul's and 5A.2 (Greenwich Park to St Paul's. The southern section of the roof of the development steps downwards to be below the threshold heights of both views.
85. In addition given the comparatively modest height of the proposed scheme the impact on other Assessment points identified in the London Views Management Framework will be negligible and none will be harmed.

### **Other Views**

86. The site does not fall within any of the five Monument Views Policy Areas. Nevertheless, the scheme in particular the plant enclosure will be seen against the backdrop of the recently completed New Court development. The plant storey will obscure the top of the cupola of St Mary Abchurch although the spire crowning the cupola will still be readily visible from the Monument.

### **Daylight, Sunlight and Overshadowing**

87. The Environmental Statement assesses the potential impacts on daylight and sunlight to neighbouring buildings including 1 Abchurch Yard which contains a residential unit and on overshadowing of Abchurch Yard itself, using the Building Research Establishment (BRE) guidelines.

88. The BRE guidelines have three methods for assessing daylight changes: Vertical Sky Component (VSC) which measures daylight received on the external plane of windows (27% VSC is the ideal target figure); No Sky Line which seeks to ensure that 80% of a room would have a view of the sky; and Average Daylight Factor (ADF) which considers the daylight within the room and its use (BRE minimum standard = Kitchen - 2%, Living Room - 1.5%, Bedroom - 1%). Where the daylight falls below the relevant standard the guidelines say that if the window or room retains at least 80% of its former value the difference would not be noticeable.
89. The impact on the residential unit at 1 Abchurch Yard is below what would be considered to be noticeable when measured using the VSC and ADF methods of assessment (*10.42% and -6.66% respectively – less than a 20% reduction which is fully compliant with the BRE Guidelines*). Currently there is very limited direct sunlight to Abchurch Yard and the proposal would have no additional impact to the daylight or in further overshadowing.

#### Sustainability & Energy

90. The applicants have submitted a Sustainability Statement, including a BREEAM New Construction 2011 (Offices) pre-assessment and an Energy Statement. The redevelopment of the building provides the opportunity to improve its energy performance over the Building Regulations 2010 compliant baseline. The following passive design measures would be incorporated:
- Energy efficient building envelope, with limitations on 20 Abchurch Lane facade;
  - vertical and horizontal facade elements designed to provide shading;
  - green roof;
  - energy efficient lighting and controls, maximising natural daylight;
  - specification of energy efficient plant.
91. By utilising passive design and energy efficiency measures, the development is estimated to achieve an 18% carbon emissions savings over the Building Regulations 2010 compliant baseline scheme.
92. The connection of the development into a district heating network is currently not possible but the opportunity for a future connection would be provided.
93. The incorporation of a Combined Heat and Power (CHP) system is not considered to be efficient.

94. An assessment of low carbon and renewable energy technologies has been provided that concludes that air source heat pumps would provide space heating and air conditioning and offer the greatest potential for reducing carbon emissions. The percentage of the heat demand met by this system is 71% whilst 29% is met by gas boilers. In addition, a photovoltaic array of 366sq.m area is proposed to be installed on the roof. These systems would result in further carbon emissions savings of 15 %. Other technologies are not considered to be feasible due to the highly constrained nature of the site above and below ground.
95. The submitted energy strategy demonstrates that the development has the potential to achieve a 30% carbon emission reduction over a Building Regulations compliant building. This would result in a shortfall of 10 % carbon emissions savings in relation to the London Plan target of 40%, and offset payments may be required if evidence cannot be provided to demonstrate that this building type cannot meet the target on site.
96. The BREEAM pre-assessment rating for the building has an “excellent” rating and indicates no outstanding issues which should be addressed in the City context.
97. The sustainability statement positively addresses climate change adaptation and sustainable design, in particular energy efficiency, sustainable materials, conserving water resources, sustainable urban drainage, waste management, pollution, urban greening and biodiversity and is considered to be acceptable. A rainwater recycling system is proposed to collect and treat rainwater for WCs and contribute to reducing water run-off, assisted by a green roof on the southern part of the site.

#### Transport, Servicing & Parking

98. A loading bay is provided off Abchurch Lane. This area has direct access from both the retail and office areas and complies with the relevant standards.
99. Off-street refuse collection, using split body refuse collection vehicles is proposed as a consequence of width constraints in Abchurch Lane. A minimum 4.75m headroom clearance will be provided in the loading bay to accommodate this type of vehicle.
100. It is estimated that the development would generate 51 service vehicle trips on a typical day.
101. The development provides no car or motorcycle parking, except for two disabled users bays located in the ground floor servicing area.
102. 142 cycle parking spaces would be provided to serve the retail and office users. These are located in the basement and would be accessed through the service bay via a lift and stairs. Changing, shower and locker facilities are included adjacent to the cycle store.
103. Hours of servicing are proposed to be restricted to avoid night time disturbance.

104. A Servicing Management Plan will be required in order to rationalise servicing and security checking and a Travel Plan will be required to improve the sustainability of the development.

#### Security

105. The applicant has consulted with the City of London Police Architectural Liaison Officer, whose recommendations are being followed, in accordance with, Secured by Design principles. The proposed Over Site Development would incorporate counter terrorism measures within the building facades and consequently would not require the provision of any security measures in the public realm or highway in relation to this part of the proposal. Measures to protect the station entrance and area occupied by the station are separate from this application and will be dealt with under the TWAO.

#### Access

106. The development would achieve a good level of inclusive design with step free circulation routes and level entrances. The office lobby is accessed via two revolving doors and two adjacent power assisted pass doors. Level access would be provided to retail units on Cannon Street and Abchurch Lane and a lift connects the ground floor retail space with the retail space at mezzanine level.
107. Two parking spaces for sole use by disabled persons are located in the ground floor service bay within easy reach of lift access to all floors of the development.

#### Stopping up

108. Changes arising to existing footways from the development are as follows:
109. The small areas of footway at the eastern end of Cannon Street and the southern end of Nicholas Lane (totalling 10.6sq.m) would be stopped up to facilitate the new alignment of the building in this location and provide passive provision for the new station entrance. In addition a small area designated as permissive path on the corner of Cannon Street and Nicholas Lane within the ownership of the applicant will be built over in the new development
110. The building provides various setbacks from the highway boundary on all four elevations which provides the opportunity to provide local widening of the footways. While the loss of public highway is not generally supported by the City of London, in this instance the loss is to facilitate the new station entrance and capable of being offset by the creation of a greater area of public realm (over 80sq.m.). A ground plan showing the areas in question is attached to this report.

## Archaeology

111. The site is in an area of important archaeological potential with potential for remains from all periods from Roman, medieval and post-medieval periods to survive on the site, and limited potential for survival from the prehistoric period. It is located close to the Roman riverfront, the building known as the Roman Governors Palace and basilica-forum. There is high potential for Roman survival; buildings and occupation, including tessellated floors, have been recorded on and close to the site and there is evidence for a Roman road which may cross the south side of the site. There is lower potential for later Saxon and medieval periods; there is evidence including wells and masonry foundations and documentary evidence for the establishment of churches in the vicinity.
112. The site comprises a number of buildings with different basement levels. 10 King William Street and 20 Abchurch Street have double basements and it is considered unlikely that any archaeological remains survive below this level. The remainder of the buildings on the site have single basements and there is potential for archaeology to survive in these areas.
113. The proposed development with a basement over the western part of the site would have an impact on archaeological remains due to new groundworks and lowered basement levels.
114. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation design, to provide additional information on the character and nature of archaeological survival and to design an appropriate mitigation strategy to record archaeological remains that would be disturbed by the development.

## **Planning Obligations and Community Infrastructure Levy**

115. Under Section 106 of the Town & Country Planning Act 1990 an agreement or planning obligation can be made between parties, usually the developer and the local authority, or a unilateral undertaking can be submitted by a prospective developer:
  - restricting the development or use of land in any specified way;
  - requiring specified operations or activities to be carried out in, on or under or over the land;
  - requiring the land to be used in any specified way; or
  - requiring a sum or sums to be paid to the authority on a specified date or dates or periodically.
116. Planning obligation arrangements were modified by the Community Infrastructure Levy Regulations 2010 ('the CIL Regulations'). The Regulations introduce statutory restrictions on the use of planning obligations to clarify their proper purpose, and make provision for planning obligations to work alongside any Community Infrastructure Levy ('CIL') arrangements which local planning authorities may elect to adopt.

117. Regulation 122 states that it is unlawful for a planning obligation to constitute a reason to grant planning permission when determining a planning application if the obligation does not meet all the following tests:

necessary to make the development acceptable in planning terms;  
directly related to the development; and  
fairly and reasonably related in scale and kind to the development

118. The National Planning Policy Framework (March 2012) stated that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It repeated the tests set out above and then stated that where planning obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. (NPPF paragraphs 203-206).

### **Mayor of London Policies**

#### Mayoral Community Infrastructure Levy (CIL)

119. London Plan Policy 8.3 requires the Mayoral CIL to be paid by developers to help fund strategically important infrastructure, initially focussing on Crossrail. The Mayor has set a charge of £50 per sq.m and this applies to all development over 100sq.m (GIA) except social housing, education related development, health related development and development for charities for charitable purposes.

#### Mayoral Planning Obligations

120. Since April 2010 the Mayor of London has sought contributions towards the cost of funding Crossrail through the negotiation of planning obligations in accordance with London Plan Policy 6.5. Mayoral planning obligations are payable by developers according to an indicative level of charges for specific uses set out in the Mayoral SPG (April 2013): offices (£140 per sq.m net gain in GIA floorspace), retail (£90) and hotels (£61) provided there is a net gain of 500sq.m for that use.
121. The Mayor of London has stated in his Mayoral CIL Charging Schedule (April 2012) that he will not 'double charge' developments that are liable for both Mayoral CIL and Mayoral planning obligations payments for Crossrail. His approach is to treat any Mayoral CIL payment as a credit towards any Mayor planning obligation liability. Therefore the Mayoral planning obligation liability can be reduced by the Mayoral CIL.
122. At the time of preparing this report the Mayoral CIL has been calculated to be £132,050. The full Mayoral planning obligation has been calculated to be £361,990 but this would be reduced to £229,940 after deduction of the Mayoral CIL. It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of payment and should therefore only be taken as indicative figures at this point.



123. These contributions towards the funding of Crossrail will be collected by the City Corporation. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income as an administration fee; the remainder will be forwarded to the Mayor of London. The whole of the Mayoral planning obligation income received will be forwarded to the Mayor. However, the developer will also be liable to pay an additional £3,500 Mayoral planning obligation administration and monitoring charge to the City Corporation. The total contributions due in accordance with the Mayoral CIL and Mayoral planning obligation policies are summarised below:

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution £</b>	<b>Forwarded to the Mayor £</b>	<b>Retained by City Corporation £</b>
Mayoral Community Infrastructure Levy payable	132,050	126,768	5,282
Mayoral planning obligation net liability*	229,940	229,940	Nil
Mayoral planning obligation administration and monitoring charge	3,500	Nil	3,500
<b>Total liability in accordance with the Mayor of London's policies</b>	<b>365,490</b>	<b>356,708</b>	<b>8,782</b>

\*Net liability is on the basis of the CIL charge remaining as reported and could be subject to variation.

#### **City of London's Planning Obligations SPG policy**

124. On 8th June 2004 the City's Supplementary Planning Guidance on Planning Obligations was adopted. This policy seeks a contribution of £70sq.m from developments over 10,000sq.m provided that there is also an increase of 2,000sq.m.
125. In this case the proposed net increase would be 3241sq.m (GEA). On the basis of the figure indicated in the Supplementary Planning Guidance, the planning obligation figure would be £226,870. It is the City's practice that all financial contributions should be index-linked with reference to the appropriate index from the date of the Committee resolution.

<b>Category</b>	<b>Contribution £</b>	<b>Percentage share %</b>
<b>Total Contribution under City's SPG</b>	<b>226,870</b>	
Allowance for Monitoring of Agreement by City (1%)	2,268.70	
<b>Balance available for allocation</b>	<b>224,601.30</b>	<b>100</b>
<b>Proposed allocations:</b>		
Transport for London for use for the Bank Station Capacity Upgrade project as part of the Transport and Works Act	224,601.30	100

### **Allocation to Bank Station Capacity Upgrade**

126. Bank is one of the busiest underground stations and experiences significant and growing congestion on a regular basis. Bank station is of vital importance for accessibility to the heart of the City and for the continued growth of the City as a world financial and business centre. The area around Bank is undergoing significant change with a number of new large developments and an associated rise in workers and visitors using the streets and the Underground network. The City's Bank Area strategy identifies the area as an important hub providing links and routes across the City.
127. The City Corporation recognizes the fundamental importance of a major upgrade of the station to address current congestion problems and provide additional capacity for future growth and is working in partnership with TfL to deliver station capacity improvements and surface level enhancement. It is therefore proposed the full S106 contribution is paid to Transport for London for use for the Bank Station Capacity Upgrade project as part of the Transport and Works Act Underground development.

### **Highway Reparation and other Highways obligations**

128. The cost of any reparation works required as a result of the development will be the responsibility of the developer.
129. If required, prior to implementation and based on the City's standard draft, the developer will be obligated to enter into an agreement under Section 278 of the Highways Act 1980 to meet the cost of highway works that are necessary to meet the burden placed on the highway network by the development.

## **Utility Connections**

130. The development will require connection to a range of utility infrastructure. Early engagement by the applicant about utilities infrastructure provision will allow for proper co-ordination and planning of all works required to install the utility infrastructure, particularly under public highway, so as to minimise disruption to highway users. A s106 covenant will therefore require the submission of draft and final programmes for ordering and completing service connections from utility providers in order that the City's comments can be taken into account, and will require that all connections are carried out in accordance with the programme. Details of the utility connection requirements of the Development including all proposed service connections, communal entry chambers, the proposed service provider and the anticipated volume of units required for the Development will also be required.

## **Local Training, Skills and Job Brokerage Strategy (Construction)**

131. It is suggested the applicant should submit for approval details of the Local Training, Skills and Job Brokerage Strategy (Construction) in line with the aims of the City Corporation's Employment Charter for Construction. This Charter aims to maximise job opportunities in the City for residents of the City fringes and offer employment and training opportunities to local people wishing to begin a career in construction. The Strategy will be submitted in two stages: one to be submitted prior to the First Preparatory Operation Date in respect of the Preparatory Operations; the second to be submitted prior to Implementation in respect of the Main Contract Works Package.

## **Local Procurement**

132. It has been proposed the developer should submit for approval a Local Procurement Strategy prior to commencement of demolition. The Local Procurement Strategy shall include details of: initiatives to identify local procurement opportunities relating to the construction of the development; initiatives to reach a 10% target for local procurement, from small to medium sized enterprises in the City and City fringes; the timings and arrangements for the implementation of such initiatives; and suitable mechanisms for the monitoring of the effectiveness of such initiatives e.g. a local procurement tracker can be used to capture this information.
133. The developer will be required at the 6 month stage, or half way through the project (whichever is earliest), to report to the City of London Corporation's Economic Development Office on their performance against the 10% local procurement target.

## **Carbon Off-setting**

134. The London Plan sets a target for major developments to achieve an overall carbon dioxide emission reduction of 25% increasing to 40% from 2013-2016, through the use of on-site renewable energy generation. The applicant will be required to submit a post construction

sustainability assessment. If this target is not met on site the applicant will be required to meet the shortfall through cash in lieu contribution. The contribution will be secured through the section 106 agreement.

### **Monitoring and Administrative Costs**

135. A 10 year repayment period would be required where by any unallocated sums would be returned to the developer 10 years after practical completion of the development.
136. The applicant will pay the City of London's legal costs incurred in the negotiation and execution of the legal agreement and the City Planning Officer's administration costs in respect of the same. 1% of the total contribution (secured under the City's SPG) will be allocated to the monitoring of the agreement.
137. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

### **Conclusion**

138. The proposal supports the strategic objective of the Corporation to promote the City as the leading international financial and business centre. It would provide an employment led mixed use development which supports the economic policies of the London Plan and LDF Core Strategy and would provide an increase in high quality floor space.
139. The proposal is in substantial compliance with the development plan policies that relate to it and in particular it supports the objective of promoting the City as the leading international financial and business centre.
140. An objection was received from a resident in Martin Lane concerning the potential impact of noise from construction and demolition, disturbance from lorry movements, parking and air quality. All these matters will be dealt with as part of the standard conditions relating to the management of demolition and construction and through the approved logistic plans.
141. Objections have been raised to the re-location and alterations to 20 Abchurch Lane and loss of 10 King William Street because of the contribution these facades make to the conservation area.
142. The proposed King William Street facade, especially in its use of Portland stone, contextual proportions and modelling and the manner in which it reflects the unifying characteristics of King William street as a townscape composition is considered to make a better contribution to the Conservation Area than the existing building.
143. The new location of the re-constructed facade will have the benefit of being centred on the attractive public space of Abchurch Yard creating a convincing and appropriate setting to St Mary Abchurch. The design approach is considered appropriate to the character and appearance of the building and will enhance the Bank Conservation Area.

144. The proposals do not have a detrimental impact on the setting of listed buildings, Conservation Areas and non-designated heritage assets in the vicinity.
145. The application forms part of the wider works to deliver the Bank Station upgrade that are required to address serious existing congestion issues at Bank and Monument Station complex and to meet the predicted increases in passengers required to accommodate growth in population and increased rail demand. It is concluded that the proposal overall is to be welcomed subject to conditions and to a Section 106 agreement to facilitate the construction of the development only in association with the Transport and Works Act Order (TWAO) for the Bank Station Upgrade Strategy.

## **Background Papers**

### **Internal**

Memo	14.03.2014	Waste and Amenity Manager
Memo	31.03.2014	Department of Markets and Consumer Protection
Memo	14.05.014	Waste and Amenity Manager
Letter	21.05.2014	Access Adviser to TfL

### **External**

Email	12.03.2014	Thames Water
Letter	17.03.2014	Planware
Letter	20.03.2014	Natural England
Letter	21.03.2014	London Underground
Email	25.03.2014	Network Rail
Email	27.03.2014	Peter Hoyle
Email	31.03.2014	Environment Agency
Letter	02.04.2014	Transport for London
Email	04.04.2014	Department for Communities and Local Government to TfL
Letter	20.03.2014	Greater London Authority
Letter	25.03.2014	English Heritage
Email	25.03.2014	Network Rail (Property)
Letter	10.04.2014	The Victorian Society
Letter	01.05.2014	Twentieth Century Society
Letter	18.04.2014	Conservation Area Advisory Committee
Email	23.04.2014	TfL L Stritch to GLA
Email	24.04.2014	TfL L Stritch
Letter	24.04.2013	Greater London Authority including planning report 24 <sup>th</sup> April 2014
Letter	01.05.2014	London Underground

Design and Access Statement 02.2014 TfL

Appendix :Utilities Impact Assessment

Planning Statement 02.2014 TfL

Appendix :Health Urban Planning Checklist

Appendix :Public Consultation

Heritage Statement 02.2014 TfL

Energy Statement 02.2014 TfL

Environmental Statement 02.2014 TfL

Appendix: EIA Scoping Report

Appendix: Code of Construction Practice (CoCP)

Appendix: Transport Assessment

Appendix: Servicing and Waste Management Statement

Appendix: Construction Logistics Plan (CLP)

Appendix: Archaeological Desk Based Assessment

Appendix: Site Waste Management Plan

Sustainability Statement:|

Appendix: BREEAM pre-assessment

Strategic Framework Travel Plan 02.2014 TfL

Drawing numbered 993-10-P-1012

Environmental Statement Chapter 11 Archaeological Assessment Addendum  
dated March 2014 London Underground Ltd

Appendix A11.1 – Archaeology Archaeological Baseline Assessment URS,  
London Underground Ltd February 2014

## **Appendix A**

### London Plan Policies

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

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

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

Policy 7.4 Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of

surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

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

Policy 7.6 Buildings and structures should:

- a be of the highest architectural quality
- b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
- c comprise details and materials that complement, not necessarily replicate, the local architectural character
- d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings
- e incorporate best practice in resource management and climate change mitigation and adaptation
- f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g be adaptable to different activities and land uses, particularly at ground level
- h meet the principles of inclusive design
- i optimise the potential of sites.

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

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

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

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

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

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

## **Unitary Development Plan and Core Strategy Policies**

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

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

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

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

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

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

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

To manage the impact of development, seeking appropriate contributions having regard to the impact of the contributions on the viability of development.

### ***CS6 Meet challenges Cheapside/St Paul's***

To develop Cheapside and St Paul's area as the City's 'high street' and key visitor destination, increasing the amount of high quality retailing, promoting the City's unique cultural and leisure activities and heritage, and improving the pedestrian environment.

### ***CS10 Promote high quality environment***

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

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

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

***CS15 Creation of sustainable development***

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

***CS16 Improving transport and travel***

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

***CS17 Minimising and managing waste***

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

***CS18 Minimise flood risk***

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

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

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

***CS20 Improve retail facilities***

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

***SHOP3 Seek increased retail facilities***

To seek, where appropriate, the provision of new or increased retail facilities, particularly where:

- i. existing retail shop facilities are being replaced on redevelopment in accordance with policy SHOP 2;
- ii. the site is in or close to a shopping centre;
- iii. the site is close to a public transport interchange;
- iv. there is a riverside frontage.

### ***ARC1 Archaeology - evaluation and impact***

To require planning applications which involve excavation or groundworks on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site including the impact of the proposed development.

### ***ARC2 To preserve archaeological remains***

To require development proposals to preserve in situ, protect and safeguard important ancient monuments and important archaeological remains and their settings, and where appropriate, to require the permanent public display and/or interpretation of the monument or remains.

### ***ARC3 Recording of archaeological remains***

To ensure the proper investigation, recording of sites, and publication of the results, by an approved organisation as an integral part of a development programme where a development incorporates archaeological remains or where it is considered that preservation in situ is not appropriate.

### ***ENV11 Preserve contribution to CA***

To resist the demolition of buildings which make a positive contribution to the character or appearance of a conservation area and to encourage their sympathetic refurbishment.

### ***ENV28 Design of building services***

To ensure that building services are satisfactorily integrated into the architectural design of the building (with particular reference to its roof profile) and to resist installations which would adversely affect the character, appearance or amenities of the buildings or area concerned.

### ***ENV29 High standard of shopfront design***

To ensure that the provision of shopfronts is of a high standard of design and appearance and to resist inappropriate designs and alterations.

### ***ENV35 To protect daylight and sunlight***

To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to levels which would be contrary to the Building Research Establishment's guidelines.

### ***SHOP2 Seek replacement of retail uses***

To seek the replacement of retail uses in development schemes and to ensure that such replacements are primarily at the pedestrian level.

***TRANS15 Seek off-street servicing***

To seek, where appropriate, the provision of off-street servicing facilities in such a way as:

- i. to ensure that the location and design of vehicular access and servicing arrangements minimise the adverse effects on the adjoining highway and pay due regard to the environment and the convenience and safety of pedestrians;
- ii. to ensure that vehicular servicing and servicing access is avoided on or onto Tier 1-3 roads, except where a practical alternative cannot be provided; and
- iii. to enable vehicles to enter and leave premises in a forward direction.

***TRANS22 Require cycle parking***

To provide cycle parking facilities by:

- i. requiring the provision of private parking space for cycles in development schemes;
- ii. maintaining an adequate overall number of spaces for cycles in public off-street car parks; and
- iii. providing an adequate supply of cycle parking facilities on-street.

***UTIL6 Provision for waste collection***

To require adequate provision within all developments for the storage, presentation for collection, and removal of waste, unless exceptional circumstances make it impractical; to encourage provision to allow for the separate storage of recyclable waste where appropriate.

## SCHEDULE

APPLICATION: 14/00178/FULEIA

**Site Bounded By King William Street, Cannon Street, Abchurch Lane & Nicholas Lane Incorporating 10 King William Street, 12 Nicholas Lane, 14 Nicholas Lane, 135-141 Cannon Street, 143-149 Cannon Street & 20 Abchurch Lane London EC4.**

**Demolition of the existing buildings and redevelopment with a new office (Class B1) building at part basement, ground floor and six upper floors (17,250sq.m total GIA) with retail (Class A1/A2/A3/A4/A5) uses at part ground and mezzanine levels (1,091sq.m GIA) incorporating reconstruction of the existing historic facade at 20 Abchurch Lane. Passive provision for a new Bank Station Entrance Hall on Cannon Street and associated infrastructure at ground floor level.**

## CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.  
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 No development on that part of the development site shown [hatched] shall be commenced unless and until all interests in that land are subject to and bound by the terms of a section 106 Town and Country Planning Act 1990 agreement or undertaking, such agreement or undertaking to be in the form of the section 106 Town and Country Planning Act 1990 agreement to be entered into between [London Underground Limited and the City of London Corporation] related to this planning permission and dated \_\_\_\_.  
REASON: The development hereby permitted shall not commence except in association with the works approved by the Secretary of State pursuant to a Transport and Works Act Order for the Bank Station Capacity Upgrade Project
- 3 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition taking place on the site. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the



Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme.

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policy of the Core Strategy: CS15.

- 4 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects shall be submitted to and approved in writing by the Local Planning Authority prior to any construction work taking place on the site. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the construction process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.  
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policy of the Core Strategy: CS15.
- 5 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site deconstruction of the existing buildings has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).  
REASON: To ensure that deconstruction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.
- 6 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site construction of the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).  
REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.

- 7 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.  
REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Unitary Development Plan 2002: ARC 1.
- 8 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.  
REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policies of the Unitary Development Plan: ARC2, ARC3
- 9 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.  
REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policies of the Unitary Development Plan: ARC2, ARC3.
- 10 Before any works including demolition are begun a survey of the perimeter of the existing site shall be carried out and submitted to the LPA showing the existing Ordnance Datum levels of the adjoining streets and open spaces.  
REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan 2002 and Core Strategy: ENV8, CS10, CS16.
- 11 Before any works including demolition are begun details must be submitted to and approved in writing by the local planning authority comprising a site survey of the perimeter of the existing site showing the existing Ordnance Datum levels of the adjoining streets and open spaces and the proposed finished floor levels at basement and ground

floor levels in relation to the existing highway levels. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV8, CS10, CS16.

- 12 Unless otherwise agreed in writing a survey of the facade to 20 Abchurch Lane (1:20 scale plans) shall be submitted to and approved in writing by the local planning authority before any works of demolition take place. The facade shall be carefully removed, stored as necessary and rebuilt in accordance with the drawings and the Heritage Statement Appendix 1 PAYE report hereby approved.  
REASON: To ensure that these parts of the facade retained for re-use to preserve the character and appearance of the conservation area in accordance with the following policy of the Core Strategy: CS12.
- 13 Before any works herein permitted are begun, a structural report confirming that the structural integrity of St Mary Abchurch church will be safeguarded shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details. A staged scheme may be submitted but no works in any individual stage shall be commenced until the related report has been submitted to and approved in writing by the Local Planning Authority. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.  
REASON: To ensure that the structural integrity of St Mary Abchurch church is safeguarded in accordance with the following policies of the Unitary Development Plan and Core Strategy: CS12.
- 14 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works hereby permitted are begun.  
REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Core Strategy: CS3.
- 15 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.  
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or

environmental conditions in order to protect the amenity of the area in accordance with the following policies of the Core Strategy: CS15.

- 16 No works except demolition to basement slab level shall take place until a detailed site investigation is carried out to establish if the site is contaminated and to determine the potential for pollution of the water environment. The method and extent of this site investigation shall be agreed in writing with the Local Planning Authority prior to commencement of works to at or below basement slab level. Details of measures to prevent pollution of ground and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before the development commences. The development shall proceed in strict accordance with the measures approved.

REASON: To prevent pollution of the water environment in accordance with the following policy of the Core Strategy: CS15.

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

REASON: The proposed works will be in close proximity to underground water utility infrastructure and piling has the potential to impact on local underground water utility infrastructure.

(The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.)

- 18 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.

REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policy of the Core Strategy: CS15.

- 19 Before any construction works hereby permitted are begun a detailed assessment of further measures to improve carbon dioxide emissions savings shall be submitted to and approved in writing by the local planning authority.

REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policy of the Core Strategy CS15.

- 20 Before any construction works hereby permitted are begun details of rainwater harvesting and grey water recycling systems to show rainwater and grey water storage tanks and areas on the roof from which rainwater will be collected shall be submitted to and approved in writing by the local planning authority  
REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policies of the Core Strategy CS15 and CS18
- 21 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:  
(a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;  
(b) details of the proposed new facades including typical details of the fenestration and doors including expansion joints;  
(c) details of ground floor elevations including office and retail entrances;  
(d) details of a typical bay of the development;  
(e) details of soffits, hand rails and balustrades;  
(f) details of the vehicle entrance and gates thereto;  
(g) details of junctions with adjoining premises and the reconstructed building;  
(h) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes, aircraft warning lights and other excrescences at roof level;  
(i) details of ventilation and air-conditioning for the retail and food and drink uses;  
(j) details of the purpose, location and design of all external louvers;  
(k) details of external surfaces within the site boundary including hard and soft landscaping.  
REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Unitary Development Plan and Core Strategy: CS10, CS12, CS13, CS14 ENV28, ENV29.
- 22 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.  
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS 15, ENV 8, CS10, CS16.
- 23 No doors or gates shall open over the public highway.  
REASON: In the interests of public safety

- 24 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.  
REASON: To ensure the satisfactory servicing of the building in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL 6, CS10, CS17.
- 25 No servicing of the premises shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.  
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS21.
- 26 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.  
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, CS10, CS16.
- 27 The A1/A3/A4/A5 uses hereby permitted shall not be open to customers between the hours of 23:30 on one day and 07:00 on the following day unless otherwise agreed in writing by the local planning authority.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.
- 28 Goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall not be accepted or dispatched unless the vehicles are unloaded or loaded within the curtilage of the building.  
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS21.
- 29 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of one pedal cycle per 150 sq.m. of B1 floorspace and one pedal cycle per 50 sq.m. of A1-A5 floorspace (minimum 142 spaces). The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all

times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.

REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Unitary Development Plan: TRANS22.

- 30 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building.  
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Unitary Development Plan: TRANS22.
- 31 A post construction BREEAM assessment (under BREEAM 2011) demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.  
REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Core Strategy CS15.
- 32 Facilities (other than by street level turntable) must be provided and maintained for the life of the development so that vehicles may enter and leave the building by driving in a forward direction.  
REASON: To ensure satisfactory servicing facilities and in the interests of public safety in accordance with the following policy of the Unitary Development Plan: TRANS15.
- 33 The two car parking spaces shown on the approved drawings for disabled users shall be wide enough to enable them to be used by people with disabilities and the spaces shall be marked out accordingly. These spaces shall be provided and maintained throughout the life of the building for use solely by people who are disabled.  
REASON: To ensure provision of suitable parking for people with disabilities in accordance with policy TRANS 21 of the Unitary Development Plan 2002 and that private car parking is not provided without motorcycle parking also being provided in accordance with policies TRANS 18 and TRANS 23.
- 34 The approved loading and unloading areas shall be available at all times for use throughout the life of the building for the occupiers thereof and visitors thereto.  
REASON: To ensure that satisfactory servicing facilities are maintained in accordance with the following policy of the Unitary Development Plan: TRANS15.

- 35 Details of the position and size of the green roof, the type of planting and the contribution of the green roof to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.  
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Core Strategy: CS10, CS15, CS18, CS19.
- 36 Details of the position, size and arrangement of the photovoltaic panel installation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.  
REASON: To assist the environmental sustainability of the development in accordance with the following policies of the Core Strategy: CS10, CS15.
- 37 Details of a Servicing Management Plan demonstrating the arrangements for control of the arrival and departure of vehicles servicing the premises shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby permitted. The building facilities shall thereafter be operated in accordance with the approved Servicing Management Plan (or any amended Servicing Management Plan that may be approved from time to time by the Local Planning Authority) for the life of the building.  
REASON: To ensure that the development does not have an adverse impact on the free flow of traffic in surrounding streets in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS15, CS16.
- 38 An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building hereby permitted. Within 6 months of first occupation a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The offices in the building shall thereafter be operated in accordance with the approved Travel Plan (or any amended Travel Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.  
REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Core Strategy: CS16.



- 39 Unless otherwise agreed in writing by the Director of Markets and Consumer Protection the level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the nearest window or facade of the nearest premises. The measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. A report demonstrating compliance with this condition must be submitted to and approved in writing by the Local Planning Authority before the plant hereby approved comes into operation.  
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Core Strategy: CS15, CS21.
- 40 Before any works thereby affected are begun, a scheme in the form of an acoustic report compiled by a qualified specialist shall be submitted to and approved in writing by the Local Planning Authority specifying the materials and constructional methods to be used demonstrating that there is adequate sound proofing to both airborne and structure borne noise transmission between the Class A use and the surrounding offices in the building. The development pursuant to this permission shall be carried out in accordance with the approved scheme and so maintained thereafter.  
REASON: To protect the amenities of commercial occupiers in the building in accordance with the following policy of the Core Strategy: CS15.
- 41 No plant or telecommunications equipment shall be installed on the exterior of the building except as may be approved by the Local Planning Authority in writing.  
REASON: To ensure a satisfactory external appearance in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL3, ENV28, CS2, CS10.
- 42 No cooking shall take place within any Class A1, A3, A4 or A5 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Any works that would materially affect the external appearance of the building will require a separate planning permission.  
REASON: In order to protect the amenity of the area in accordance with the following policies of the Core Strategy: CS10, CS15, CS21.
- 43 No live or recorded music that can be heard outside the premises shall be played.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.

- 44 Provision shall be made for disabled people to obtain access to the offices and to each retail unit via their respective principal entrances without the need to negotiate steps and shall be maintained for the life of the building.  
REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Core Strategy: CS10.
- 45 The pass door shown adjacent to or near to the main entrance on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.  
REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Core Strategy: CS10.
- 46 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: 00993-10-P-0020 to 0026 incl, 00993-10-P-0901, 00993-10-P-0999 Rev A, 00993-10-P-1000 Rev A, 00993-10-P-1011 Rev A, 00993-10-P-1001 Rev A, 00993-10-P-1004 to 1006 incl all Rev A, 00993-10-P-1010 Rev A, 00993-10-P-2300 Rev A, 00993-10-P-2301 to 2303 incl, 00993-10-P-2500 Rev A, 00993-10-P-2501 to 2503 incl, 00993-10-P-3301, 00993-10-P-3304 Rev A, 00993-10-P-5001 Rev A, 00993-10-P-5005, 00993-10-P-5007; Appendix 1 PAYE report to the Heritage Statement dated February 2014.  
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

## INFORMATIVES

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

detailed advice in the form of statutory policies in the Core Strategy/ Unitary Development Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

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

- 2 The Mayor of London introduced a Community Infrastructure Levy ("the Mayoral CIL charge") on 1st April 2012 setting a rate of £50 per sq.m on all "chargeable development" in the City of London.

The Mayoral CIL charge will be recorded in the Register of Local Land Charges as a legal charge upon the site when the development commences and the CIL payment will be passed to Transport for London to support Crossrail.

Relevant persons, persons liable to pay and owners of the land will be sent a "Liability Notice" that will provide full details of the charge and to whom it has been charged or apportioned. An "Assumption of Liability" Notice (available from the Planning Portal website: [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil)) must be submitted to the City's Planning Obligations Officer as soon as possible. Please note that the charge identified in the Liability Notice may be revised once all criteria required to complete the calculation are known, including the date when all pre-commencement conditions are discharged and how long before that date any existing buildings were demolished and/or vacated.

The Mayoral CIL charge becomes payable on commencement of development. You are required to submit a "Notice of Commencement" to the City's Planning Obligations Officer prior to commencing on site, and failure to provide such information on the due date will incur both surcharges and penalty interest. You are required to discharge all pre-commencement conditions before commencing the development. There are various measures, charges and surcharges that may apply if you fail to meet these requirements.

- 3 During the construction phase of the development, the City of London Corporation encourages all owners/developers to commit to the principles outlined in the City of London Corporation's Local Procurement Charter, i.e.

- to identify opportunities for local small to medium sized businesses to bid/tender for the provision of goods and services;

- aim to achieve the procurement of goods and services, relating to the development, from small to medium sized businesses based in the City and the surrounding boroughs, towards a target of 10% of the total procurement spend;

- or where the procurement of goods and services is contracted out

- ensure the above two principles are met by inserting local procurement clauses in the tender documentation issued to contractors or subcontractors (further information can be found in our 'Guidance note for developers').

For additional details please refer to the City of London's 'Local Procurement Charter' and 'Local Procurement - Guidance Note for City Developers'. These documents can be found at

[http://www.cityoflondon.gov.uk/Corporation/LGNL\\_Services/Environment\\_and\\_planning/Planning](http://www.cityoflondon.gov.uk/Corporation/LGNL_Services/Environment_and_planning/Planning)

Further guidance can be obtained by contacting the 'City Procurement Project' which provides free advice to City based businesses and City developers. They can signpost you to local supplier databases, give one to one advice and provide written guidance via the City of London Corporation's Local Purchasing Toolkit and other resources.

To access free support in procuring locally please call 020 7332 1532 or email [city.procurement@cityoflondon.gov.uk](mailto:city.procurement@cityoflondon.gov.uk)

#### 4 Thames Water advice

Thames Water requests that the developer should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

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

#### Water Comments

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

#### 5 The Environment Agency advice:

Developers should ensure that any proposed piling methods do not pose a pollution risk to controlled waters. Piling to facilitate building foundations or the installation of ground source heat pumps has the

potential to create a pathway between contaminated shallow soils and deeper geological formations and aquifers. Deep piling can also result in physical disturbance of aquifers.

If piling is proposed, a Piling Risk Assessment will be required to demonstrate that the chosen piling method does not increase the risk of near-surface pollutants migrating into deeper geological formations and aquifers. A Hydrogeological Risk Assessment of physical disturbance to the aquifer should also be undertaken and if unacceptable risks are identified, appropriate mitigation measures must be provided.

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

- 6 The Department of the Built Environment (Highways and Streetworks Team) must be consulted on the following matters which require specific approval:
  - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.
  - (b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City.
  - (c) Connections to the local sewerage and surface water system.
  - (d) Carriageway crossovers.
  - (e) Means of escape and constructional details under the Building Regulations and London Building Acts (District Surveyor).
- 7 The Directorate of the Built Environment should be consulted on:
  - (a) Any intention to carry out works that would have an impact on a listed building.
  - (b) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window cill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath,

over or into any public way (including any cleaning equipment overhanging any public footway or carriageway). You are advised that highway projection licenses do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. In such cases please also contact the Corporate Property Officer, City Surveyor's Department.

(c) Permanent Highway Stopping-Up Orders, dedication of land for highway purposes, declaration, diversion and stopping up of City and Riverside Walkways.

(d) The display of any advertisement material on the premises which may be subject to the City of London Corporation's Byelaws.

- 8 You are requested to notify the City Planning Officer on commencement of the development in order that the works can be inspected and monitored.
- 9 Improvement or other works to the public highway shown on the submitted drawings require separate approval from the local highway authority and the planning permission hereby granted does not authorise these works.
- 10 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

#### Noise and Dust

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

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

- (c) Failure to notify the Markets and Consumer Protection Department of the start of the works or to provide the working documents will result in the service of a notice under section 60 of the Control of Pollution Act 1974 (which will dictate the permitted hours of work including noisy operations) and under Section 80 of the Environmental Protection Act 1990 relating to the control of dust and other air borne particles. The restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.
- (d) Construction work shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise from the site has been submitted to and approved by the Markets and Consumer Protection Department.

#### Air Quality

- (e) Compliance with the Clean Air Act 1993

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

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

## Standby Generators

- (h) Advice on a range of measures to achieve the best environmental option on the control of pollution from standby generators can be obtained from the Department of Markets and Consumer Protection.
- (i) There is a potential for standby generators to give out dark smoke on start-up and to cause noise nuisance. Guidance is available from the Department of Markets and Consumer Protection on measures to avoid this.

## Food Hygiene and Safety

- (j) Further information should be provided regarding the internal layout of the proposed food/catering units showing proposals for staff/customer toilet facilities, ventilation arrangements and layout of kitchen areas.
- (k) If cooking is to be proposed within the food/catering units a satisfactory system of ventilation will be required. This must satisfy the following conditions:

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

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

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

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

- 11 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.



The Granary Walnut Tree Lane Sudbury Suffolk CO10 1BD

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

ACKNOWLEDGED

17 MAR 2014

17<sup>th</sup> March 2014

LPA Ref: 14/00178/FULEIA

**Demolition of the existing buildings and redevelopment with a new office (Class B1) building at part basement, ground floor and six upper floors (16,195sqm GIA) together with retail (Class A1/A2/A3/A4/A5) uses at part ground and mezzanine levels (1,091sqm GIA) incorporating reconstruction of the existing historic facade at 20 Abchurch Lane. Passive provision for a new Bank Station Entrance Hall on Cannon Street and associated infrastructure at ground floor level.**

**Objection on behalf of McDonald's Restaurant's Ltd**

Dear Sirs,

It has been brought to our attention that the above application has been submitted to the City of London Corporation for the demolition of the existing buildings and the redevelopment with a new office building and provision for a New Bank Station Entrance Hall at a site bounded by King William Street, Nicholas Lane, Cannon Street and Abchurch Lane. The McDonald's Restaurant at 143-149 Cannon Street forms part of the application site, which our client holds occupational and reversionary leases for ground floor and basement levels.

#### Community and Stakeholder Engagement

Paragraph 188 of the Framework states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

Whilst the applicant has undertaken several consultations during the period from 2011 to 2013, our client expressed concern to the October 2013 Bank station upgrade consultation due to the resultant redevelopment increasing from the acquisition and demolition of 10 King William Street to all six properties within the block.



The November 2012 consultation referred to three proposals. Proposal 1 (the original base option) would result in the displacement of 12 or 13 occupiers. Proposals 2 and 3 would result in the acquisition of all six building and the approximate displacement of 50 office occupiers and retailers.

The submitted scheme proposes the acquisition and demolition of all six properties and therefore the permanent displacement of all the occupiers. Given concern raised during the consultation period, evidently the consultation did not provide the most suitable "improved outcomes for the community". Given that the base option would still provide the new station and associated economic benefits and would result in the displacement of significantly fewer occupiers.

Chapter 15 of applicants Environmental Statements states that the proposed development would have an overall beneficial socio-economic and community effect. However, there appear to be no assessment of the possible effects of the original base option. This would retain a large proportion of the existing occupiers and therefore may well provide far greater socio-economic and community benefits than the submitted proposal.

The Environmental Statement states that the impact on displaced business will be negligible given the nature of activities taking place on-site (general office and retailing) it is anticipated that the businesses and their employees would be able to find alternative premises / employment locally within the City of London. No further explanation has been provided to assess the ease in which the existing businesses could relocate. Given, local policy restrictions and availability of viable and vacant premises, relocation may not be feasible.

The City of London Core Strategy (adopted September 2011) confirms that the City Corporation and developers should undertake pre-application discussions to explore opportunities to avoid demolition. Whilst this has been undertaken, the Planning Statement and Design and Access Statement fail to justify and provide evidence for the inherent reason for this proposal and do not provide examples to show that all options were explored. For instance, the Design and Access Statement states that Cannon Street provides significantly more pavement width to accommodate the resulting increased pedestrian flows. However, a combination of the base option and 'alternative option B' with the indented façade may have provided the necessary additional pavement width required for the station entrance to be sited on King William Street.

#### Sustainable development and loss of existing commercial uses

Core Strategy Policy CS15 aims to enable City businesses and residents to make sustainable choices in their daily activities creating a more sustainable City, adapted to the changing climate. Paragraph 3 states that should achieved be by 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.

The submitted scheme fails to avoid the demolition of all six existing building and thus causes maximum disruption to the existing business; through the permanent displacement of all existing occupiers.

### Heritage

Core Strategy Policy CS12 aims to conserve or enhance the significance of the City's heritage assets and their settings, and provide an attractive environment for the City's communities and visitors, by:

1. Safeguarding the City's listed buildings and their settings, while allowing appropriate adaptation and new uses.
2. Proposal to preserving and enhancing the distinctive character and appearance of the City's conservation areas, while allowing sympathetic development within them.

Whilst the submitted proposal retains the historic façade of 20 Abchurch Lane. The applicants Heritage Statement provided limited justification for the demolition of 10 King William Street. The statement indicates that the building does not contribute positively to the character or appearance of the conservation area.

This is considerably different to the Bank Conservation Area SPD (adopted January 2012) which states that No. 10 King William Street is clad in granite with giant columns that add interest to the street elevation, and creating a strong vertical rhythm and monumentality of scale appropriate to the setting, slightly weakened by the raking lightwell which breaks the streetline at pavement level.

Indeed it appears that the combination of all six building provided a significant amount architectural interest to the conservation area. The SPD states that in many cases richly articulated facades add definition and interest to King William Street.

With regards to the lanes the SPD confirms that the majority of buildings have been designed to negotiate at least one of these corners, resulting in numerous different focal points breaking the street to both sides at regular intervals.

The SPD also confirms that the late 20th century buildings between Nos. 135 and 149 have a dominant presence on the street despite their lack of detailing. Both have a considerable proportion of glazing to their facades but with stronger vertical elements. Nos. 143-149 relates more successfully to its context.

It is therefore considered that a significant amount of character and interested is provided though the combination of all six different building within the block. It is considered that one unified approach may have a detrimental effect to the heritage and architectural interest of the conservation area and neighbouring Grade I listed St Mary Abchurch.

Conclusion

In light of the above, the proposal is unacceptable in design, principle and contrary to planning policy. We therefore request the application is refused.

Yours sincerely,

A large, irregular black redaction mark covering the signature area.

SARAH CARPENTER

Enc. Notice 1

14/00178

Date: 20 March 2014  
Our ref: 116007  
Your ref: 14/00178/FULEIA

ACKNOWLEDGED



Ms B Bush  
Department of Planning & Transportation  
City of London  
PO Box 270  
Guildhall  
London  
EC2P 2EJ

Customer Services  
Hornbeam House  
Crewe Business Park  
Electra Way  
Crewe  
Cheshire  
CW1 6GJ

**BY EMAIL ONLY**

[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)

T 0300 060 3900

20 MAR 2014

Dear Ms Bush,

**Planning consultation:** Demolition of the existing buildings and redevelopment with a new office (Class B1) building at part basement, ground floor and six upper floors (16,195sq.m GIA) together with retail (Class A1/A2/A3/A4/A5) uses at part ground and mezzanine levels (1,091sq.m GIA) incorporating reconstruction of the existing historic facade at 20 Abchurch Lane. Passive provision for a new Bank Station Entrance Hall on Cannon Street and associated infrastructure at ground floor level.

**Location:** 10 King William Street, London, EC4N 7TW.

Thank you for your consultation on the above dated 10 March 2014 which was received by Natural England on 19 March 2014.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

**The Wildlife and Countryside Act 1981 (as amended)**

**The Conservation of Habitats and Species Regulations 2010 (as amended)**

Natural England's comments in relation to this application are provided in the following sections.

**Statutory nature conservation sites – no objection**

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

**Protected species**

We have not assessed this application and associated documents for impacts on protected species.

Natural England has published [Standing Advice](#) on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present. It also provides detailed advice on the protected species most often affected by development, including flow charts for individual species to enable an assessment to be made of a protected species survey and mitigation strategy.



You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted.

If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us at with details at [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

### **Local sites**

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

### **Biodiversity enhancements**

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that *'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'*. Section 40(3) of the same Act also states that *'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'*.

### **Landscape enhancements**

This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

Yours sincerely,

Alka Desai  
Customer Service Consultation Team



## Bush, Beverley

---

**From:** PlnComments@cityoflondon.gov.uk  
**Sent:** 27 March 2014 11:12  
**To:** Bush, Beverley  
**Subject:** Application Comments for 14/00178/FULEIA

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

Comments were submitted at 11:12 AM on 27 Mar 2014 from Mr Peter Hoyle.

### Application Summary

**Address:** Site Bounded By King William Street, Cannon Street, Abchurch Lane & Nicholas Lane Incorporating 10 King William Street, 12 Nicholas Lane, 14 Nicholas Lane, 135-141 Cannon Street, 143-149 Cannon Street & 20 Abchurch Lane London EC4.

**Proposal:** Demolition of the existing buildings and redevelopment with a new office (Class B1) building at part basement, ground floor and six upper floors (16,195sq.m GIA) together with retail (Class A1/A2/A3/A4/A5) uses at part ground and mezzanine levels (1,091sq.m GIA) incorporating reconstruction of the existing historic facade at 20 Abchurch Lane. Passive provision for a new Bank Station Entrance Hall on Cannon Street and associated infrastructure at ground floor level. This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be obtained from Gabrielle Coyle at Transport for London free of charge as long as stocks last.

**Case Officer:** Beverley Bush

[Click for further information](#)

### Customer Details

**Name:** Mr Peter Hoyle  
**Email:** [REDACTED]  
**Address:** Apartment 7 28 Martin Lane London

### Comments Details

**Commenter Type:** Neighbour

**Stance:** Customer made comments neither objecting to or supporting the Planning Application

**Reasons for comment:**  
- Noise  
- Traffic or Highways

**Comments:** My wife and I and our two children (2.5 years and 10 months old) are full time residents nearby on Martin Lane. We have reviewed the information on the proposed scheme and we have concerns about the following as nearby residents: Noise - We will be effected by the noise generated from the demolition, excavation and

development. Accordingly we would like this to be recognised so that working hours can be controlled so not to adversely effect our quality of life. Lorry Movement - We have concerns about the additional lorry movement throughout the local area, and given other nearby schemes including the Arthur Street Excavation site etc the route of this lorry traffic needs further consideration. We understand impact assessments have been carried out on this, however it was not clear if these assessments include the additional lorry traffic from other development schemes, and therefore properly represent the increased traffic flow and associated effects to the local area. Contractor Parking - Parking for contractors needs to be controlled to prevent parking in areas such as Cannon Street, Martin Lane and King William Street from being adversely impacted, especially during evenings and weekends. Air quality - We would like comfort that the impact on local air quality is properly monitored during the demolition, excavation and development in order to prevent unnecessary pollution and damage to health. regards Peter Hoyle



# GREATER LONDON AUTHORITY

## Development, Enterprise and Environment

**Beverley Bush**  
City of London  
PO Box 270  
Guildhall  
London  
EC2P 2EJ

PLANNING & TRANSPORTATION		
PSDD	U.S.	TFD
TPD	25 MAR 2014	LTP
OM		DSE
No	121098	PP
FILE		DD

Our ref: D&P/3390/PR  
Your ref: 14/00178/FULEIA  
Date: 20 March 2014

Dear Ms Bush

**Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999 & 2007; Town & Country Planning (Mayor of London) Order 2008.**  
**Bank Station OSD Development, 10 King William Street, London**  
**Local Planning Authority Reference: 14/00178/FULEIA**

Thank you for consulting the Mayor of London in respect of the above application of potential strategic importance, which your Council validated on 28 February 2014.


Under Article 4(2) of the above Order the Mayor has six weeks from the date of receipt to provide a statement setting out whether he considers the application complies with his London Plan and his reasons for taking that view.

I hereby give notice that your letter was received on 17 March 2014 and therefore the six-week period will terminate on 25 April 2014.

The application has been allocated to Yogesh Patil who can be reached on 020 7983 6538 or email [Yogesh.patil@london.gov.uk](mailto:Yogesh.patil@london.gov.uk)

A copy of this letter has been forwarded to the agent for information.

Yours sincerely,

  
**Development & Projects**  
Greater London Authority

cc: Gabrielle Coyle, Bank Station Capacity Upgrade Project Office, Fourth Floor,  
10 King William Street, EC4N 7TW



ENGLISH HERITAGE

LONDON OFFICE

Ms Beverley Bush  
Corporation of London  
Department of Planning & Transportation  
PO Box 270  
Guildhall  
LONDON  
EC2P 2EJ

Direct Dial: 0207 973 3777

Direct Fax: 0207 973 3792

Our ref: P00383090

25 March 2014

Dear Ms Bush

**Notifications under Circular 01/2001, Circular 08/2009 &  
T&CP (Development Management Procedure) Order 2010  
10 KING WILLIAM STREET LONDON EC4N 7TW  
Application No 14/00178/FULEIA**

Thank you for your letter of 10 March 2014 notifying us of the application for planning permission relating to the above site. We do not wish to comment in detail, but offer the following general observations.

**English Heritage Advice**

English Heritage was pleased to be involved in early discussions regarding these proposals prior to the formal submission of this application. We are pleased that the scheme reflects our discussions and the advice offered by our specialist staff.

**Recommendation**

We would recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again. However, if you would like further advice, please contact us to explain your request.

Please note that this response relates to historic building and historic area matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3712).



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3000 Facsimile 020 7973 3001  
[www.english-heritage.org.uk](http://www.english-heritage.org.uk)

English Heritage is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.



ENGLISH HERITAGE

LONDON OFFICE

Yours sincerely



**Claire Brady**

Inspector of Historic Buildings and Areas

E-mail: [claire.brady@english-heritage.org.uk](mailto:claire.brady@english-heritage.org.uk)



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Kathy Clark  
Conservation Adviser  
Direct line 020 8747 5894  
kathy@victoriansociety.org.uk

## THE VICTORIAN SOCIETY

The champion for Victorian and Edwardian architecture

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

Your reference: 14/00178/FULEIA  
Our reference: 2014/04/005

10 April 2014

PLNComments@cityoflondon.gov.uk

Dear Ms Bush

**RE: 10 King William Street and 20 Abchurch Lane (Bank Conservation Area, 1884-5, G Sherrin)**

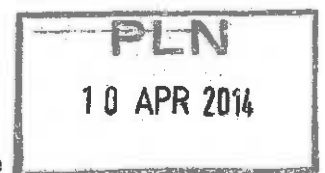
Thank you for consulting the Victorian Society on this application. The application was considered by the Society's Southern Buildings Committee at their last meeting, and I write now to convey their views. The Society **objects** to this application.

20 Abchurch Lane is an attractive columned façade in striking rubbed red brick, which is described in the Bank Conservation Area Appraisal as 'distinctive and richly detailed'. Its clear, bright articulation through cornices, columns and keystones make it a positive contributor to the Conservation Area, worthy of retention and respectful treatment.

The proposal is to deconstruct the façade, and rebuild it ten metres further south on Abchurch Lane. The form of the ground floor is proposed to be entirely reworked. The height of this storey would be significantly increased, altering the proportions of the façade. The ground floor would appear disproportionately tall, with expanses of glazing, and this would negatively affect the architectural congruity of the façade. Overall the altered storey would look inflated by comparison with, and to the detriment of, the original façade with its subtle hierarchy of storey heights.

The applicants state that a benefit to moving the structure would be that it would face full onto the church yard, allowing better views of the building. 20 Abchurch Street was designed as a building for a narrow lane of heterogeneous buildings, without a view to axial planning or long vistas; a lane of the type that defines the City of London. Half of the building has always faced directly onto the east wall of the church, and it was designed to be viewed obliquely, rather than for the full width of its façade to be viewed at a distance. We therefore feel that making it function as one side of the church yard is misguided.

The site for this proposal is large and could incorporate the façade in its current location. The applicants state clearly their aim to preserve this valuable façade, but the



**Patron**  
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The Lord Briggs  
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Professor Hilary Gryniger

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proposed treatment would compromise its integrity. We recommend that the application is **refused**, and that an application is encouraged which would retain the façade in its current location and with its current ground floor dimensions.

Yours sincerely

Kathy Clark  
**Conservation Adviser**



Ms Beverly Bush  
City of London Department of the Built Environment  
PO Box 270  
Guildhall  
London  
EC2P 2EJ

Via email: [Beverley.bush@cityoflondon.gov.uk](mailto:Beverley.bush@cityoflondon.gov.uk)

Our ref: 14 04 07

1 May 2014

Dear Ms Bush,

**Site bounded by King William Street, Cannon Street, Abchurch Lane and Nicholas Lane,  
Incorporating 10 King William Street and other buildings, EC4N 7TW  
Planning Application ref: 14/00178/FULEIA**

Thank you for consulting the Twentieth Century Society on the above planning application which includes the demolition of 10 King William Street and six other buildings on the site.

The proposals were reviewed at our casework committee meeting on 28 April and this letter constitutes the views of the committee. Overall the Society feels that 10 King William Street is the most significant building on the site, and that its architectural interest has not been fully appreciated by the applicant. While we acknowledge the need for a new tube station entrance on this site, we would like to see the facade of 10 King William Street retained as part of the proposed redevelopment, and therefore recommend refusal and a re-assessment of the scheme.

### **Significance**

No 10 King William Street was built to the designs of Fitzroy Robinson and Partners in 1974-8, and lies within the Bank Conservation Area. The building won a Civic Trust award in 1979, and was strongly praised in the architectural press after it opened.

The building was specially commissioned by the Banque Francaise de Paris as their London headquarters. They wanted a distinctive image and a building of quality; a headquarters building which would say "Here we are, a French bank operating in London" (Building Design, 20 April, 1979). It was designed as a specialised office block for merchant banking, currency dealing and for the holding of securities, as well as conference and entertaining facilities required by a headquarters. In addition to being a facility for the bank, it was also designed with in-built flexibility. Two of the lower floors were built to be sub-let, with flexibly designed floor plates. The fifth and sixth floors were increasingly grand and luxurious, with larger offices for the senior staff. The building is no longer occupied by the bank, and is let to a variety of businesses.

The Twentieth Century Society, 70 Cowcross Street, London EC1M 6EJ  
[caseworker@c20society.org.uk](mailto:caseworker@c20society.org.uk)  
[www.c20society.org.uk](http://www.c20society.org.uk), Tel: 020 7250 3857

The Bank Conservation Area appraisal notes that the building is clad in granite, *"With giant columns that add interest to the street elevation, and creating a strong vertical rhythm and monumentality of scale appropriate to the setting, slightly weakened by the raking lightwell that breaks the streetline at pavement level"*. The main facade plays a game of major and minor orders, and is well crafted in its detail. The corners of King William Street with Abchurch Lane and Nicholas Lane were designed as building features, consisting of giant cylindrical shafts. Careful attention was also paid to scale - the building has massive vertical and horizontal components, but also has more closely spaced and delicately shaped window mullions (Interior Design, October 1979, p 22 "A Truly Modern Building, the architect's view, by L C Bitcheno).

The building was built to an extremely high specification, clad in flame textured beige Sardinian granite - one of the most expensive types of stone available - with bronze anodized window frames. Building Design Magazine reviewed the building in 1979 and praised the design and style: *"Its external forms are clearly expressed and its massive, almost ponderously heavy columned facade suggests the character of a discreet yet most substantial enterprise. It is a good looking building, not modish but of a robust sophistication that befits a French bank located in the commercial heart of the United Kingdom"* (Building Design, 20 April, 1979).

It was also hailed as a 20th century palazzi, described as demonstrating, *"exactly how to be well mannered but not over humble, how to make period references while being assuredly modern... The new Banque Nationale is that thing - rare in Britain, though not in the US - an office building with a sense of occasion and style. The word palazzi is used advisedly, both horizontal and vertical elements in the main elevations are organised with classical, even palladian proportions and emphasis,"* (BD, 10 March 1978). According to the Pevsner Buildings of England series, it is architects' 'best work of the 1970s' (London 1, City of London, p 135).

In terms of its Conservation Area setting, the design of the building manages to successfully compliment the architectural character of its neighbours - such as the two grade II listed early 20th century, Phoenix House, and 1 King William Street, 4 and 5 storey grand former bank buildings, built in stone in an imposing classical style. 10 King William Street uses the same architectural vocabulary of traditional materials such as Portland Stone and granite, and pronounced vertical elements and strong cornice lines which were all carried through into the architects' design.

For the reasons set out above, we disagree with the view put forward in the applicant's heritage statement that the building "does not contribute positively to the character or appearance of the conservation area (para 3.3.4)"

### **Twentieth Century Society Comment**

We view No 10 King William Street to be an important example of a 1970s headquarters building, constructed of extremely high quality materials, to a design and scale that compliments the character of the conservation area by picking up on architectural cues of its listed neighbours. The 1970s is a period of twentieth century architecture that up until recently has been largely overlooked, and we believe the significance of this example has not been acknowledged by the applicant. We would urge the

City of London to investigate options to retain at least the facade of this building as part of the wider redevelopment of the site. As such we object to the application in its current form.

Yours sincerely,

A black rectangular redaction box covering the signature of Henrietta Billings.

Henrietta Billings

Senior Conservation Adviser

**The Twentieth Century Society**

**Remit:** The Twentieth Century Society was founded in 1979 and is the national amenity society concerned with the protection, appreciation, and study of post-1914 architecture, townscape and design. The Society is acknowledged in national planning guidance as the key organisation concerned with the modern period and is a constituent member of the Joint Committee of the National Amenity Societies. Under the procedures set out in *ODPM Circular 09/2005*, all English local planning authorities must inform the Twentieth Century Society when an application for listed building consent involving partial or total demolition is received, and they must notify us of the decisions taken on these applications.



## City of London Conservation Area Advisory Committee

Mr. Ted Rayment,  
Department of the Built Environment  
Corporation of London,  
P.O. Box 270,  
Guildhall,  
London; EC2P 2EJ

18<sup>th</sup> April 2014

Dear Sir,

At its meeting on 27<sup>th</sup> March 2014 the City of London Conservation Area Advisory Committee considered the following planning application and reached the decision given below:

**C.33 14/00178/FULEIA - 10 King William Street, London, EC4N 7TW**

**Bank Conservation Area/Candlewick Ward. Ward Club rep. David Rundle.**

Demolition of the existing buildings and redevelopment with a new office (Class B1) building at part basement, ground floor and six upper floors (16,195sq.m GIA) together with retail (Class A1/A2/A3/A4/A5) uses at part ground and mezzanine levels (1,091sq.m GIA) incorporating reconstruction of the existing historic facade at 20 Abchurch Lane. Passive provision for a new Bank Station Entrance Hall on Cannon Street and associated infrastructure at ground floor level.

The Committee congratulated the Officers on the proposed scheme and the retention and relocation of the existing historic façade. The Committee had no objection in principle to the proposal, but considered that there could be a better degree of modeling and that the horizontal cornice line was weak and disappointing and needed to be more pronounced. The Officers were requested to liaise with the applicants to address these matters.

I should be glad if you would bring the views of the Committee to the attention of the Planning & Transportation Committee.

Yours faithfully,



Mrs. Julie Fox  
Secretary



GREATER LONDON AUTHORITY  
Development, Enterprise and Environment

For the attention of:

**Beverley Bush**  
City of London Corporation  
PO Box 270  
Guildhall  
London  
EC2P 2EJ

Our ref: D&P/3390/51  
Your ref: 14/00178/FULEIA  
Date: 24 April 2014

PLANNING & TRANSPORTATION			
PSDD	CPO		PPD
TPD	29 APR 2014		LTP
OM			SSE
No			PP
FILE	121368		DD

Dear Ms Bush,

**Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008**

**Bank Station OSD, 10 King William Street, London**

I refer to the copy of the above planning application, which was received from you on 17 March 2014. On 24 April 2014 Sir Edward Lister, Deputy Mayor and Chief of Staff, acting under delegated authority, considered a report on this proposal, reference D&P/3390/01. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order.

The Deputy Mayor considers that, on balance, taking into account all material considerations, the application complies with the London Plan, for the reasons set out in paragraph 60 of the above-mentioned report, but asks that account be taken of the comments made in paragraph 61 of the report. Pursuant to Article 5(2) of the Order, the Mayor does not need to be consulted again, and your Council may therefore proceed to determine the application without further reference to the GLA.

Yours sincerely,

  
**Colin Wilson**  
Senior Manager- Development & Projects

cc John Biggs, London Assembly Constituency Member

Nicky Gavron, Chair of London Assembly Planning Committee  
National Planning Casework Unit, DCLG  
Alex Williams, TfL  
Gabrielle Coyle, Bank Station Capacity Upgrade Project Office, Fourth Floor, 10 King  
William Street, London EC4N 7TW

planning report D&amp;P/3390/01

24 April 2014

**Bank Station OSD, 10 King William Street****in the City of London****planning application no. 14/00178/FULEIA****Strategic planning application stage 1 referral**

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007;  
Town & Country Planning (Mayor of London) Order 2008

**The proposal**

Demolition of the existing buildings and redevelopment with a new office (Class B1) building at part basement, ground floor and six upper floors (16,195sqm GIA) together with retail (Class A1/A2/A3/A4/A5) uses at part ground and mezzanine levels (1,091sqm GIA) incorporating reconstruction of the existing historic facade at 20 Abchurch Lane. Passive provision for a new Bank Station Entrance Hall on Cannon Street and associated infrastructure at ground floor level.

**The applicant**

The applicant is **London Underground Limited** and the architect is **Wilkinson Eyre Architects**

**Strategic issues**

The redevelopment of the site to provide a mix of retail and office uses over and around a new Bank Station entrance is supported. Whilst the proposed development is not fully compliant in relation to energy policies of the London Plan, on balance, taking into account all material considerations, the proposed development is supported.

**Recommendation**

That City of London Corporation be advised that, on balance, the application complies with the London Plan, for the reasons set out in paragraph 60 of this report and does not need to be referred back to the Mayor. The City of London Corporation should, however, take account of the comments made in paragraph 61 of this report.

**Context**

1 On 17 March 2014 the Mayor of London received documents from City of London Corporation notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 25 April 2014 to provide the City of London Corporation with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under paragraph 2 (Definition of PSI development): “an application for development, which...forms part of more substantial proposed development, on the same land or adjoining land...” of the Schedule to the Order 2008. The application is for an Over Station Development (OSD) over and around the new station entrance and associated infrastructure to be provided by the Bank Station Capacity Upgrade (BSCU) project.

3 The Mayor of London’s statement on this case will be made available on the GLA website [www.london.gov.uk](http://www.london.gov.uk).

## Site description

4 The 0.2 hectare site is located close to Bank Junction at the heart of the City of London which is characterised by banking and associated institutions. It is set within an area of large-scale commercial buildings and defined by its heritage which creates a distinctive and dense urban environment.

5 The site is bounded by King William Street to the north; Cannon Street to the south; Abchurch Lane to the west; and Nicholas Lane to the east. Cannon Street is part of the Strategic Road Network (SRN) and the nearest part of the Transport for London Road Network (TLRN) is Gracechurch Street 50 metres to the west. Bank, Monument and Cannon Street Stations are located within close proximity of the site and between them provide access to National Rail, as well as District, Circle, Central, Northern, Waterloo & City and Docklands Light Railway services. In addition, 11 bus routes serve the surrounding area. Accordingly, the site records an excellent public transport accessibility level (PTAL) of 6b on a scale of 1 to 6 where 6 is most accessible. There are two cycle hire docking stations providing a total of 42 docking points within 300m of the site at Lower Thames Street and at Monument Street. In addition, from 2018 the site will be within reasonable walking distance of Crossrail services from Liverpool Street station (approximately 800 metres to the north).

6 The site is currently occupied by six buildings dating from 1950’s – 1970’s of up to seven storeys in height; 10 King William Street, 12 Nicholas Lane, 14 Nicholas Lane, 143-149 Cannon Street, 135-141 Cannon Street and 20 Abchurch Lane. 20 Abchurch Lane includes a historic stone façade dating back to the 19th century which has been retained as part of previous redevelopment of the site. These buildings comprise 14,609 sq. m GIA of commercial floorspace including a mixture of retail, restaurant/hot food takeaway and office uses.

7 The listed buildings in the immediate vicinity of the site include Grade I listed St Mary Abchurch and Grade II listed 15 Abchurch Lane which are both located on the west side of Abchurch Lane directly opposite the site. The Site of Roman Governor’s Palace, a Scheduled Monument, is located off Cannon Street, approximately 25m to the south-west of the site. The Grade I listed The Monument is also a Scheduled Monument and is located approximately 200m to the south-east of the site.

8 A number of significant redevelopments are in progress in the area including the recently completed Walbrook Building, New Court (Rothschild Bank Headquarters) and Cannon Place. Bloomberg Place, which is currently under construction, will also contribute to the fabric of the area.

## Details of the proposal

9 The applicant, ‘London Underground’, is a subsidiary of Transport for London which is part of the GLA group. This application is for an Over Site Development (OSD) over and around the new station entrance and associated infrastructure to be provided by the Bank Station Capacity Upgrade Project (BSCUP). The station works will be the subject of a separate application for a

Transport and Works Act Order (TWAO). Although a TWAO can authorise the construction and operation of a railway and ancillary works, it cannot provide planning permission for commercial redevelopment of surplus land.

10 Therefore this planning application has been submitted to seek permission for demolition of existing buildings and construction of a new building over and around a new station entrance hall and associated infrastructure. The new building will be part basement and part ground plus six storeys with a maximum roof height of 50.55 metres AOD and will provide:

- Passive provision for a new station entrance and associated infrastructure as part of BSCUP on the eastern part of the site
- 16,195 sq. m. GIA of office floorspace (Class B1) accessed from King William Street
- 1,091 sq. m GIA of retail floorspace (Class A1/A2/A3/A4/A5) at ground floor and mezzanine levels accessed from Cannon Street and Abchurch Lane
- Disabled parking, 142 cycle parking spaces with changing facilities, 261 sq. m. of green roofs and 366 sq. m. of photovoltaics (PVs) at roof level

## Case history

11 The site is currently occupied by a number of separate buildings with different addresses. The planning records summary provided by the applicant indicates that mid-20<sup>th</sup> century constructed buildings (1957 to 1978) were mostly redeveloped between 1974 and 2004 into existing stock.

## Strategic planning issues and relevant policies and guidance

12 The relevant issues and corresponding policies are as follows:

- |                           |  |
|---------------------------|--|
| • Economic development    | <i>London Plan; the Mayor's Economic Development Strategy; Employment Action Plan</i>  |
| • Urban design            | <i>London Plan; Shaping Neighbourhoods: Character and Context, draft SPG; Housing SPG; London Housing Design Guide; Shaping Neighbourhoods: Play and Informal Recreation SPG</i>       |
| • Mix of uses             | <i>London Plan</i>   |
| • Transport               | <i>London Plan; the Mayor's Transport Strategy; Land for Industry and Transport SPG</i>  |
| • Crossrail               | <i>London Plan; Mayoral Community Infrastructure Levy; Crossrail SPG</i>   |
| • Parking                 | <i>London Plan; the Mayor's Transport Strategy</i>   |
| • Employment              | <i>London Plan; Land for Industry and Transport SPG</i>  |
| • Access                  | <i>London Plan; Accessible London: achieving an inclusive environment SPG; Planning and Access for Disabled People: a good practice guide (ODPM)</i>                                   |
| • Tall buildings/views    | <i>London Plan, London View Management Framework SPG</i>   |
| • Historic Environment    | <i>London Plan; World Heritage Sites SPG; Circular 07/09</i>   |
| • Sustainable development | <i>London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy</i> |

13 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the September 2011 Core Strategy, the Saved Policies of the 2002 Unitary Development Plan and the 2011 London Plan.

14 The following are also relevant material considerations:

- The National Planning Policy Framework and Technical Guide to the National Planning Policy Framework
- The draft Revised Early Minor Alteration to the London Plan
- The emerging December 2013 City of London Local Plan

### **Principle of development/ Mix of uses**

15 The proposed development site lies within the Central Activities Zone (CAZ). London Plan Policy 2.10(b) states that developments within the CAZ should sustain and enhance the City of London as a strategically important, globally oriented financial and business services centre. The policy further states that provision should be made for a range of occupiers, especially the strategically important financial and business services, and also support and improve the retail offer of the CAZ for residents, workers and visitors. The proposed scheme will re-provide a higher standard of office and retail accommodation than currently exists on the site in terms of flexibility, quality and efficiency to meet modern business requirements in a highly accessible location and is welcomed.

16 The proposed development will result in a net uplift in floorspace as shown in the table below.

Use Class	Existing floorspace	Proposed floorspace
Office (B1)	13,673 sq. m.	16,195 sq. m.
Retail (A1/A2/A3/A4/A5)	936 sq. m.	1,091 sq. m.

17 London Policy 2.11(a) and Policy 4.3 (A)(a) states that development proposals within the CAZ that increase office floorspace (which this application is) should provide for a mix of uses, including provision of housing, unless such a mix would demonstrably conflict with other policies of the London Plan. Paragraph 4.17 further states that exceptions to this should only be permitted where mixed uses might compromise broader objectives, such as sustaining important clusters of business activity, for example in much of the City, or where greater housing provision, especially of affordable family housing, can be secured beyond this area. In such circumstances, contributions to off-site housing provision should be required as part of a planning agreement.

18 The applicant has stated that if housing were to be provided as part of the current scheme, it would require a segregated access which would have to be provided in addition to the retail entrances, office lobby, secondary escapes, servicing area and passive provision to the new Bank Station entrance hall on the ground floor, and would be detrimental to the efficiency of the building. Having considered the site constraints, proposed ground floor layout of the scheme and the modest increase in office floorspace, officers accept the applicant's position in this instance.

19 Further, City of London Corporation's officers have also expressed a preference for high quality retail and office as a priority on this site.

20 It is also noted that the City of London Corporation's tariff includes contributions towards affordable housing as set out in their Core Strategy.

21 In summary, the proposed redevelopment of the site to provide a mix of retail and office uses, including a modest increase in office floorspace without housing provision, is accepted in this instance.

## **Urban design**

22 The design of the scheme has progressed through a series of pre-application meetings with City of London Corporation officers. The proposed scheme includes the demolition of six existing buildings and its replacement with a single new building which will include a new entrance to Bank Station. Overall, the proposals represent a well thought out response to the site and its immediate and wider context which is welcomed.

23 The building elevations reflect a carefully considered contemporary design which responds positively to the local context. The elevations are kept simple and elegant with appropriate use of materials, in particular the predominant use of Portland stone cladding. The approach to relocate the existing '20 Abchurch Lane' façade so that it is centred on Abchurch Yard along the Abchurch Lane elevation will provide a significant enhancement of both Abchurch Yard and St Mary Abchurch and is strongly supported and welcomed. The proposed height and massing of the building is in keeping with the surrounding buildings and does not raise any strategic concern.

24 The southern edge of the application site lies within the wider setting consultation area of view towards St. Paul's Cathedral from Primrose Hill (View 4A.1) and from Greenwich Park (5A.2). The applicant has stated that the proposed building within the protected view corridors would not breach the vertical datum and therefore the proposed development would not impact on these views.

## **Inclusive Design**

25 The applicant has engaged in pre-application meetings and discussions with the City of London Corporation's inclusive design officers. The access statement highlights that their concerns and comments have been taken into account and integrated during design development which is welcomed.

26 The applicant is encouraged to consider improvement works to pavement areas as neither Nicholas Lane nor Abchurch Lane are easily accessible due to the pavement widths.

27 Officers note that it has not been possible to provide an environmentally effective lobby with automatic or power assisted doors therefore, revolving doors will be provided with power-assisted pass doors adjacent for accessibility which will be unlocked at all times when the revolving doors are unlocked. Whilst this is acceptable, the applicant should ensure that these adjacent doors are clearly identifiable.

28 Overall, the applicant has given appropriate consideration to inclusive design principles as the scheme is linked to step-free access improvements at Bank Station which is welcomed. The proposal therefore does not raise any strategic concerns in relation to inclusive design.



## Energy

### BE LEAN

#### Energy efficiency standards

29 A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include variable speed drives and low energy lighting. The demand for cooling will be minimised through solar control glazing.

30 The development is estimated to achieve a reduction of 46 tonnes per annum (18%) in regulated CO2 emissions compared to a 2010 Building Regulations compliant development.

### BE CLEAN

#### District heating

31 The applicant has identified that Citigen district heating network is within the vicinity of the development and has provided a quote from EON (the operator) for connection. The applicant claims that the connection cost is too high and is proposing an alternative solution on site. The applicant has provided a whole life cost (WLC) assessment suggesting that connection to Citigen would cost £2 million more than the on-site solution proposed. GLA energy officers have discussed expansion plans for Citigen with City of London and accept that the site is too far from the current Citigen network to allow cost effective connection immediately. The applicant claims that the development will be designed to allow future connection to a district heating network, should one become available.

32 The applicant is proposing a VRF system with the capacity to supply 71% of the space heating load, with gas boiler system (suitable to district heating connection) providing the residual amount. However, additional information received from the applicant suggests that, overall, in operation the proposed design will mean that 66% of the combined space heating and domestic hot water load will be supplied by boilers. If this is the case, then the proposal would allow the majority of the heat demand to be supplied by district heating in line with the energy hierarchy. The City of London Corporation is requested to verify this.

33 The applicant was asked to commit to a site heat network served by a single plant room and to confirm that both office and retail building uses will be connected to the site heat network. The applicant has stated that whilst the retail and commercial plant have the capability to be connected, combining them in one will limit the potential marketability of the spaces and the fit-out solutions. For the retail elements to be capable of connection to a district heating network, they would need to be connected to a low temperature system served by gas boilers – this is not currently proposed.

#### Combined Heat and Power

34 The applicant has investigated the feasibility of CHP. However, due to the intermittent nature of the heat load, CHP is not proposed. This is accepted in this instance.

## BE GREEN

### Renewable energy technologies

35 The applicant investigated the feasibility of a range of renewable energy technologies and is proposing to install 366m<sup>2</sup> of solar PV on the roof (equivalent to 43.3kWp). A roof plan of the proposed installation has been provided.

36 VRF air source heat pumps are proposed to provide space heating and cooling to the building.

37 A reduction in regulated CO<sub>2</sub> emissions of 32 tonnes per annum (15%) will be achieved through this third element of the energy hierarchy.

### OVERALL CARBON SAVINGS

38 Based on the energy assessment submitted at stage I, the table below shows the residual CO<sub>2</sub> emissions after each stage of the energy hierarchy and the CO<sub>2</sub> emission reductions at each stage of the energy hierarchy.

39 Table: CO<sub>2</sub> emission reductions from application of the energy hierarchy

	Total residual regulated CO <sub>2</sub> emissions	Regulated CO <sub>2</sub> emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(per cent)
Baseline i.e. 2010 Building Regulations	260		
Energy Efficiency	214	46	18%
CHP	214	0	0%
Renewable energy	182.0	32	15%
<b>Total</b>		78	30%

40 A reduction of 78 tonnes of CO<sub>2</sub> per year in regulated emissions compared to a 2010 Building Regulations compliant development is expected, equivalent to an overall saving of 30%.

41 The on-site carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. Whilst it is accepted that there is little further potential for carbon dioxide reductions onsite, in liaison with the borough the applicant was asked to ensure the short fall in carbon dioxide reductions, equivalent to 26 tonnes of CO<sub>2</sub> per annum, is met off-site. The applicant has confirmed that discussions are ongoing with regards to cash in lieu contributions with City of London Corporation and will be secured through S106 agreement.

42 GLA officers welcome the commitment towards the carbon offset payment in advance of this being formally established by the City of London Corporation. The proposed energy system does not fully comply with the energy policies of the London Plan. However, this alone does not justify a recommendation for refusal given the substantial public benefits, the impacts on viability of reducing the scale to deliver heritage concerns and the significant sustainability benefits of the Bank Station Capacity Upgrade project, should the TWA0 be made.

43 Therefore, whilst acknowledging that the proposed scheme is not fully compliant with the energy policies of the London Plan, in this instance, on balance, taking into account all material considerations, the proposed approach is accepted.

## **Transport**

### Land Use

44 TfL notes that the proposed development will be constructed after the site has been used for works associated with the upgrade of Bank station and that the office building makes passive provision for a new station entrance hall and associated infrastructure. As such the development safeguards the Bank station capacity upgrade project in line with the Further Alterations to the London Plan (FALP policy 6.2).

### Car and cycle parking

45 TfL supports that the proposed development will not include any on-site parking save for two accessible spaces, as the site records an excellent PTAL. The provision of one on site servicing bay is also welcomed and should be secured and retained by planning condition.

46 The proposal includes the provision of 142 cycle parking spaces. This is in line with the revised early minor alterations to the London Plan, October 2013, which requires a minimum of 130 spaces (assuming that the retail use is occupied by a take-away or a restaurant) and is therefore welcomed by TfL.

### Trip generation and mode split

47 TfL has reviewed the trip generation and mode share assessment and considers it to be reasonable. The proposed development is predicted to generate 482 and 360 two ways trips for the office development during the morning and evening peak hours respectively. This represents an increase of 108 and 80 trips respectively from the existing office building. As noted above, the site is already served by numerous tube, rail and bus routes. From 2018 Crossrail is planned to mitigate the demand for additional public transport capacity in London. Accordingly, TfL seeks a Crossrail contribution as set out below.

### Highways

48 The transport assessment predicts one vehicle trip in the morning and the evening peak periods. It also predicts 51 service trips for the whole day with 8 of those trips being larger vehicles (HGVs). On that basis, TfL considers that the operational phase of the proposed development would have an insignificant highway and traffic impact on the local highway network.

### Pedestrians

49 The transport assessment does not refer to any changes to local highway layout, including details of any pedestrian improvements that would be associated with the Bank Station upgrade but it is understood that details of proposed improvements will be included with the subsequent TWAO application.

### Freight

50 In order to manage the impact of the servicing trips referred to above, the City of London Corporation should secure a delivery & servicing plan for both the office and retail element of the

proposed development. It should be submitted and agreed prior to the first occupation of the proposed building.

51 The proposals are supported by a construction logistics plan (CLP) which provides a good level of detail with regard to transport impact of the construction phase and are therefore welcomed. TfL notes and welcomes the applicant's commitment to employ contractors/ suppliers who are registered with the TfL 'Freight Operator Recognition Scheme (FORS)', to ensure that drivers and vehicles are in good quality with safety measures provided to minimise risk of conflicts with vulnerable road users such as cyclists and pedestrians. The submission of the finalised CLPs for both the demolition and construction phases should be secured by conditions for approval by the City of London Corporation in consultation with TfL.

52 For the construction phase, the draft CLP estimates that HGVs will not exceed 55 movements per week in phase 1 and no more than 33 in phase 2. The applicant has clarified that these are standalone figures for the over station development and that the cumulative freight impact will be addressed in the assessment of the Bank Station upgrade work itself. TfL requests that these HGV movements are carefully co-ordinated and planned to avoid the morning and evening peak hours as this would help to minimise any highway and traffic impact.

#### Travel Planning

53 TfL has reviewed and passed the content of the framework travel plan in accordance with ATTrBuTE assessment tool. The plan should be secured by the City of London Corporation through their section 106 agreement.

#### Crossrail

54 This site is located within the Central London charging area as identified with the Mayor's Supplementary Planning Guidance (SPG) 'Use of Planning Obligations in the funding of Crossrail and the Mayoral Community Infrastructure Levy' (April 2013). The SPG states that contributions should be sought in respect of retail, hotel and office developments in this area that involve a net increase in floorspace of more than 500sqm (GIA). In such cases the indicative level of charge is £140 per sqm for new office floorspace and £90 per sqm for new retail floorspace.

55 A requirement for a Crossrail contribution from this development will therefore relate to the net additional impact from the new development, by deducting the theoretical charge that would be paid by the existing uses within the site.

56 Applying this approach to floorspace figures contained in the planning statement, the current uses on site (936 sqm of retail and 13,673 sqm of offices) generate a requirement for £1,998,460. The proposed uses (1,091 sqm of retail floorspace and 16,195 sqm of office floorspace) would generate a contribution of £2,365,490. Accordingly, TfL requires a contribution of £367,030 towards Crossrail. This should be paid to TfL upon commencement of the proposed development, and secured as part of the section 106 agreement by the CoL. You should also note that any Mayoral Community Infrastructure Levy (CIL) payable by this development will be credited towards the sum that is sought above. The proposed development is within the City of London where the Mayoral CIL is £50 per square metre (GIA); indicatively £133,850. In both calculations, TfL assumes that the existing building will have been lawfully occupied for six months out of the twelve prior to any grant of planning permission.

#### **Local planning authority's position**

57 The City of London Corporation is currently assessing this application and their current position is not known.

## Legal considerations

58 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the City of London Corporation must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the City of London Corporation under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

## Financial considerations

59 There are no financial considerations at this stage.

## Conclusion

60 Although the proposed scheme is not fully compliant with the Mayor's policies in relation to energy, reasonable explanations have been set out in the energy section of this report to justify this. The proposed scheme does not raise any other strategic issues and is broadly compliant with the London Plan. Therefore, on balance, taking into account all material considerations, the proposed development is supported and the Mayor does not need to be consulted again on this application.

61 The City of London Corporation is asked to take note the following comments:

- **Energy:** Cash in lieu contributions to offset the short fall in carbon dioxide reductions, equivalent to 26 tonnes of CO<sub>2</sub> per annum, should be secured through S106 agreement.
- **Transport:** The provision of one servicing on site bay should be secured and retained by planning condition; a delivery & servicing plan for both the office and retail element of the proposed development should be secured by condition; the submission of the finalised Construction Logistics Plans for both the demolition and construction phases should be secured by conditions for approval by the City of London Corporation in consultation with TfL; the travel plan and contributions towards Crossrail should be secured through section 106 agreement.

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for further information, contact GLA Planning Unit (Development and Projects):

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<b>Committee:</b>		<b>Date:</b>	
Planning and Transportation		10 June 2014	
<b>Subject:</b>			
15 - 16 Minories & 62 Aldgate High Street London EC3N 1AX			
Demolition of 15 Minories and 62 Aldgate High Street and redevelopment to provide a Class B1 office building with Class A1 retail (18,537sq.m). Extension and recladding of 16 Minories and change of use from offices (Class B1) to a hotel (Class C1) with Class A3 restaurant or Class D1 (health)/ Class D2 (community) use (17,367sq.m). Erection of new residential building (Class C3) providing 87 units (7829sq.m.). Relandscaping of open space and public realm improvements.			
<b>Ward:</b> Tower & Portsoken		<b>Public</b>	<b>For Decision</b>
<b>Registered No:</b> 13/01055/FULMAJ		<b>Registered on:</b> 22 November 2013	
<b>Conservation Area:</b> No		<b>Listed Building:</b> No	
<div><b><u>Summary</u></b></div> <p>Planning permission is sought for a comprehensive redevelopment of the site to provide a new office and retail building (18,537sq.m) (199,530sq.ft); conversion and extension of 16 Minories to provide a 372 bedroom Class C1 hotel with Class A3 retail and Class D1 (health/Class D2(communitiy) use (17,667sq.m) (190,166sq.ft); creation of a new residential building providing 87 residential units (7839sq.m) (84,378sq.ft)</p> <p>The proposed office building on Aldgate High Street would provide new high quality office accommodation and enhance the streetscene by infilling the gap on Aldgate High Street adjacent to the bus station, relocating the open space from the street frontage more centrally to the site.</p> <p>The retained building at 16 Minories would be converted to a 372 bedroom hotel with ancillary catering facilities on the ground floor providing vitality and visual interest.</p> <p>The proposed purpose built residential building would include 31 affordable units and would be adjacent to the existing open space next to the Guinness Court Estate which would be relandscaped and made accessible to local residents and members of the public.</p> <p>The scheme would provide new east-west and north-south routes through the site and would result in significant improvements to the public realm.</p> <p>932sq.m (10,032sq.ft) of new retail and restaurant space would be provided at ground and 11th floor level.</p> <p>Comments have been received from local residents including the Aldgate Estate Residents' Association regarding measures to be taken to mitigate the impact of the development on residential amenity. These matters are addressed in the report and</p>			

copies of correspondence are attached.

An objection has been received from the owner of the hotel presently being developed at 24/26 Minorities regarding the impact of the proposals on the hotel.

The scheme provides a significant increase in floor area by the more efficient use of the site but results in a reduction of office floorspace over that existing in the now redundant office buildings, which would be contrary to Core Strategy.

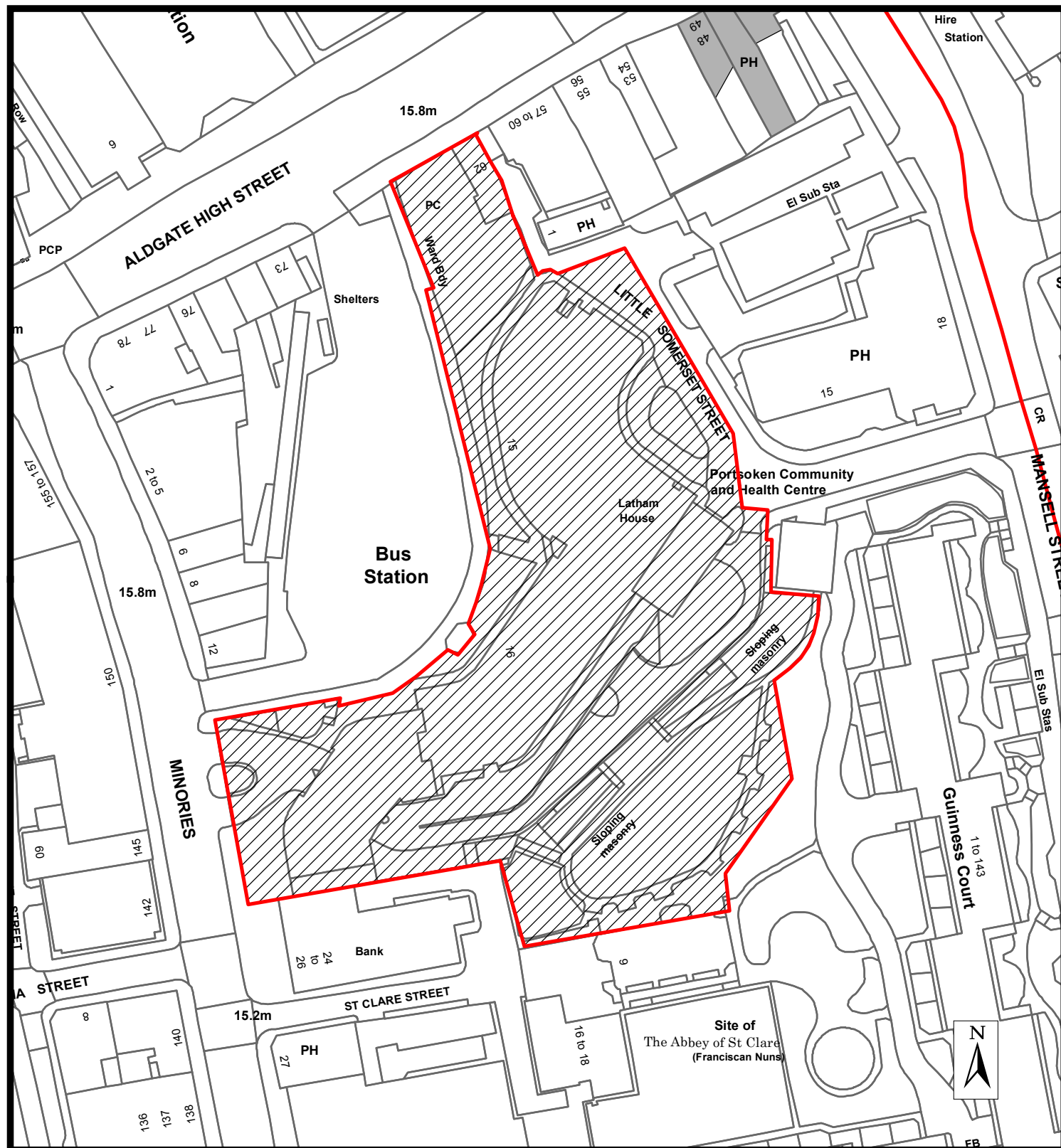
This loss needs to be balanced against the environmental benefits of bringing the redundant site back into use, the provision of high quality office accommodation in a new building, the addition of a new hotel, the improvements to the public realm and retail on the site and the provision of a new residential building, incorporating affordable housing. The scheme would provide a mixed use development which supports and contributes to the primary economic activities of the City.

### **Recommendation**

- a) Planning permission be granted for the development referred to above in accordance with the details set out on the attached schedule subject to planning obligations and other agreements being entered into in respect of those matters set out in the report, the decision notice not to be issued until such obligations have been executed;
- b) That your officers be instructed to negotiate and execute obligations in respect of those matters set out in the report under Section 106 of the Town and Country Planning Act 1990 and any necessary agreements under Section 278 of the Highway Act 1980;
- c) You agree in principle that the areas of public highway and publicly accessible private land affected by building structures may be stopped up to enable the development to proceed and, upon receipt of the formal application, your officers be instructed to proceed with arrangements for advertising and making of a Stopping-up Order for the various areas under the delegation arrangements approved by the Court of Common Council.



# Site Location Plan



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ADDRESS:

15 - 16 Minories and 62 Aldgate High Street, EC3

CASE No.

13/01055/FULMAJ



**SITE LOCATION**



**LISTED BUILDINGS**



**CONSERVATION AREA BOUNDARY**



**CITY OF LONDON BOUNDARY**



Aldgate High Street



Little Somerset Street

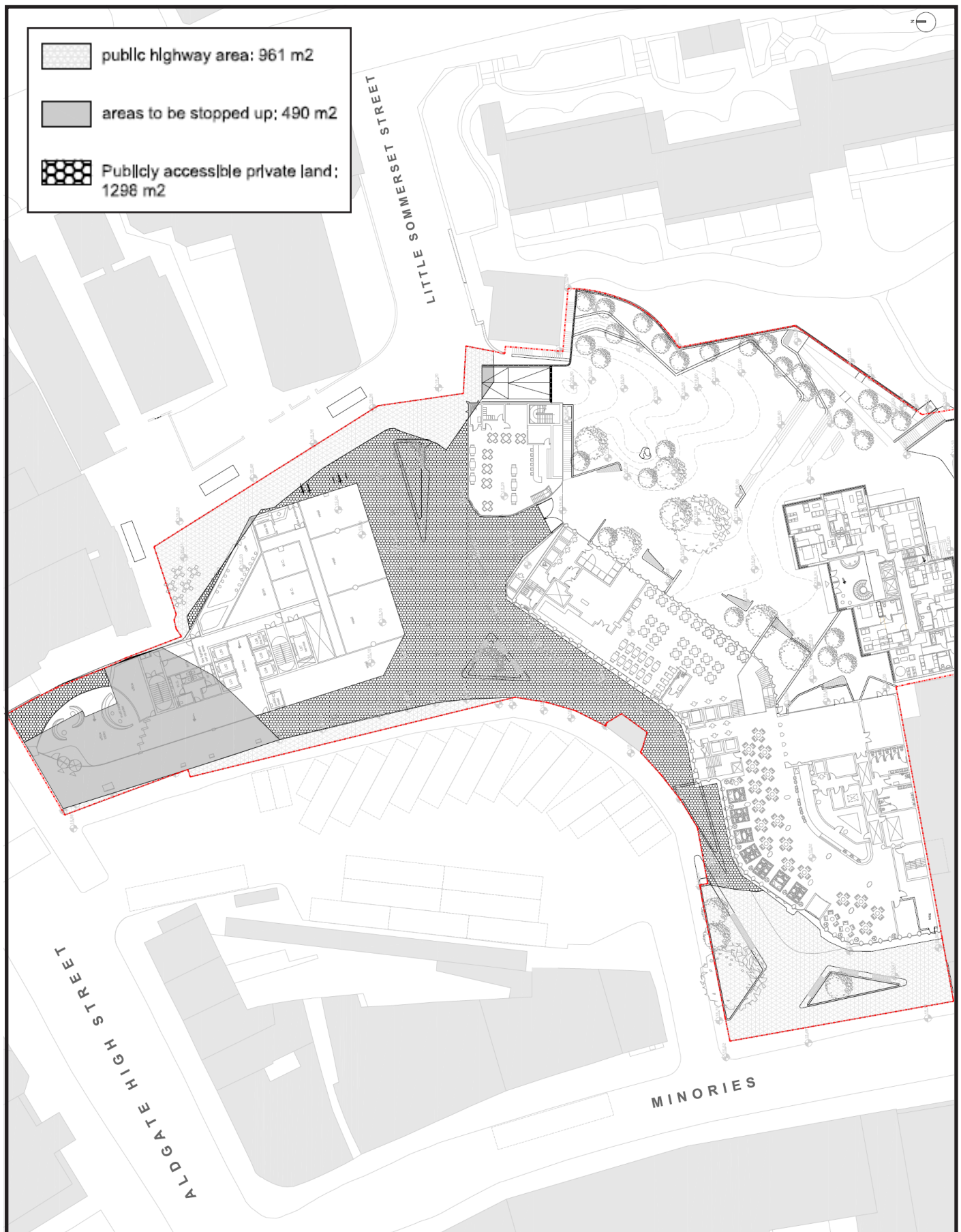


Minories





# Stopping up Order



## **Site**

1. The site, comprising three buildings and associated open space, occupies land bounded by Aldgate High Street to the north, the Aldgate Bus Station and Minories to the west, Little Somerset Street and the Guinness Court Mansell Street Estate to the east and south, and buildings at 22-24 Minories and 9 St Clare Street, also to the south.
2. 15 and 16 Minories were constructed between 1977 and 1981 as two abutting office buildings, of 6 floors and 13 floors respectively and measuring 5,926sq.m and 14,085sq.m in area. They are prominent buildings in the street scene and are built in a seemingly arbitrary alignment and orientation in townscape terms. At the time of their construction this would have been due primarily to the layout of the adjoining bus station at ground level and the alignment of the underground railway tunnels close beneath the surface of the site. The site in its present form is at odds with the tight urban grain of streets which characterise the City.
3. 62 Aldgate High Street is a four storey building (320sq.m) occupying a narrow street plot of possibly medieval origin; the front facade is thought to date from the 19<sup>th</sup> century with later exposed flank and rear elevations, possibly reconstructed over the rail tunnel. The building is considered unexceptionable in appearance and has a buff brick flank wall appearing as a bland and incongruous feature.
4. 15-16 Minories have been predominantly vacant for some time other than the occupation of part of the ground floor of both buildings for office and storage purposes. 62 Aldgate High Street is occupied as retail on the ground floor with vacant office floors above.
5. 15-16 Minories are set back from Aldgate High Street leaving an area laid out as open space fronting onto the street and providing a pedestrian link across part of the site to Little Somerset Street. This undefined space has low amenity value and with the vehicular exit from Aldgate Bus Station immediately next to it, results in a large gap in the building line on Aldgate High Street. The footprint and layout of 15 and 16 Minories prevents any real pedestrian permeability through the site.
6. At the rear of the site, along the boundary with the Guinness Trust Estate, is a poorly maintained enclosed private garden. While this acts as a buffer between the residential estate and the commercial buildings, there is no residents' or public access to it and its derelict state has given rise to problems of anti-social behaviour.
7. Vehicular access to the existing buildings is from Minories and Little Somerset Street.
8. The surrounding area is of mixed use and character and the northern part of the site is dominated by the Aldgate gyratory system and the Aldgate Bus Station. Notable buildings in Aldgate High Street are the Grade I listed St Botolph's Church built in 1741-4 nearly opposite the site and to the west of the church, across Dukes Place, is the Grade II\* listed Sir John Cass School (1908). To the east of the church is the

entrance to Aldgate Underground Station. On the south side of Aldgate High Street to the east of the site are a group of listed buildings: 46 and 47 Aldgate High Street, two mid-C17th houses listed Grade II\* and 48/49 Aldgate High Street, a two bay Georgian House circa 1803, listed Grade II. Otherwise the buildings in Aldgate High Street and the north part of Mansell Street comprise C19th and C20th commercial buildings which increase in scale towards the larger buildings in Fenchurch Street and Leadenhall Street.

9. Little Somerset Street has a historic street alignment which the C19th Still and Star Public House fronts on to. South of this is the Guinness Court, Mansell Street Estate comprising 192 residential units accommodated in 8 storey linear red brick residential blocks. The recently approved 16 storey hotel at 24-26 Minories, which is presently being developed, adjoins the south west edge of the site.
10. The closest Conservation Areas are Tower Conservation Area to the south and Lloyds Avenue to the west, both of which are visually separated from the site with no connection in townscape terms.
11. A significant factor is the location of the Circle and District Line underground railway lines running immediately below parts of the site which has a significant structural impact.

### **Relevant Planning History**

12. In 2007 the City resolved to grant planning permission, subject to the completion of a S106 agreement, for the redevelopment at 62 & 73-78 Aldgate High Street, 1-12 & 15-16 Minories and land bounded by Little Somerset Street & Guinness Court to provide four buildings incorporating offices (Class B1) with a publicly accessible sky deck (Class D1); retail (Classes A1/A2/A3/A4) and community use (Class D1); a new entrance to Aldgate Underground Station; a temporary bus station including associated facilities followed by a permanent bus station including associated facilities, basement parking, servicing, storage and associated plant; a new covered publicly accessible open space, hard and soft landscaping and all necessary enabling works (total floorspace 134,557sq.m, 24 storeys plus basements/115.53m AOD). This site included the current application site and the Aldgate Bus Station. The S106 agreement associated with this scheme was not completed and therefore planning permission was not granted.

### **Proposals**

13. The proposed development is for a mixed use scheme comprising three buildings.
14. The existing buildings at 15 Minories (the lower and more northerly of the two large post war buildings) and 62 Aldgate High Street are proposed to be demolished. The existing 16 Minories (the largest existing building on site) would be retained, altered and extended to form a new hotel. A new office building is proposed on the north side of the site with a frontage and main office entrance to Aldgate High Street and retail units on part of the ground floor on its other frontages. A new

residential building is proposed on the south part of the site, on the open land to the east of the new 24-26 Minories hotel.

15. The scheme includes improved pedestrian routes across the site, a landscaped park around the residential building at the south end of the site facing the Guinness Court Estate and other new landscaped spaces around the proposed office and hotel buildings. The improved pedestrian routes would allow a more direct east-west connection between Mansell Street and Minories via Little Somerset Street and a better connection from the Guinness Court Estate and Little Somerset Street to Aldgate High Street.
16. The proposed hotel would be created by retaining the structure of the existing 16 Minories (part 13 and part 6 storeys high) and extending it with a new 12 storey wing at its eastern end. The retained building would be reclad and altered at ground floor level. The hotel would comprise 372 bedrooms, ancillary bar and eating areas on the ground floor and ancillary gym in the basement. In the new extended wing a restaurant with separate access from ground level is proposed at top (11<sup>th</sup>) floor level with an external terrace facing north. At ground and first floor level of the new wing a dual Class A3 restaurant /Class D1 health use/Class D2 community use unit is proposed. The main entrance to the hotel would be from Minories. The hotel building would be 17,367sq.m and would have an overall height (including plant) of 66.42sq.m. (the height of the existing building).
17. The proposed office building would be 12 storeys high with one level of plant above,(overall height 67m) and would measure 18,537sq.m, including 572sq.m of Class A1 retail floorspace. Its main entrance would be from Aldgate High Street. Retail units are proposed fronting onto the pedestrian routes around the building, facing onto the bus station to the west, Little Somerset Street to the east and towards the hotel to the south. The base of the proposed building would have a striking vaulted structure which is the architectural and structural solution to the constraints imposed on this part of the site by the underground railway lines running directly below the ground.
18. The proposed residential building on the southern part of the site would be accessed from the landscaped gardens. The building would comprise ground and 16 storeys (68.5m high) and would provide 87 residential units ranging from studio to 3 bed flats with three duplex units on the 14th and 15<sup>th</sup> floors. 27 of the units would be provided as affordable housing.
19. Servicing for the whole development, including refuse collection, would take place from a combined servicing area at basement level which would be accessed from Little Somerset Street. Cycle parking and car bays for disabled drivers would also be provided at basement level.

20. As well as hard landscaped areas on the northern part of the site adjacent to the office and hotel building, a green landscaped area is proposed to the south of the hotel and around the residential building. The area would include a variety of trees, shrubs and grasses and would provide a high degree of pedestrian permeability and connection across the site.

### **Consultations**

21. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some detailed matters remain to be dealt with under conditions and the Section 106 agreement.
22. English Heritage has advised that it does not wish to offer any comments on the scheme.
23. Transport for London has commented on a number of aspects of the development. It is satisfied with the proposed car parking and cycle parking provision and advise that the applicants have altered the detail of their proposals along the boundary of the site with the bus station to address their concerns. They advise that there are a number of potential constraints due to the proximity of the development to LUL tunnels and structures and have recommended that a pre-commencement condition is attached dealing with these matters. (A copy of the letter is attached.)
24. London Underground has responded separately requiring a pre-commencement condition to be attached to ensure London Underground infrastructure is protected.
25. Agents acting for the owners of 24-26 Minories, the new hotel development immediately to the east of the site, have written advising that while the owners support the development of a high quality mixed use scheme in principle, they have a number of objections to aspects of the scheme which they feel would have a detrimental impact on their development. These are as follows:
- The proposed residential building would be located approximately 1.25 to 1.5m away from the rear (windowless) elevation of the hotel at 24-26 Minories. The hotel elevation has been designed to provide a green wall up to 6<sup>th</sup> floor level and a multi coloured double glazed system above this. The approved treatment of this facade was to provide visual interest to enhance the amenity of the residents in the Mansell Street Estate and to enhance biodiversity. If the proposed residential building were constructed so close to the new green wall then it is likely that the planting would fail. In addition the installation of the multi coloured double glazed system above the 6<sup>th</sup> floor would not be visible and would therefore be a redundant cost to the client.
  - There is concern about the proposal for a possible route through the site to exit onto St Clare Street which could conflict with the servicing arrangements for 24-26 Minories.

- There is concern that the proposed roof terrace attached to the restaurant at 11<sup>th</sup> floor level on the hotel building could cause noise disturbance and request that planning conditions would limit the hours of use of the terrace.
26. Aldgate Estate Residents Association has written to advise that they generally welcome the proposal to develop the site but have a number of comments:
- In order to minimise disruption from noise during demolition and construction, new glazing should be provided to the windows in the Estate to provide sound insulation. In order to combat overheating the new glazing should be specified to reduce solar gain and any new system should include provision for ventilation so that the windows can be kept closed.
  - During the demolition and construction period there should be the standard City limits on hours of noisy works and to include no working on Saturday mornings. A liaison group should be set up with the residents and developers to monitor issues arising during the period, including noise and dust, traffic management, cleaning of the estate.
  - The Association requests that provision is made for alternative local daytime accommodation to allow shift workers to sleep undisturbed.
  - There is concern that construction traffic using Little Somerset Street would cause disturbance to residents and request acoustic shielding to the south side of Little Somerset Street
  - All servicing should take place at basement level to reduce the impact on residents and hours of servicing should be limited.
  - Provision should be made for a replacement Class D1/D2 community and health centre within the new development.
  - The Association welcomes the provision of new open space to the west of the estate and the pedestrian permeability through the site but request that there is a robust management plan to address security issues.
  - The probable loss of the green wall at 24-26 Minories is acknowledged and they suggest that an imaginative alternative of similar ecological and architectural value is explored.
27. Two individual residents have written commenting that the development is close to the estate and would create extra traffic along Little Somerset Street and Mansell Street, noise and dust resulting from demolition and construction and disruption in the local area. The development would also increase the residential population and therefore the demand for health and community facilities. The issues that they request to be addressed are as laid out by the Residents' Association above.



28. The Residents' Association has written an addendum letter which reiterates a number of the initial points and makes some more detailed comments regarding the setting up of a liaison group to monitor noise and other issues during the period of works, a restriction on hours of servicing, the detailed design and implementation of the public realm, the replacement of the temporary community centre with a permanent space and the commitment to provide training and employment opportunities for local residents. These issues are addressed at para 145 of this report.

### **Policy Context**

29. The development plan consists of the London Plan, the saved policies of the Unitary Development Plan and the Core Strategy. The London Plan, UDP and Core Strategy policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
30. The Local plan was published in December 2013 and is expected to be adopted in late 2014 or early 2015. The Local Plan has been subject to public consultation on changes to the Core Strategy including Policy CS1 and new Development Management policies, including DM1.1. These policies seek to protect existing office accommodation and resist the loss of buildings or sites which are suitable for long term viable office use. Greater restriction on where additional housing should be located (policy CS21) is also proposed. Comments received on this consultation have been considered and amendments to policy made and approved by the Court of Common Council.
31. Although the Local Plan does not carry the full weight of an adopted plan, it is considered that the plan should carry significant weight as it has completed the final stage of pre-submission consultation, and has been submitted for public examination. In accordance with the NPPF and Local Plan Regulations, the Plan has been considered by the Court of Common Council as sound planning policy for submission to the Secretary of State.
32. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction, London Views Management Framework, the Aldgate and Tower Area Enhancement Strategy and the City Open Spaces Strategy 2008.
33. Government Guidance is contained in the National Planning Policy Framework (NPPF).

### **Considerations**

34. The Corporation, in determining the planning application has the following main statutory duties to perform:-
- To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);

- To determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).
  - In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990); in this case the duty is to the desirability of preserving the setting of listed buildings;
35. In considering the planning application before you account has to be taken of the statutory and policy framework, the documentation accompanying the application, and the views of both statutory and non-statutory consultees.
36. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
37. The principal issues in considering this application are:
- The extent to which the proposals comply with Government policy advice (NPPF).
  - The extent to which the proposals comply with the relevant policies of the London Plan, Core Strategy, the saved policies of the Unitary Development Plan and the Local Plan.
  - The impact of the proposal on heritage assets.
  - The impact on the nearby buildings and spaces, including daylight/sunlight, residential amenity and public realm.
  - The appropriateness of the proposed design.
  - The suitability of access and service arrangements.

#### Economic Development Issues

38. London's status as a world city is founded to a substantial degree on its concentration of international service activities and, most noticeably, by the clustering of financial and business services in the City of London.
39. The importance that is attached to the maintenance and enhancement of the City's role as one of the world's leading financial and business centres is reflected in the policies of the London Plan and Core Strategy, particularly policies 2.10 and CS1.

40. The City forms part of the London Plan Central Activities Zone (CAZ). Policy 2.10 of the London Plan 2011 sets out the strategic priorities for enhancing and promoting the unique international, national and London wide roles of the CAZ. This includes ensuring that the development of office provision is not constrained and that provision is made for a range of occupiers especially the strategically important financial and business services and the requirement.
41. The London Plan's strategic approach is reflected in the adopted City of London Core Strategy and the Local Plan. CS1 is 'to maintain the City's position as the world's leading international financial and business centre'. Core Strategy and Local Plan office and other land use policies aim to ensure that development does not result in the loss of buildings and sites suitable for long-term, viable office use that would prejudice the primary business function of the City. In light of increased demand for non-office uses and the continuing need to provide both an increase and variety of offices, additional policy protection for office uses has been included in the Local Plan, particularly through amendments to Core Strategy policy CS1: Offices and new policy DM1.1: Protection of office accommodation.
42. Policy 2.10 of the London Plan also sets out the requirement to enhance and manage the role of the CAZ as the country's premier visitor destination. The Mayor's Tourism Plan seeks to ensure that London expands as a global tourism destination, develops a broader visitor base and spreads the benefits of tourism throughout the capital. Policy 4.5 of the London Plan seeks to encourage Boroughs to support the Mayor's Tourism Plan to accommodate potential growth of a further 40,000 net hotel bedrooms in the period up to 2031 in a range of suitable locations throughout London.
43. Policy CS.11 (5) of the Core Strategy allows for hotel development where it supports the primary business or cultural role of the City and where it would not compromise the City's business function or the potential for future business growth. The City of London Hotel Study 2009 concluded that there is capacity for further hotel development in the City particularly to meet the needs of City businesses and visitors.
44. DM11.3 of the Local Plan allows for hotels to be permitted where they would not prejudice the primary business function of the City and would contribute to the balance and mix of uses in the locality.
45. The site falls within the Aldgate Area, identified in the Core Strategy as one of five Key City places. Policy CS8 is to regenerate the amenities of the Aldgate area for businesses, residents, workers, visitors and students, promoting development and investment.
46. The site is an important focal point in the regeneration of this part of the Aldgate area. The existing buildings have remained largely vacant for some years and their vacancy and visual appearance have detracted from the character and vitality of the area.

47. The site is considered suitable for a predominantly office development contributing to the business function of the City and as such the change of use of 16 Minories from offices to hotel could be considered contrary to policy CS1. However the scheme proposes the development of a new office building on the site to partly offset the loss of office floorspace in the existing buildings. The proposals would result in the loss of 3,980sq.m of office floorspace; however this is balanced by the more efficient use of the site by creating additional floorspace and by developing a new office building more suitable to meeting modern office requirements.
48. The new office building would be a prominent new commercial addition to the Aldgate High Street frontage which would contribute to the vitality of the Aldgate area and would provide high quality and flexible new accommodation for small to medium businesses.
49. While the Aldgate area is primarily commercial in character and this site is important in providing accommodation to contribute to the City's business function there is also a range of other uses such as residential, hotels (including the recently approved 9-13 Aldgate High Street and 24-26 Minories), Sir John Cass School, St Botolphs Church, retail and a proposed new public square. In this context it is considered that a new hotel with public facilities and improved public realm would contribute to and enhance the mix of uses in this part of the Aldgate area.
50. The hotel would provide 372 rooms which is larger than other recently approved hotels in the area. (9/13 Aldgate High Street, 275 rooms, 22-24 Minories, 258 rooms). The ancillary bar and restaurant facilities on the ground floor would provide an active frontage.
51. The scheme proposes retail uses in the new office building and in the new wing of the hotel building. Five units are proposed on the ground floor of the office building fronting onto the new hard landscaped areas and Little Somerset Street comprising 572sq.m for Class A1shops. A self-contained Class A3 restaurant is proposed at 11<sup>th</sup> floor level of the new hotel wing with an external terrace. This use would be an attractive feature and of public benefit.
52. Considering the development package as a whole, the proposed scheme would provide a new office building suitable for modern day commercial requirements, a conversion of a presently redundant building to a hotel, new retail provision and improved public amenities which, albeit with a reduction in office floorspace, would support the primary business use and cultural role of the City.

#### Other uses

##### Residential

53. Policy CS 21 and Local Plan policy DM 21.1 support the provision of new housing in or close to identified residential areas where this would not prejudice the primary business function of the City. The application site adjoins the Guinness Court Estate on Mansell Street which is identified as a residential area in the Core Strategy.

54. The proposed residential building would be to the south of the proposed hotel, away from any street frontages and would be accessed from and adjacent to the proposed landscaped area. The landscaped area would incorporate planting, pedestrian routes and play areas and would contribute to the residential amenity of the proposed residential and the existing residential units in the Guinness Court Estate.
55. 87 residential units would be provided including 27 units for affordable housing. The units would provide a mix of unit sizes: 27 studios, 26 x 1 bedroom, 24 x 2 bedroom, 7 x 3 bedroom and 3 duplex penthouses.
56. The affordable housing element would be 10 studios, 7 x 1 bedroom, 8 x 2 bedroom and 2 x 3 bedroom and would be located at ground to third floor levels. All the residential units would share the same entrance and facilities such as the refuse storage area.
57. The proposed housing is acceptable. The proportion of affordable housing units (31%) is in line with Core Strategy Policy CS21 and the size of the units is a reasonable mix of studio, one, two and three bedroom units. While some of the studio, one and two bedroom units are below the London Plan minimum space standards, the high price of and demand for housing in the City means smaller units are a valuable addition to the City's housing stock as they are more likely to be affordable for people who wish to live in the City.
58. It is proposed that Guinness Trust will be the Registered Social Landlord. Of the 27 affordable units 60% would be for social rent (50% capped rents and 50% discounted rent) and 40% for intermediate rent or sale. This is in accordance with Policy CS21. The final detail, number and type of tenure will be finalised in the S106 agreement.
59. The residential units would be designed to meet Lifetime Home Standards and would benefit from good daylighting levels due to large areas of glazing being incorporated in the facade design.

#### Proposed Health/Community use accommodation

60. The applicants have proposed a ground and first floor self-contained unit measuring 360sq.m in area for a Class D1 (health) use or Class D2 (community) use or for a Class A3 restaurant. This is in response to residents' requests for the accommodation presently provided in the converted shipping containers on the Guinness Court estate to be more suitably located in a permanent unit in the proposed development scheme.
61. The Department of Community and Children's Services has commented that the ground floor of the unit identified for Community/Healthcare/Restaurant use would be suitable for the delivery of community services currently provided in the containers on Guinness Court and known as the Portsoken Health and Community Centre or Green Box. If the new unit were available at a peppercorn rent the Department of Community and Children's Services could manage the building and co-ordinate the delivery of services from it in place of the existing facility. The building would need to be made available for use by residents across the Portsoken ward including

those within the development and residents of Guinness Court and Middlesex Street estates to make the provision of community services such as exercise classes, youth groups and employability projects viable.

62. It is understood that at present neither the City and Hackney Clinical Commissioning Group or Tower Hamlets Clinical Commissioning Group have an intention of delivering permanent primary healthcare facilities from a site like this as it is too small to meet the identified health needs of the wider residential community in the east of the City and south west of Tower Hamlets, although this may be subject to change in the future.
63. While the use and precise floor area of the unit remains flexible in the application to allow for further assessment of the requirements for either Class D1 or Class D2 provision in this location, the use of the area for community/health purposes and the terms of the provision will be secured in the S106 agreement.

#### Design and Architectural Approach

64. The masterplan for the site proposes partial retention and part new development to provide 3 separate buildings. Of critical importance to the success of the proposed scheme is the enhancement of its contribution to the area's townscape and the provision of legible and attractive pedestrian east-west and north-south routes through the site.

#### Hotel Building

65. The existing office building was constructed in 1978 (Trehearne, Norman, Preston and Partners) and is an uncompromising and unexceptional monotonous block with repetitive concrete columns. The building creates a visual and physical barrier for north south movement across the site from Aldgate High Street to the residential estates on Mansell Street as well as east to west routes from Mansell Street to the Minories. The northern part of the building (15 Minories) is proposed to be demolished and the remainder (16 Minories) is retained and re-faced.
66. A 12 storey extension to the east end of the retained building is proposed. This extension would be two storeys lower than the central part of the building and is considered appropriate in height and bulk. The extension would align with Little Somerset Street and would define and reinforce the new east to west pedestrian route across the site to give a more coherent and legible street plan which addresses one of the shortcomings of the existing layout.
67. At ground level of the extension there would be an external route through the building providing a north-south route to the landscaped area to the south and onwards to the residential estate. This would address one of the key aspirations of the Core Strategy to improve the link between Aldgate and the residential areas to the south. This new route would continue northwards across the site through the walkway and arcaded walk on the western side of the new office building to Aldgate High Street. The new route through the building is generous in

proportion at over 5m high with a splayed 9m wide entrance with both return elevations having active uses. These elements would ensure the attractiveness and vibrancy of the new route for pedestrian use.

68. On the lower western end of the building (6 storeys) the existing plant room would be replaced by a sheer additional storey.
69. The retained and extended building would be re-clad with angled folded aluminium fins, of a champagne colour, attached to the existing concrete columns. These new fins would have a variety of profiles creating a vibrant appearance which would assist in improving the appearance of the existing building.
70. The existing building has a poor ground level design with no discernible active frontage. The proposed re-modelled ground floor would provide ancillary catering uses and the hotel reception and would add activity and vibrancy to the public realm around the building. The re-modelled facades would have floor to ceiling glazing between the piers allowing views in to and out of the uses at this level. This represents a substantial improvement from the existing situation. The re-alignment and levelling of the footway on the north side of the building would improve the public realm and pedestrian movement across the site.
71. The plant would be concealed from view behind an appropriately designed plant screen and the cleaning cradle would be parked at the centre of the roof to conceal it from view from most surrounding vantage points.

#### Office Building

72. At 13 storeys high (67m including ground floor and roof plant), the proposal is similar to other recent developments in the Aldgate area which are constrained by the Backdrop Assessment Area of the Protected Vista from City Hall to the Tower of London. These include Aldgate House (62m high) and the St Botolph Building (78m high.) The recently consented hotel building on the Matrix site, adjacent to St Botolph Church, is 54m high (necessarily lower given its proximity to the Grade 1 listed Church). The height, bulk and massing of the building is considered appropriate to this townscape and wider setting.
73. The development would be substantially higher than other lower scaled buildings on the south side of Aldgate High Street. Given the nature of the site it is considered that a building of this scale at this location can be justified. In particular, the large open, utilitarian, expanse of the bus station is an incongruous area which contributes little in townscape terms and impacts detrimentally on the modest scaled buildings to its west and east. The proposed building would visually frame this open area and create an appropriate “book end” visually supporting the Aldgate High Street frontage.
74. The design approach is a striking one with a glazed facade overlaid with two layers of vertical steel fins, overlaid by interlocking sinuous curving brise soleil aluminium fins which would give a dynamic quality and vibrancy to the elevation. The interplay between the two fin layers creates a “Moire” effect which gives an impression of sinuous

movement, especially when viewed in oblique views. The effect would be intensified with the subtle use of colour on the fins.

75. Another distinctive element of the building's design are the semi-circular indentations which create a dynamic vaulted arcade at ground floor level. The arcaded walkway would extend along the west and south sides of the building, creating a continuous space. The height of the vaulted walkway, ranging from 8m high on the Aldgate High Street entrance to 5m high along the arcade, would ensure that the arcade does not appear constrained or oppressive. The vaulted arcade would be finished in a red pigmented concrete.
76. A walkway of generous width (at least 4m) is provided to the west of the arcade, adjoining the Bus Station. The combination of the external walkway and arcade would significantly improve pedestrian movement across the site, especially the key north-south route between Aldgate and the residential estate on Mansell Street. A continuous railing would define the boundary of the bus station and the external walkway as well as provide protection to pedestrians.
77. The active retail uses wrapping around the building would enliven the public realm and the routes through the site, including the enhanced public realm on Little Somerset Street adjacent to the Still and Star Public House. The existing route along Little Somerset Street to Aldgate High Street would be replaced by a new route of generous width and proportions.
78. The plant would be enclosed in the building's envelope at roof level and concealed from view. The roof of the plant room would be partly louvered to conceal the plant from views from surrounding upper storeys. The building maintenance unit would be located on a track recessed below the facades at roof level so as to be concealed from view when not in operation.

#### Residential Building

79. A 16 storey residential block is proposed to the south of the site immediately adjoining the consented hotel at 24-26 Minories (currently under construction). The height and depth of the proposed building aligns with 24-26 Minories and together they provide a strong sense of definition and enclosure to St Clare Street.
80. The building steps back in a splayed footprint from St Clare Street opening views westwards of the street from the soft landscaped area. Due to different land ownership it is not possible to create a pedestrian link between St Clare Street and the landscaped area. However the residential development provides the potential for a possible future east- west route in the event of the adjoining site being re-developed. The building's eastern elevation steps back so as to reduce its impact on the soft landscaped area.
81. The design comprises a staggered and layered series of interlocking blocks intended to generate a play of light and shadow. The recessed terraces and stepped facade would result in a high degree of depth and modelling which would assist in reducing the sense of bulk. The design



approach of predominantly glazed facades with integrated and movable steel chainmail curtains gives an ever changing appearance to the building. The glazing and the reflective qualities of the metallic mesh curtains would give the building a light appearance appropriate in this location adjoining the landscaped area to its east.

82. Given the diverse nature of the surrounding townscape the dynamic and contemporary architectural approach to this building is considered acceptable and would create a striking contrast with the adjoining 24-26 Minories hotel. The marked horizontal emphasis of the block and the depth of modelling contrasts appropriately with the sheer vertical emphasis of the tower element of the hotel scheme.
83. The building would be cleaned either by a mobile cherry picker or internally by means of sliding doors. No roof level cleaning equipment is proposed.

#### Setting of Listed Buildings

84. The scheme would have a significant impact on the setting of the listed St Botolph Aldgate Church, in particular the 13 storey office building on the other side of Aldgate High Street. The building would create a substantial backdrop to the church in views from the north-west. The setting of the church is characterised by a backdrop of larger new developments such as the Minerva building, the Matrix Hotel site and Aldgate House. In this context, the proposal is not considered to harm the church's setting.
85. The proposed office building would appear as a substantial building in the foreground and in the distant background of the Grade 2\* listed Hoop and Grapes public house at 46 Aldgate High Street and the Grade 2 listed Nos. 48 and 49 Aldgate High Street. The contrast between the domestic scale of the listed buildings and the larger commercial scale of surrounding developments already exists and the proposed building would be some 50m away from the listed buildings. At this distance and in the context of the surroundings it is not considered that substantial harm would be caused to the setting of these listed buildings.
86. The scheme will not harm the setting of the Grade 2\* listed Sir John Cass School to the west given its significant distance away.

#### Setting of Undesignated Heritage Assets

87. The Still and Star Public House (No 1 Little Somerset Street) is a modest scaled early to mid C19 building. The building exhibits (albeit with alterations) the character of the nineteenth century townscape on this site and has a long recorded use as a public house and thus a focal point in the social and architectural fabric of the townscape. For the architectural and historical significance of the building, the Still and Star is identified as an Undesignated Heritage Asset.

88. The scheme would have a significant impact on the setting of the building. At present the alignment of surrounding buildings means that the Still and Stair is prominent in views from the Bus Station. The proposed re-development would alter this setting with a 13 storey office a short distance to the west of the building. Although this would have a substantial impact on views of the Still and Star, the building historically was embedded in a tight grain of alleyways. In this respect, the proximity and scale of the adjoining building is not considered to harm the setting of the Still and Star as an Undesignated Heritage Asset.
89. Furthermore, the scheme offers significant benefits in terms of the enhancement of the pedestrian realm to the west and south of the pub.

#### London Views Management Framework

90. The scheme is designed to ensure that there would be a negligible impact on the three assessment points in the LVMF's Townscape view from The Queen's Walk to the Tower of London focussing on the Tower of London.
91. The central Assessment Point (25A.1) is also a Protected Vista. The eastern extension to the Hotel falls within the Background Assessment Area of this view but does not breach the height threshold of the view.
92. From the three Assessment points the vast majority of the scheme would be concealed by existing buildings. Very small parts of the upper storeys would be visible but would be barely perceptible from these views and would not harm views of the Tower of London.
93. The scheme will not affect other viewpoints identified in the London Views Management Framework.

#### Setting of the World Heritage Site

94. The site is in the background of the Tower of London World Heritage Site in views from the south riverbank around City Hall. The Tower of London World Heritage Site Local Setting Study identifies three relevant views on the south riverbank of the Thames which coincide with the three LVMF Assessment Points.
95. As set out in preceding paragraphs, the impact of the development would be minimal in these views. The scheme would be generally concealed from views of the Tower of London World Heritage Site from Tower Bridge and the south bank of the Thames. In this respect, the scheme would not harm the setting and Outstanding Universal Value of the World Heritage Site.

#### Public Realm

96. The scheme proposes a number of significant enhancements to the public realm. The existing poor quality open space currently fronting onto Aldgate High Street would be replaced by a more centrally located space of comparable size accessible from all directions and fronted with vibrant public uses. A clear east-west route would be created from Little Somerset Street into the central open area and westwards to Minories past the recreated ground floor elevation to the hotel. A north-

south route would provide access between Aldgate High Street and the open area continuing to the south of the site, through to the Guinness Court Estate. The public realm areas on the northern part of the site would be hard landscaped with suitable furnishings and planters. On the southern part of the site a substantial new soft landscaped area would be created between the proposed hotel and residential building and the Guinness Court Estate. This would incorporate pedestrian routes, planting, furniture and a play area. The area would be accessible to the public and residents during the day but gated at night in order to secure it and protect the amenities of the surrounding area. An automatic public convenience presently exists on the open space fronting Aldgate High Street. A replacement public convenience would be permanently located in the new development in accordance with details to be approved.

### Access

97. The proposals show that a good level of inclusive design would be achieved both in the proposed buildings and in the open spaces.
98. The residential dwellings would be designed to meet Lifetime Homes Standards and 10% (9) of the dwellings would be designed to be easily adaptable to meet the needs of wheelchair users. All the units would have access to two lifts. Lift access would be provided to car parking in the basement.
99. 10% of hotel bedrooms would be designed to have the spatial provisions for a wheelchair accessible bedroom, 5% of which will be fitted out from completion. All public areas and circulation spaces would be designed to be sufficient for wheelchair users. This will be secured by condition.
100. Similarly the office and retail accommodation has been designed inclusively and to meet the aims of the Equality Act.
101. 11 car parking spaces are proposed in the basement. These would all be marked out and maintained for use by people with disabilities. 4 spaces would be available for occupiers with disabilities of the residential units in accordance with London Plan standards. The remaining spaces would be available for hotel visitors or staff. This level of provision for the hotel falls below recommended British Standards. The submission of an Accessibility Management Plan will be required by condition which will provide details of the proposed provision for guests and employees with disabilities including arrangements for additional off-site provision.
102. The proposals would substantially improve pedestrian links by increasing permeability through the site. The pedestrian routes would be designed to be inclusive with gentle gradients, suitable surfaces and appropriately designed furniture details of which will be sought by condition.

### Daylight, Sunlight and Overshadowing

103. Daylight and sunlight studies have been carried out to assess the impact of the development on the 3 northern most blocks of Guinness Court Estate. It is not considered that the development would impact on the 2 southern blocks of Guinness Court or Iveagh Court and so these were not included in the assessment.
104. The residential buildings stand east and south east of the development site and comprise ground to 7<sup>th</sup> floor. The northernmost block (Block 1) has 56 rooms and 60 windows facing the development site; Blocks 2 and 3 have 54 rooms and 58 windows each.

### Daylight analysis

105. Calculations have been made in respect of vertical sky component (VSC), Average Daylight Factor (ADF) and 'no skyline' in accordance with Building Research Establishment (BRE) guidelines in order to obtain a complete picture of the impact on the residential units. VSC measures the daylight received on the external plane of windows; 'no skyline' contour indicates the percentage area of a room from which there is a view of the sky and ADF indicates the daylight levels in a room. The BRE guidelines state that if following development the VSC or 'no skyline' calculation for windows or rooms is at least 0.8 of its former value (i.e. no more than 20% reduction) then the impact would not be noticeable. The BRE recommended minimum standards for ADF levels are 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.
106. The assessment shows that while there would be some reduction to daylight and sunlight to rooms facing the development site, in the majority of rooms the impact would not be 'noticeable'.
107. Apart from windows at 2<sup>nd</sup> floor level (which I refer to below) 8 windows (all on the northernmost block) would experience more than a 20% reduction in VSC; of those the greatest reduction would be by 23.42%.
108. In the case of the windows to the 2<sup>nd</sup> floor units, the existing daylight situation is compromised by the overhanging/projecting facade at 3<sup>rd</sup> floor level immediately above the 2<sup>nd</sup> floor windows. This significantly reduces the amount of daylight and sunlight reaching these windows meaning that all 24 rooms at 2<sup>nd</sup> floor level have low existing VSC and ADF figures. These low figures mean that any reduction appears as a disproportionately high percentage of loss. In the case of all the 2<sup>nd</sup> floor windows the loss of VSC exceeds 20%.
109. The 'no skyline contour' assessment shows that 2 rooms in the northern most block, 2 rooms in the 2<sup>nd</sup> block and 21 rooms in the third block would experience a noticeable change in 'no skyline'. However in all but 7 of these rooms the ADF levels would remain above the recommended minimum standards.
110. ADF levels to all rooms would be reduced as a consequence of the development. 12 living and dining rooms in the ground and first floors of Blocks 1 and 2 which are all presently ADF compliant, would fail to

achieve the recommended minimum value of 1.5% following the proposed development, while the bedrooms would exceed the minimum value of 1%. From 3<sup>rd</sup> floor and above, where the rooms have higher existing ADF values, most of the rooms would continue to achieve the recommended minimum levels although a small number of kitchens would fail to meet the higher recommended minimum of 2%. At 2<sup>nd</sup> floor all rooms have low existing ADF levels which do not meet recommended levels.

- 111. In Block 3 almost all the rooms would remain ADF compliant apart from those on the 2<sup>nd</sup> floor and 2 living rooms and kitchens.
- 112. The changes in ADF levels to all rooms are relatively small but because ADF is measured on an absolute scale it means that some rooms (19 in total) which at present benefit from ADF levels just above the recommended minimum levels would drop below these levels as a result of the development.

#### Sunlight analysis

- 113. Other than windows on the 2<sup>nd</sup> floor, 10 rooms of the total 164 would experience more than a 20% overall reduction in sunlight hours. At 2<sup>nd</sup> floor level a further 17 rooms would experience more than a 20% loss. However in each of the cases, those rooms which would be noticeably affected are where existing levels are low so that any reduction represents a higher percentage loss. In general the availability of sunlight remains good and will not be materially affected by the development.
- 114. To conclude, the assessments of daylight and sunlight provide a mix of results, showing that where the impact would be noticeable under one test the daylight levels might continue to be acceptable under another test. The BRE Guidelines were not designed for use in a dense urban setting and the document states that the guidelines should be interpreted flexibly. It states *'In special circumstances the developer or planning authority may wish to use different target values. For example in a historic city centre with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.'* In the case of the Guinness Court Estate while the assessment of the impact on daylight and sunlight indicates that there would be a noticeable reduction to some rooms this is partly because of existing low levels due to the design of the Estate buildings and due to the typical nature of an urban environment. Overall the extent of the impact on daylight and sunlight levels would not be such as to warrant a refusal of planning permission.

#### Overshadowing analysis

- 115. A transient overshadowing analysis has been carried out which tracks the shadow caused by the proposed development on the spring equinox (21 March) in accordance with BRE guidance. The study shows that during the morning the development would not impact more than the existing buildings on the areas of open spaces in the Guinness Court Estate or on the proposed landscaped gardens and that these

will continue to receive good levels of sun from about 10am onwards. The development would cause a marginal increase in overshadowing to these areas between about 2pm and 4pm. However even in the case of this small level of increased shadowing all areas would continue to receive in excess of 2 hours of direct sun on the ground on the spring equinox which exceeds the minimum recommended levels in the BRE guidelines.

### Sustainability & Energy

116. The London Plan climate change policies require development proposals to make the fullest contribution to mitigating climate change by minimising carbon dioxide emissions, adopting sustainable design and construction measures, prioritising decentralised energy supply, and incorporating low and zero carbon energy technologies. All developments are required to make the fullest contribution to London's adaption to climate change by managing flood risk and by reducing the urban heat island effect through sustainable design and urban greening. Policy CS15 of the Core Strategy requires all development to demonstrate the highest feasible and viable sustainability standards and to minimise carbon emissions.
117. The applicants have submitted an Energy and Sustainability statement and a BREEAM (Building Research Establishment Environmental Assessment Method) Preliminary pre-assessment for all parts of the development.
118. The energy efficiency of the scheme is based on a range of active and passive design measures to reduce the carbon emissions and address climate change adaptation, such as improved fabric performance, low air leakage, solar efficient glazing, solar shading to the windows and energy efficient building services.
119. An energy centre is proposed at basement level to serve all parts of the development and includes the installation of a site wide combined heat and power (CHP) system to meet the base heat and hot water demand. This has been designed to provide the opportunity to connect to a district heating system should this become available in the future. Systems in the energy centre would provide electrical power, back up via standby generators, heating, cooling and hot water and would allow for the sharing of energy and surplus heat between the different types of building uses.
120. The assessment of low and zero carbon technologies concludes that the only feasible renewable technology would be photovoltaic cells which would work in conjunction with the CHP system. Two areas of photovoltaic panels are proposed on the roof of the offices and hotel building to provide a proportion of the electrical demand for the buildings. Details of the extent and appearance of these would be required by condition.
121. The energy strategy indicates an appropriate standard of sustainable design. The combination of energy efficiency design measures, CHP and photovoltaics results in a 13% CO<sub>2</sub> reduction over and above the

Part L2A 2010 (Building Regulations) requirement for the retained and refurbished hotel building and a 42% reduction for the new office building. These figures show that the development has the potential to comply with the London Plan carbon reduction target of 40% for new non-domestic buildings in the case of the proposed office building; a minimum target does not apply for the retained (hotel) building although carbon reductions are achieved in accordance with London Plan policies.

122. The residential building would be designed to meet the 40% carbon reduction target although the details of how this would be achieved have yet to be submitted. A condition would be attached requiring the energy strategy to be submitted and approved prior to commencement of construction of the residential building.
123. Climate change adaption measures have been included such as solar shading, high efficiency glazing, heat recovery and proposed green, brown and blue roofs. A rainwater harvesting system is proposed; the residential building would have a brown roof and the run off from the roof will be collected in a rainwater harvesting tank in the basement for use in WC cisterns, wash down points or irrigation points. A green roof would be established on part of the hotel building and a blue roof is proposed on the office building, designed to act as a rainwater storage pool for harvesting and storm water retention. Harvested water would supply toilets in the hotel building; rainwater to the offices would be collected in the basement for use in toilets, wash down points and irrigation. These measures will reduce the site run-off volume and improve biodiversity. Details of the type and extent of the roof treatments will be required by condition.
124. The BREEAM pre assessment indicates that the development would achieve a rating of 'very good' for the hotel and 'excellent' for the offices. The Code for Sustainable Homes pre-assessment indicates that Level 4 would be reached for the residential building which complies with Policy CS15.

#### Transport, Servicing & Parking

125. The site has excellent public transport accessibility; several bus services serve the Aldgate area, Aldgate and Aldgate East underground stations are in close proximity and Fenchurch Street National Rail Station is approximately 450m away.
126. The development is proposed to be car free other than the provision of 11 disabled parking spaces in the basement. No motorcycle parking is proposed.
127. A total of 395 cycle parking spaces together with associated ancillary facilities are shown for the development. This is in line with the emerging standards set out in the Draft Further Alterations to the London Plan and reflects a welcome approach to promoting sustainability and active travel. Sufficient showering and changing facilities would also be provided.

128. It is predicted that the overall development would generate 7492 two way person trips a day by all modes of travel. (The existing buildings if fully occupied as offices would generate 2503 two way trips.) 65.6% of these trips will be made by rail and underground. Although this figure is a significant level of additional trips on the existing transport network, it is considered that given the different uses on the site the arrival and departure trips will be phased throughout the day and therefore there is scope on the existing networks to accommodate this increase. 16.4% of the total trips are predicted to be made by active travel modes (walking/cycling) and measures will be put into place through travel planning to further promote active travel within the development.
129. The proposed hotel would not have a dedicated taxi drop off area as it was considered this would conflict with the City's transport and public realm improvements in the Aldgate area; it is anticipated that taxis would stop on the highway in Minories to drop off passengers.

#### **Servicing**

130. All servicing and refuse collection for the development would take place from a covered service yard at basement level. The service yard would be accessed by a service ramp from Little Somerset Street and is designed to accommodate 5 bays, including 3 (one for each building) with a minimum headroom of 5m which would accommodate heavy goods vehicles including refuse collection trucks. Two of the bays would be located by the office building, two by the hotel and one by the residential building. The proposed bays in the basement sufficient to accommodate LGV vehicles and refuse collection vehicles and each building would have its own separate refuse collection area.
131. It is estimated that the proposed development would generate 89 delivery and servicing trips each day. 32 of these are thought to be in medium and heavy goods vehicles, including refuse collection vehicles and 57 in light goods vehicles. The calculation of arrival and dwell times shows that this number and type of vehicles can be accommodated within the site and if properly managed would not result in any vehicles waiting on the public highway.
132. A Delivery and Servicing Management Plan would be required to ensure that the timing of deliveries would be co-ordinated and that vehicles would be accommodated on the site and not cause disruption to the surrounding highways or residents.

#### **Stopping up of land as public highway**

133. The proposed development of the office building on the northern part of the site would require the stopping up of 490sq.m of public highway where the existing open space fronting onto Aldgate High Street is located. This is all land in the applicant's ownership which has become public highway as a result of long and uninterrupted public use. As a balance to this the scheme would provide 1298sq.m of publicly accessible private space, (not including the managed soft landscaped area to the south of the site which would be gated). This would form the hard landscaped open space between the office and hotel buildings



and along their frontages. The scheme would result in a significant increase in publicly accessible open space on the site.

#### Demolition and Construction

134. It is estimated that the development would generate around 40 daily construction vehicle trips. Preliminary details have been submitted of a deconstruction method plan and the applicants advise that most of the vehicular access to the site during deconstruction will be from Minories. Deconstruction and construction method plans and vehicular logistics plans will be required to be submitted by condition in order to ensure that residential amenity and the amenities of the surrounding area are protected during the period of works.

#### Phasing of the development

135. The applicants have advised that the overall development will be phased as follows:
- Phase 1  
Demolition and temporary works: 7 months, September 2014-April 2015
  - Phase 2  
Substructure Box: 8 months, March 2015-October 2015  
Residential: 17 months, July 2015-December 2016  
Hotel refurb and vertical extension: 16 months, March 2015-June 2016  
Hotel side extension: 10 months, October 2015-August 2016
  - Phase 3  
Office: 20 months, June 2016-January 2018
136. The hotel would be the first building ready for occupation, followed by the residential and then the office building. The S106 agreement would include a provision that the basement servicing area, which would be to serve the whole development, is completed prior to the occupation of the hotel building and would be provided and maintained for the servicing of the whole development.
137. In order to ensure that the scheme does not result in the loss of a significant amount of offices on the site, the office component of the proposed development would need to be secured. This would normally be achieved by a condition or S106 provision requiring that no part of the development should be occupied until the office building has reached practical completion. The applicants have advised that the hotel operation would provide the economic driver for the scheme as a whole and if any restriction is imposed on its occupation, the whole scheme could fail or be significantly delayed.
138. As an alternative it is proposed that the S106 agreement would include provision that (i) the hotel should not be occupied until the office building has been constructed up to at least ground floor slab level,

such development to include all foundations, piling and below ground substructure to enable the development to continue; and (ii) that best endeavours are used by the developer to comply with a specified programme for the construction, completion and marketing of the office building.

139. While this would be a more flexible approach which the developers could agree to it would not provide an iron cast guarantee that the office development would be completed and delivered.

#### Archaeology

140. The site is in an area of archaeological importance sited outside the Roman and medieval City wall, close to the gate at Aldgate, within a known Roman cemetery and within the precincts of the Abbey of St Clare, founded in the 13<sup>th</sup> century. A Historic Environment Assessment has been submitted with the application. Remains from all periods, Roman to medieval are likely to survive on the site, and in particular there is potential for Roman burials and evidence associated with the Abbey of St Clare. There is likely to have been some disturbance to archaeological survival due to construction of building basements and the construction of the underground line on the site, however, there remains a potential for the survival of deeper cut Roman burials and features, post medieval and medieval features, evidence of which has been recorded on the site and immediate vicinity. There would be no archaeological potential in the areas where the underground railway crosses the site.
141. The proposed buildings would affect archaeological remains where new basements and foundations are proposed. There are currently no details of the proposed foundations.
142. Conditions are recommended to cover archaeological evaluation which is needed to provide additional information on the character, nature and date of surviving archaeological remains, in particular Roman burials. The results of the evaluation would be used to design an appropriate mitigation strategy in order to fully record and excavate remains that would be affected by the proposals. Conditions requiring the submission and approval of a programme of archaeological work and foundation design are recommended.
143. The site includes 62 Aldgate High Street and initial assessment of the building indicates that the building may conceal earlier fabric, or contain re-used material in its construction. It is recommended that a standing building survey is carried out and a report written. A condition is recommended to cover such a survey.

#### Community Involvement and Neighbour representations

144. The applicant has undertaken a comprehensive pre- and post-planning submission consultation process with relevant community groups, local residents, Ward Members and other interested parties including St Botolphs Church, Aldgate and Sir John Cass School. This has included meetings with interested parties, Guinness Estate Residents' meetings,

a public exhibition over two days at a venue local to the site and local distribution of newsletters and leaflets.

145. A number of the issues raised at these meetings and subsequently in responses to the planning application have been taken into consideration in the application.

These include the following:

- a. The provision of double glazing to flats in the Guinness Court Estate. The developers have agreed that they will fund the provision of double glazing to all windows on the elevations of Guinness Court and Iveagh Court which face the development site prior to demolition. This will mitigate the impact of the proposed development on the residential flats. The provision of double glazing would be secured through the S106 agreement.
- b. Access for residents to, and satisfactory management of, the open space between the application site and the Guinness Court Estate. The developer has agreed that the area will be re-landscaped, will be accessible from the Estate and will provide a pedestrian route between the Estate and Aldgate. The landscaped area would be gated and managed in order to avoid problems of anti-social behaviour or security issues. The developer has agreed to engage with the residential community over the details of design and implementation of the public realm. The submission of details of a management scheme and access plan would be secured in the S106 agreement.
- c. Residents were concerned regarding disturbance during demolition and construction and the hours of works and have requested that a liaison group is set up to monitor any nuisances which may arise. The developer has agreed to this. Conditions are recommended to be attached to any planning permission requiring the submission and approval of Deconstruction and Construction Management Plans and vehicle logistics plans which would include details of liaison with residents, hours of working and noise levels and vehicular routes and access to the site.
- d. The residents have also requested that if excessive noise is produced, acoustic shielding is provided on Little Somerset Street. This temporary structure may require planning permission and does not form part of the present proposals. However if excessive noise levels were to cause a noise nuisance this might be an option considered by the developer so that the development of the site can continue.
- e. The residents also express concern regarding disturbance from vehicles servicing the completed development. Details of the servicing have been amended since the submission of the application so that all servicing would now take place at basement level, reducing the impact of servicing on the surrounding area. Vehicular access would be from Mansell Street and Little Somerset Street .

- f. The hours of servicing would be controlled by condition and the submission of a Delivery and Servicing Management Plan would be required to ensure disturbance to surrounding properties would be minimised. The Residents' Association has requested that no servicing be carried out between the hours of 21.00 hours and 7.00 hours on the following day Monday-Saturday and no servicing on Sundays and bank holidays. The City's standard condition is to prohibit servicing between 23.00 hours and 7.00 hours Monday-Saturday and on Sundays and bank holidays. This standard has been adopted to ensure an appropriate balance between the efficient functioning of City premises and residential amenity. As all servicing for the development would take place at basement level, it is considered that any condition should not be more onerous than the City's normal requirement.
  - g. The relocation of the existing community and health centre from the Estate into premises in the new development. The developer has shown the provision of a ground and first floor unit measuring 360sq.m in area for use as either Class A3 (restaurant), D1 (health) or D2 (community) purposes and has confirmed that they would be happy for it to be occupied as a community centre for local residents and/or for health purposes if required by the Primary Care Trust. The details of the provision, the area of the community space and details of rental agreement would be secured under the S106 agreement in consultation with the Director of Community and Children's Services.
  - h. The Residents' Association's request that that a commitment is made to provide training and employment opportunities for local residents would be covered by provisions in the S106 agreement.
146. The developers of the adjoining hotel presently under construction have raised objections to the proximity of the proposed residential building to the east facing wall of their development, effectively removing the need to provide the approved green wall and high quality facade on this elevation. This hotel was approved prior to the submission of the present planning application and appropriate finishes to the elevation were required to protect the amenity of residents in the Guinness Court Estate. The proposed residential building would not cause detriment to the building at 24-26 Minorities other than concealing views of its rear elevation. They also raise concern about the potential provision of a public route from the development site to St Clare Street; this is not provided in the current scheme as it could not be achieved with the current site boundaries and layout of adjoining buildings. However the layout of the proposed buildings would allow for a route to be completed if desired, in the event of any future development of adjoining sites.

## **Planning Obligations and Community Infrastructure Levy**

147. Under Section 106 of the Town & Country Planning Act 1990 an agreement or planning obligation can be made between parties, usually the developer and the local authority, or a unilateral undertaking can be submitted by a prospective developer:
- restricting the development or use of land in any specified way;
  - requiring specified operations or activities to be carried out in, on or under or over the land;
  - requiring the land to be used in any specified way; or
  - requiring a sum or sums to be paid to the authority on a specified date or dates or periodically.
148. Planning obligation arrangements were modified by the Community Infrastructure Levy Regulations 2010 ('the CIL Regulations'). The Regulations introduce statutory restrictions on the use of planning obligations to clarify their proper purpose, and make provision for planning obligations to work alongside any Community Infrastructure Levy ('CIL') arrangements which local planning authorities may elect to adopt.
149. Regulation 122 states that it is unlawful for a planning obligation to constitute a reason to grant planning permission when determining a planning application if the obligation does not meet all the following tests:
- necessary to make the development acceptable in planning terms;
  - directly related to the development; and
  - fairly and reasonably related in scale and kind to the development
150. The National Planning Policy Framework (March 2012) stated that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It repeated the tests set out above and then stated that where planning obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. (NPPF paragraphs 203-206).

## **Mayor of London Policies**

### **Mayoral Community Infrastructure Levy (CIL)**

151. On 1<sup>st</sup> April 2012 the Mayor of London introduced the Mayoral Community Infrastructure Levy (CIL), in accordance with London Plan Policy 8.3. The Mayoral CIL is paid by developers to help fund strategically important infrastructure, initially Crossrail until 2019. The Mayor has set a charge of £50 per sq.m and this applies to all development over 100sq.m (GIA) except social housing, education related development, health related development and development for charities for charitable purposes.

### Mayoral Planning Obligations

152. Since April 2010 the Mayor of London has sought contributions towards the cost of funding Crossrail through the negotiation of planning obligations in accordance with London Plan Policy 6.5. Mayoral planning obligations are payable by developers according to an indicative level of charges for specific uses set out in the Mayoral SPG (April 2013): offices (£140 per sq.m net gain in GIA floorspace), retail (£90) and hotels (£61) provided there is a net gain of 500sq.m.
153. The Mayor of London has stated in his Mayoral CIL Charging Schedule (April 2012) that he will not 'double charge' developments that are liable for both Mayoral CIL and Mayoral planning obligations payments for Crossrail. His approach is to treat any Mayoral CIL payment as a credit towards any Mayor planning obligation liability. Therefore the Mayoral planning obligation liability can be reduced by the Mayoral CIL.
154. At the time of preparing this report the Mayoral CIL has been calculated to be £210,600. The full Mayoral planning obligation has been calculated to be £436,857 but this would be reduced to £266,257 after deduction of the Mayoral CIL. It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of payment and should therefore only be taken as indicative figures at this point.
155. These contributions towards the funding of Crossrail will be collected by the City Corporation. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income as an administration fee; the remainder will be forwarded to the Mayor of London. The whole of the Mayoral planning obligation income received will be forwarded to the Mayor. However, the developer will also be liable to pay an additional £3,500 Mayoral planning obligation administration and monitoring charge to the City Corporation. The total contributions due in accordance with the Mayoral CIL and Mayoral planning obligation policies are summarised below:

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution £</b>	<b>Forwarded to the Mayor £</b>	<b>Retained by City Corporation £</b>
Mayoral Community Infrastructure Levy payable	210,600	202,176	8,424
Mayoral planning obligation net liability*	226,257	226,257	Nil
Mayoral planning obligation administration and monitoring charge	3,500	Nil	3,500

<b>Total liability in accordance with the Mayor of London's policies</b>	<b>440,357</b>	<b>428,433</b>	<b>11,924</b>
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\*Net liability is on the basis of the CIL charge remaining as reported and could be subject to variation.

#### **City of London's Planning Obligations SPG policy**

156. On 8th June 2004 the City's Supplementary Planning Guidance on Planning Obligations was adopted. This policy seeks a contribution of £70sq.m from developments over 10,000sq.m provided that there is also an increase of 2,000sq.m.
157. In this case the proposed net increase would be 16,775sq.m. On the basis of the figure indicated in the Supplementary Planning Guidance, the planning obligation figure would be £1,174,250. It is the City's practice that all financial contributions should be index-linked with reference to the appropriate index from the date of the Committee resolution.
158. The applicant has agreed a breakdown which accords with the Supplementary Planning Guidance as follows:

<b>Category</b>	<b>Contribution £</b>	<b>Percentage share %</b>
<b>Total Contribution under City's SPG</b>	<b>1,174,250</b>	
Allowance for Monitoring of Agreement by City (1%)	11,743	
<b>Balance available for allocation</b>	<b>1,162,507</b>	<b>100</b>
<b>Proposed allocations:</b>		
Local Community and Environment	581,254	50
Affordable Housing	348,752	30
Transportation	174,376	15
Local Training and Skills	58,125	5
<b>Total allocation under City's SPG</b>	<b>1,162,507</b>	<b>100</b>

159. I have set out below the details that I am recommending concerning the planning obligations. All of the proposals are considered to be necessary to make the application acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development and meet the above tests contained in the CIL Regulations and in government policy. I would also request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

### **Local Community and Environmental Improvements**

160. It is inevitable that a development of the scale and intensity of the proposals will have a range of impacts in the vicinity of the site both in terms of the demolition and construction phase, and in terms of the operational phase, as referred to in this report. The contribution for Local Community Facilities and the Environment will be used to help mitigate the impact of the development by providing facilities and opportunities which may include but are not limited to education, health & welfare, church works and for the benefit of other voluntary organisations, arts & culture, leisure and recreation, childcare provision, street scene and air quality improvements. The City has identified a number of matters required to mitigate the impact of the development and which meet the planning tests and these are set out below. However, other matters requiring mitigation for the benefit of the local community are still yet to be fully scoped and it is proposed that the Local Community Facilities and Environment Contribution will be used to help mitigate such impacts also.
161. It is proposed that part of the contribution be put towards the delivery of projects of the Aldgate and Tower Area Strategy. The Strategy provides a framework for transport and environmental improvements within the area, guiding the long term changes as sites are re-developed, whilst providing the context for short or medium term actions aimed at improving the streets and spaces. Following a public consultation carried out between December 2011 and January 2012 the Aldgate and Tower Area Strategy was approved in December 2012.
162. The principal aims and objectives of the Strategy are:
- To achieve transformational change by removing barriers to movement and creating a vibrant and attractive environment that supports regeneration.
  - To introduce more green elements such as street trees and public spaces including: a new public space of significance between Sir John Cass Primary School and St Botolph without Aldgate Church; a new green space at America Square; and a new green space at The Crescent.
  - To improve the quality and consistency of surface materials and street furniture to create an enhanced street scene.



- To encourage biodiversity within the area.
163. It is proposed that 25% of the Local Community and Environmental Improvements contribution should be allocated towards the provision of local primary school education facilities.
164. The applicant will be required to pay some of this contribution for feasibility and design studies upon demolition and the balance would be payable on or before the implementation of the planning permission.

### **Affordable Housing**

165. Policy CS21 requires residential developments of 10 or more units to provide 30% affordable housing on site. In this instance the development would provide a total of 87 units, 27 of which would be provided at affordable rents. The proposed development provides 30% of affordable housing units on the site in accordance with the Core Strategy policy.
166. The commercial element of the development would provide an affordable housing contribution for the purpose of off-site provision of affordable housing in suitable locations in or near to the City of London in accordance with the City's SPG. In this instance it is proposed that this contribution be reallocated for the provision of education facilities at the nearby Sir John Cass Foundation Primary School.
167. The increase in the number of residents would create further demand for primary school places for city residents. The school are undertaking a project to extend the school to be able to make provision for the increase in demand in school spaces each year.
168. The applicant will be required to pay this contribution on or before the implementation of the planning permission.

### **Transport Improvements**

169. The proposed development will generate additional demands for movement in the form of new walk, cycle, public transport, taxi and servicing trips. Although these movements may have a destination at the development, they will have an origin elsewhere, probably outside the City. As a result, the impacts of these additional movements will be felt throughout the City, not just in the area immediately surrounding the development.
170. It is therefore proposed that the Transport Contribution should go towards projects in the emerging Traffic Management Programme. The Traffic Management Programme is an emerging series of projects that seek to actively improve the functionality of City Streets in order to help them to accommodate growth in movement. This Programme has been set out in the City's adopted Local Implementation Plan (2011).
171. As the development lies in the centre of the Aldgate and Tower Area Strategy it is considered that priority would be given to transport projects in this area.

### **Local Training, Skills and Job Brokerage**

172. The Local Training, Skills and Job Brokerage contribution will be applied to the provision of training and skills initiatives, including job brokerage, in the City or City fringes. The Developer will be required to pay this contribution on or before the implementation of planning permission.

### **Public Realm Access**

173. The proposal includes publically accessible space throughout the site. The balance of public and private access rights will be secured through the section 106 covenants subject to a detailed regime for public access to be only prevented or temporarily restricted or limited to enable cleansing, maintenance and security and allowing closure in the evenings. Details of this regime are yet to be finalised.

### **Highway Reparation and other Highways obligations**

174. The cost of any reparation works required as a result of the development will be the responsibility of the Developer.
175. If required, prior to implementation and based on the City's standard draft, the developer will be obligated to enter into an agreement under Section 278 of the Highways Act 1980 to meet the cost of highway works that are necessary to meet the burden placed on the highway network by the development.
176. Block-bookings or any bookings from tour operators, travel agents or any other person that may result in coaches setting-down and picking-up passengers at the hotel development will not be accepted and a clause to this effect will be included in the S106 agreement.

### **Utility Connections**

177. The development will require connection to a range of utility infrastructure. Early engagement by the applicant about utilities infrastructure provision will allow for proper co-ordination and planning of all works required to install the utility infrastructure, particularly under the public highway, so as to minimise disruption to highway users. A s106 covenant will therefore require the submission of draft and final programmes for ordering and completing service connections from utility providers in order that the City's comments can be taken into account, and will require that all connections are carried out in accordance with the programme. Details of the utility connection requirements of the Development including all proposed service connections, communal entry chambers, the proposed service provider and the anticipated volume of units required for the Development will also be required.

### **Delivery and Servicing Management Plan**

178. The developer would be required to submit for approval a Delivery and Servicing Management Plan prior to occupation for all buildings on the site. In the event of any breach of the Management Plan of any of the

buildings, the developer will be required to resubmit a revised document, and should the developer default on this requirement, the City will be given the ability to provide a replacement plan. The operation of the Delivery and Servicing Management Plan will be subject to an annual review.

### **Local Training, Skills and Job Brokerage Strategy (Construction)**

179. The applicant will be required to submit for approval details of the Local Training, Skills and Job Brokerage Strategy (Construction) in line with the aims of the City Corporation's Employment Charter for Construction. This Charter aims to maximise job opportunities in the City for residents of the City fringes and offer employment and training opportunities to local people wishing to begin a career in construction. The Strategy will be submitted in two stages: one to be submitted prior to the First Preparatory Operation Date in respect of the Preparatory Operations; the second to be submitted prior to Implementation in respect of the Main Contract Works Package.

### **Local Employment and Training Strategy (End use)**

180. The Developer will be required to demonstrate its reasonable endeavours to recruit staff for the end-use scheme (the hotel) from the City or one of its six neighbouring boroughs (the City fringes). The Developer will be required, prior to occupation, to set out in writing to the City's satisfaction a Local Employment and Training Strategy for end use.

### **Local Procurement**

181. The developer will be required to submit for approval a Local Procurement Strategy prior to commencement of demolition. The Local Procurement Strategy shall include details of: initiatives to identify local procurement opportunities relating to the construction of the development; initiatives to reach a 10% target for local procurement, from small to medium sized enterprises in the City and City fringes; the timings and arrangements for the implementation of such initiatives; and suitable mechanisms for the monitoring of the effectiveness of such initiatives e.g. a local procurement tracker can be used to capture this information.
182. The developer will be required at the 6 month stage, or half way through the project (whichever is earliest), to report to the City of London Corporation's Economic Development Office on their performance against the 10% local procurement target.

### **Carbon Reduction Targets**

183. The London Plan sets a target for major developments to achieve an overall carbon dioxide emission reduction of 40% 2013-2016, through the use of on-site renewable energy generation. The submitted energy strategy and design predicts that the 40% target would be achieved. A detailed assessment will be required by condition to confirm that this

target is met on site. If the target is not met the applicant will be required to meet the shortfall through cash in lieu contribution. The contribution will be secured through the section 106 agreement.

### **Other Mitigation measures**

184. Due to the close proximity of the Mansell Street Estate the developers have agreed to provide double glazing to the residential units on the facade of the Mansell Street Estate facing the development site. The installation of double glazing would help to mitigate the impact of noise and dust generated by the demolition and the construction phases of the proposed development. The s106 agreement will secure that double glazing will be installed prior to the commencement of demolition.

### **Community Centre**

185. The Residents of the Mansell Street Estate have requested permanent accommodation to house a community centre for the residents of Portsoken Ward. The existing community centre is housed in shipping containers located on Mansell Street Estate. The containers have temporary planning permission. The developers have agreed to provide permanent accommodation for the community centre on the development site at a reduced rent for use by the residents of the Ward. Details of the design and rental costs are to be finalised and will be negotiated and secured in the agreement.

### **Securing the office accommodation**

186. The proposed development would be delivered as three separate buildings for residential, hotel and office uses and delivered at different stages of the development programme. The buildings would be linked below ground and share the basement facilities. The section 106 agreement would ensure that access to the basement areas be provided and maintained for all buildings for the life of the development.
187. To ensure that the development complies with the City's policies the existing office accommodation on the site would have to be replaced. To secure delivery of the office accommodation as far as is possible the section 106 agreement would include provision to (i) restrict occupation of the hotel until the office building had been constructed up to at least ground floor slab level, such development to include all foundations, piling and below ground sub structures to enable the development to continue and (ii) best endeavours are used by the developer to construct, complete and market the office building in accordance with a specified programme.

### **Monitoring and Administrative Costs**

188. A 10 year repayment period would be required where by any unallocated sums would be returned to the developer 10 years after practical completion of the development.

189. The applicant will pay the City of London's legal costs incurred in the negotiation and execution of the legal agreement and the City Planning Officer's administration costs in respect of the same. 1% of the total contribution (secured under the City's SPG) will be allocated to the monitoring of the agreement.
190. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

### **Conclusions**

191. The proposed scheme would achieve the development of an underused and redundant site in a pivotal part of the Aldgate area. The scheme would provide a mix of uses which would contribute to and support the City's primary economic function. New residential accommodation would be provided next to an existing residential area and would include on site affordable units. The scheme would result in significant public realm enhancements, in particular providing pedestrian routes through the site and a large landscaped area to be accessible to local residents and members of the public.
192. Development proposals often result in the need to consider and balance different policies in the assessment of the scheme. While the scheme results in a reduction in office floorspace contrary to policy CS1, this is balanced by the overall benefits of the scheme. To this effect it is important that the scheme is delivered as a whole. The phasing of the development and the construction of the office building would be secured as far as is possible by the S106 agreement and weight may be placed on the proposed covenant in evaluating the benefits of the scheme and the prospects of the whole development being delivered.

## **Background Papers**

### Internal

Memo 20.12.2013 Department of Markets and Consumer Protection

### External

Letter 12.12.2013 English Heritage

Letter 14.12.2013 Sean Irwin

Email 16.12.2014 Thames Water

Letter 20.12.2013 BNP Paribas Real Estate

Letter 20.12.2013 Transport for London

Letter 18.12.2013 Access Adviser

Letter 08.01.2014 Roger Jones

Letters rec'd 09.01.2014 and 20.05.2014 Aldgate Estate Residents' Association

Letter 28.02.2014 Gerald Eve

Emails 19.03.2014, 28.03.2014, 31.03.2014, 02.04.2014, 30.04.2014, 14.05.2014, 22.05.2014 Gerald Eve

Email 20.02.2014, 30.04.2014 Global SKM

Email 29.04.2014 Transport for London

Email 29.04.2014 London Underground Ltd

Letter 01.05.2014 London Underground Ltd

Design and Access Statement as amended by Amended pages and Additional Planning Update March 2014

Planning Statement October 2013

Historic Environment Assessment, October 2013 MoLA

Townscape and Visual Assessment October 2013

Statement of Community Involvement October 2013

Demolition Management Plan October 2013

Noise Assessment October 2013

Outline Engineering Design Document October 2013

Energy and Sustainability Statement and appendices D-J October 2013

Daylight and Sunlight Report October 2013

Daylight and sunlight analysis dated 17.02.2014 GVA

Transient Shadow analysis rec'd 13.03.2014 GVA

Preliminary Ecological Appraisal dated March 2014

Revised Waste Management Strategy

## **Appendix A**

### **London Plan Policies**

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

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

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

Policy 2.12 Identify, protect and enhance predominantly residential neighbourhoods within CAZ and develop sensitive mixed use policies to ensure that housing does not compromise CAZ strategic functions elsewhere in the zone.

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

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

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

Policy 3.5 Housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment, taking account of strategic policies in this Plan to protect and enhance London's residential environment and attractiveness as a place to live.

Policy 3.8 Taking account of housing requirements identified at regional, sub-regional and local levels, boroughs should work with the Mayor and local communities to identify the range of needs likely to arise within their areas and ensure that new developments offer a range of housing choices.

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

Policy 3.12 The maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes; negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development.

Policy 3.13 Boroughs should normally require affordable housing provision on a site which has capacity to provide 10 or more homes.

Policy 3.18 Support proposals that enhance school and educational facilities and resist loss of education facilities unless it can be demonstrated there is no

on-going or future demand. Encourage multiple use of educational facilities for community or recreational use

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
- provide parking for disabled people in line with Table 6.2
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

Policy 7.1 Development should be designed so that the layout, tenure, mix of uses interface with surrounding land will improve people's access to social and community infrastructure (including green spaces), the Blue Ribbon Network, local shops, employment opportunities, commercial services and public transport.

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

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

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

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

Policy 7.6 Buildings and structures should:

- a. be of the highest architectural quality
- b. be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
- c. comprise details and materials that complement, not necessarily replicate, the local architectural character
- d. not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy,

overshadowing, wind and microclimate. This is particularly important for tall buildings

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

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

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

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

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

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

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

## **Unitary Development Plan and Core Strategy Policies**

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

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

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

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

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

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

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

To manage the impact of development, seeking appropriate contributions having regard to the impact of the contributions on the viability of development.

### ***CS8 Meet challenges facing Aldgate area***

To regenerate the amenities and environment of the Aldgate area for businesses, residents, workers, visitors and students, promoting development and investment.

### ***CS10 Promote high quality environment***

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

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

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

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

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

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

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

***CS15 Creation of sustainable development***

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

***CS16 Improving transport and travel***

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

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

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

***CS20 Improve retail facilities***

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

***CS21 Protect and provide housing***

To protect existing housing and amenity and provide additional housing in the City, concentrated in or near existing residential communities, to meet the City's needs, securing suitable, accessible and affordable housing and supported housing.

***CS22 Maximise community facilities***

To maximise opportunities for the City's residential and working communities to access suitable health, social and educational facilities and opportunities, while fostering cohesive communities and healthy lifestyles.

***HOUS4 Housing space and amenities***

To require that all dwellings, where practicable, should be self-contained and provide adequate space and amenities.

***HOUS10 Respect residential privacy, etc***

To require where practicable that the privacy, outlook and daylighting levels of residential accommodation is respected by the form of adjacent development.

***SHOP3 Seek increased retail facilities***

To seek, where appropriate, the provision of new or increased retail facilities, particularly where:

- i. existing retail shop facilities are being replaced on redevelopment in accordance with policy SHOP 2;
- ii. the site is in or close to a shopping centre;
- iii. the site is close to a public transport interchange;
- iv. there is a riverside frontage.

***COM5 Provide public conveniences***

To provide a widespread distribution of public conveniences which efficiently meets public demand and to improve signposting and access for disabled people.

***UTIL6 Provision for waste collection***

To require adequate provision within all developments for the storage, presentation for collection, and removal of waste, unless exceptional circumstances make it impractical; to encourage provision to allow for the separate storage of recyclable waste where appropriate.

***TRANS15 Seek off-street servicing***

To seek, where appropriate, the provision of off-street servicing facilities in such a way as:

- i. to ensure that the location and design of vehicular access and servicing arrangements minimise the adverse effects on the adjoining highway and pay due regard to the environment and the convenience and safety of pedestrians;

ii. to ensure that vehicular servicing and servicing access is avoided on or onto Tier 1-3 roads, except where a practical alternative cannot be provided; and

iii. to enable vehicles to enter and leave premises in a forward direction.

***TRANS18 Resist non-residential parking***

To resist the provision of private non-residential parking in excess of the current planning standards.

***TRANS20 Residential parking standards***

To resist the provision of off-street car parking in new residential development in excess of the current planning standards, and to remove on-street residents' parking.

***TRANS21 Seek parking for disabled people***

To seek the provision and improvement of parking arrangements for disabled people.

***TRANS22 Require cycle parking***

To provide cycle parking facilities by:

- i. requiring the provision of private parking space for cycles in development schemes;
- ii. maintaining an adequate overall number of spaces for cycles in public off-street car parks; and
- iii. providing an adequate supply of cycle parking facilities on-street.

***ENV6 Design of alterations to buildings***

To ensure that all alterations or extensions to an existing building take account of its scale, proportions, architectural character, materials and setting.

***ENV8 Promote high quality open spaces***

To promote and ensure high standards in the layout, design, surface treatment and landscaping of open spaces and streets, and to seek the retention of existing surfaces and features which contribute positively to the character and appearance of the location and the City.

### ***ENV9 Protection and provision of trees***

To safeguard all trees that are subject to tree preservation orders and to make tree preservation orders where expedient in the interests of amenity. To protect trees that contribute to the character or appearance of conservation areas. Elsewhere, to seek to retain or replace trees of importance to the townscape of the City and promote enhancement through additional planting where appropriate.

### ***ENV28 Design of building services***

To ensure that building services are satisfactorily integrated into the architectural design of the building (with particular reference to its roof profile) and to resist installations which would adversely affect the character, appearance or amenities of the buildings or area concerned.

### ***ENV35 To protect daylight and sunlight***

To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to levels which would be contrary to the Building Research Establishment's guidelines.

### ***ARC1 Archaeology - evaluation and impact***

To require planning applications which involve excavation or groundworks on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site including the impact of the proposed development.

### ***ARC2 To preserve archaeological remains***

To require development proposals to preserve in situ, protect and safeguard important ancient monuments and important archaeological remains and their settings, and where appropriate, to require the permanent public display and/or interpretation of the monument or remains.

### ***ARC3 Recording of archaeological remains***

To ensure the proper investigation, recording of sites, and publication of the results, by an approved organisation as an integral part of a development programme where a development incorporates archaeological remains or where it is considered that preservation in situ is not appropriate.

## SCHEDULE

APPLICATION: 13/01055/FULMAJ

### **15 - 16 Minories & 62 Aldgate High Street London EC3N 1AX**

**Demolition of 15 Minories and 62 Aldgate High Street and redevelopment to provide a Class B1 office building with Class A1 retail (18,537sq.m). Extension and recladding of 16 Minories and change of use from offices (Class B1) to a hotel (Class C1) with Class A3 restaurant or Class D1 (health)/ Class D2 (community) use (17,367sq.m). Erection of new residential building (Class C3) providing 87 units (7829sq.m). Relandscaping of open space and public realm improvements.**

## CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition taking place on the site. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme  
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policy of the Core Strategy: CS15.
- 3 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site deconstruction of the existing buildings has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed



in writing by the Local Planning Authority (in consultation with Transport for London).

REASON: To ensure that deconstruction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.

- 4 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects shall be submitted to and approved in writing by the Local Planning Authority prior to any construction work taking place on the site. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the construction process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.  
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policy of the Core Strategy: CS15.
- 5 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site construction of the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).  
REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.
- 6 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for the proposed demolition and excavation works and all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:
  - . provide details on all structures;
  - . provide details of tall plant and scaffolding;
  - . accommodate the location of the existing London Underground structures;

- . demonstrate that there will at no time be any potential security risk to our railway, property or structures;
- . accommodate ground movement arising from the construction thereof; and
- . mitigate the effects of noise and vibration arising from the adjoining operations within the structures.

The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority and London Underground.

REASON: To enable the Local Planning Authority and Transport for London to ensure that works during demolition, construction and operation will not have adverse impacts on existing London Underground tunnels, in accordance with London Plan policy 6.3.

- 7 The areas of public highway on the site shall remain fully open and unobstructed until such time as the necessary Stopping-up Order has come into effect.  
REASON: To ensure compliance with the terms of Section 247 and 257 of the Town and Country Planning Act 1990.
- 8 Before any works including demolition are begun a site survey shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing highway levels. The development shall be carried out in accordance with the approved site survey unless otherwise agreed in writing by the local planning authority.  
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan 2002: ENV8, CS10, CS16.
- 9 No demolition shall take place until the developer has secured a standing building survey and recording of 62 Aldgate High Street to be carried out in accordance with a written scheme of recording which has been submitted to and approved by the Local Planning Authority. All works must be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.  
REASON: To ensure that a record of the building is made, and incorporated in the publication and archiving of the archaeological record of the site in accordance with the following policy of the Core Strategy: CS12.
- 10 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.

REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Unitary Development Plan 2002: ARC 1.

- 11 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. A programme of archaeological work may be submitted in respect of the individual stages but no works in any individual stage shall be commenced until the relevant programme of works and scheme of investigation has been submitted to and approved in writing by the Local Planning Authority. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.  
REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policies of the Unitary Development Plan: ARC2, ARC3
- 12 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration of the parts of the development thereby affected, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.  
REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policies of the Unitary Development Plan: ARC2, ARC3.
- 13 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within each of the buildings shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before each of the buildings thereby affected is occupied and shall be so maintained for the life of the building.  
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policies of the Core Strategy: CS15.
- 14 Development must not be commenced until impact studies of the existing water supply infrastructure have been submitted to and approved in writing by the Local Planning Authority (in consultation with Thames Water). The studies should determine the magnitude of any

new additional capacity required in the system and a suitable connection point.

REASON: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with the following policy of the Core Strategy: CS2.

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

REASON: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

- 16 No works except demolition shall begin until details of the junction between the proposed service road and the highway have been approved in writing by the Local Planning Authority and the buildings shall not be occupied until that junction has been constructed in accordance with the approved details.

REASON: In the interest of public safety in accordance with the following policy of the Unitary Development Plan: TRANS15.

- 17 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any new construction work for the building thereby affected is begun.

REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Core Strategy: CS3.

- 18 The refuse collection and storage facilities shown on the drawings and documents hereby approved shall be provided and maintained throughout the life of the relevant building for the use of all the occupiers thereof.

REASON: To ensure the satisfactory servicing of the buildings in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL 6, CS10, CS17.

- 19 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.

REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policy of the Core Strategy: CS15.

- 20 No doors or gates shall open over the public highway.  
REASON: In the interests of public safety
- 21 The gradient of the ramp to the car park and service yard must not be greater than 1 in 10 or as may be approved in writing by the Local Planning Authority; details of the ramp including gradient, width, safety kerbs and level standing area shall be submitted to and approved by the local planning authority prior to the commencement of construction works.  
REASON: So that the Local Planning Authority may be satisfied with the details of any ramps and the interest of public safety.
- 22 A clear unobstructed minimum headroom of 5m must be maintained for the life of the buildings in all the areas (including access ways) to be used for loading and unloading.  
REASON: To ensure satisfactory servicing facilities in accordance with the following policies of the Unitary Development Plan: TRANS15, UTIL6.
- 23 Except as may be approved in writing by the Local Planning Authority the approved loading and unloading areas must remain ancillary to the use of the buildings and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.  
REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Unitary Development Plan: TRANS15.
- 24 Goods, including fuel, delivered or collected by vehicles arriving at or departing from the buildings shall not be accepted or dispatched unless the vehicles are unloaded or loaded within the curtilage of the site.  
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS21.
- 25 No servicing of any of the premises hereby permitted shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.  
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS16, CS21.

- 26 All of the car parking spaces on the site shall be wide enough to enable them to be used by people with disabilities and the spaces shall be marked out accordingly and provided and maintained throughout the life of the buildings. On completion of the residential building hereby approved 4 of the spaces shall be provided for disabled occupiers of the residential building. All of the spaces shall be readily available for use by disabled occupiers and visitors without charge to the individual end users of the parking.  
REASON: To ensure provision of suitable parking for people with disabilities in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS21, CS16.
- 27 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the buildings sufficient to accommodate a minimum of 395 spaces. The cycle parking provided on the site must remain ancillary to the use of the buildings and must be available at all times throughout the life of the buildings for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.  
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the buildings and to assist in reducing demand for public cycle parking in accordance with the following policy of the Unitary Development Plan: TRANS22.
- 28 Changing facilities and showers shall be provided as shown on the drawings hereby approved for each building thereby affected and maintained throughout the life of each building for the use of occupiers of the building in accordance with the approved plans.  
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Unitary Development Plan: TRANS22.
- 29 Electric vehicle recharging facilities shall be provided for vehicles using the servicing areas and the disabled parking bays.  
REASON: To facilitate the use of electrically powered vehicles and address carbon reduction and air pollution issues in accordance with the following policy of the Core Strategy: CS15
- 30 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.  
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS15, ENV8, CS10, CS16.
- 31 Provision shall be made for disabled people to obtain access to each of the buildings and to each retail unit via their principal entrances without the need to negotiate steps and shall be maintained for the life of the building.

REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Core Strategy: CS10

- 32 The pass door shown adjacent to or near to the main entrances on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.  
REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Core Strategy: CS10.
- 33 Before the construction of the development hereby permitted is commenced, a scheme indicating the provision to be made for disabled people to gain access to all parts of the Class A3/D1/D2 unit shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use.  
REASON: To ensure that the development will be accessible for people with disabilities in accordance with the following policy of the Core Strategy: CS10.
- 34 At least 5% of the hotel rooms shall be wheelchair accessible and a further 5% shall be designed to be adaptable for wheelchair accessibility in accordance with a scheme to be submitted to and approved by the local planning authority prior to commencement of construction and all such rooms shall be so maintained for the life of the building.  
REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Core Strategy: CS10.
- 35 Before any works thereby affected are begun details of the installation of photovoltaic panels on the hotel roof indicated on the drawings hereby approved shall be submitted to and approved by the local planning authority and shall be maintained as approved for the life of the building.  
REASON: To ensure compliance with the following policy of the Core Strategy: CS15; CS10.
- 36 Before any works thereby affected are begun, details of rainwater harvesting and grey water recycling systems for the hotel building shall be submitted to and approved in writing by the local planning authority.  
REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policies of the Core Strategy CS15 and CS18
- 37 Details of the position and size of the green, brown and blue roofs, the type of planting and the contribution of the green roofs to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the

development unless otherwise approved by the local planning authority.

REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Core Strategy: CS10, CS15, CS18, CS19.

- 38 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the buildings including external ground and upper level surfaces;
  - (b) details of the proposed new facades for each of the buildings including typical details of the fenestration;
  - (c) details of ground floor elevations including entrances and shopfronts;
  - ((d) details of soffits, hand rails and balustrades;
  - (e) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof levels;
  - (f) details of plant and ductwork to serve the A1, A3 , D1 and D2 use(s);
  - (g) details of ventilation and air-conditioning for the A1, A3, D1 and D2 use(s);
  - (h) details of all ground level and walkway surfaces including particulars of materials to be used;
  - (i) details of the columns and vaulted arcade at ground level of the office building;
  - (j) details of external lighting;
  - (k) details of canopies;
  - (l) details of the treatment to the flank wall at 57-60 Aldgate High Street exposed by the development;
  - (m) details of external terraces at 9th and 10th floors of the office building and 11th floor of the hotel building;
- REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Unitary Development Plan and Core Strategy: CS10
- 39 All unbuilt surfaces shall be treated in accordance with a landscaping scheme to be submitted to and approved in writing by the Local Planning Authority before any such works are commenced including details of the play area. Unless otherwise approved all hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the hotel building. Trees and shrubs which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority seriously damaged or defective within 5 years of completion of the development shall be replaced with trees and shrubs



of similar size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.

REASON: In the interests of visual amenity in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, ENV 9, CS10, CS15, CS19.

- 40 Prior to the occupation of any part of the development thereby affected, the land between the existing building lines and the face of the proposed new building thereby affected shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.  
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, CS10, CS16.
- 41 Prior to the occupation of the hotel an Accessibility Management Plan shall be submitted to and approved by the Local Planning Authority including details of accessible car parking provision for disabled visitors to the building. Such provision shall thereafter be operated in accordance with the approved Accessibility Management Plan (or any amended Accessibility Management Plan that may be approved by the Local Planning Authority) for the life of the building.  
REASON: To ensure that adequate car parking provision is made for disabled users of the hotel in accordance with the following policies of the Core Strategy: CS10; CS11.
- 42 The hotel premises shall be designed in accordance with BS8233:1999 'Sound insulation and noise reduction for buildings-Code of Practice' to attain the following internal noise levels:  
Bedrooms- 30dB LAeq,T\* and 45dB LAm<sub>ax</sub>  
Living rooms- 30dB LAeq, T\*  
A test shall be carried out after completion but prior to occupation to show that the criteria above have been met and the results submitted to the Local Planning Authority for approval.  
\*T- Night-time 8 hours between 23:00-07:00 and daytime 16 hours between 07:00-23:00.  
REASON: To protect the amenities of hotel occupiers in accordance with the following policies of the Core Strategy: CS15, CS21
- 43 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion of the hotel building.

REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Core Strategy CS15.

- 44 The premises hereby approved for Class C1 hotel use shall be used for no other purpose (including any other purposes in Class Class C1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.)

REASON: To ensure that the use is provided and maintained in accordance with the following policy of the Core Strategy: CS11.

- 45 At all times when not being used for cleaning or maintenance the window cleaning gantries, cradles and other similar equipment shall be garaged within the enclosure(s) shown on the approved drawings.

REASON: To ensure a satisfactory external appearance in accordance with the following policies of the Core Strategy: CS10

- 46 No live or recorded music shall be played that it can be heard outside the premises or within any residential or other premises in each of the buildings thereby affected.

REASON: To safeguard the amenity of the adjoining premises and the area in general in accordance with the following policies of the Core Strategy: CS15, CS21.

- 47 The Class A3 premises hereby permitted shall not be open to customers between the hours of 23:30 on one day and 7:00 on the following day.

REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.

- 48 Unless otherwise approved by the Local Planning Authority the doors and windows to any bar or restaurant shall be kept closed. The doors may be used only for access/egress or for maintenance purposes.

REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.

- 49 Unless otherwise agreed in writing by the Director of Markets and Consumer Protection the level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the nearest window or facade of the nearest premises. The measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. A report demonstrating compliance with this condition must be submitted to and

approved in writing by the Local Planning Authority before the plant hereby approved comes into operation.

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

- 50 Before any new plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound, in accordance with a scheme to be agreed in writing with the Local Planning Authority.  
REASON: In order to protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Core Strategy: CS15, CS21.
- 51 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the other floors of the building from the Class A uses. The details approved must be implemented before the relevant Class A use takes place.  
REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Core Strategy: CS15, CS21.
- 52 Before any works thereby affected are begun, a scheme in the form of an acoustic report compiled by a qualified specialist shall be submitted to and approved in writing by the Local Planning Authority specifying the materials and constructional methods to be used demonstrating that there is adequate sound proofing to both airborne and structure borne noise transmission between the Class A use and the surrounding offices/hotel use in the building thereby affected. The development pursuant to this permission shall be carried out in accordance with the approved scheme and so maintained thereafter.  
REASON: To protect the amenities of commercial/hotel occupiers in the building thereby affected in accordance with the following policy of the Core Strategy: CS15.
- 53 No cooking shall take place within any Class A unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Any works that would materially affect the external appearance of the building will require a separate planning permission.  
REASON: In order to protect the amenity of the area in accordance with the following policies of the Core Strategy: CS10, CS15, CS21.
- 54 Unless otherwise approved, a 24 hour automatic public convenience must be provided and maintained on the site throughout the period of demolition and construction works in accordance with a scheme to be

submitted to and approved by the local planning authority prior to the relocation of the existing facility.

REASON: To ensure that the existing level of service is maintained in accordance with the following policy of the Unitary Development Plan: COM 5.

- 55 Prior to the construction of the office building, details including of location, specifications and design, shall be submitted to and approved by the local planning authority of the replacement Public Convenience, which shall be provided and maintained as approved for the life of the building.

REASON: To ensure that the existing level of service is maintained in accordance with the following policy of the Unitary Development Plan: COM 5

- 56 Before any works thereby affected are begun, details of the installation of photovoltaic panels on the office building roof indicated on the drawings hereby approved shall be submitted to and approved by the local planning authority and shall be maintained as approved for the life of the development.

REASON: To ensure compliance with the following policies of the Core Strategy: CS10, CS15

- 57 Before any works thereby affected are begun, details of rainwater harvesting and grey water recycling systems for the office building shall be submitted to and approved in writing by the local planning authority.

REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policies of the Core Strategy CS15 and CS18

- 58 A post construction BREEAM assessment of the office building demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion of the office building.

REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Core Strategy CS15.

- 59 A post construction energy statement demonstrating that the London Plan target of at least 40% reduction in carbon emissions has been achieved in the office development shall be submitted as soon as practicable after practical completion of the office building.

REASON: To demonstrate that carbon emissions have been minimised in accordance with the following policy of the London Plan: 5.2

- 60 a) Unless otherwise approved in writing by the Local Planning Authority, all residential units within the development shall be constructed in accordance with the 16 Lifetime Homes standards, as defined in the Code for Sustainable Homes Technical Guide (November 2010, Section Hea 4).  
b) Prior to the commencement of construction works of the residential building, full details to demonstrate that all residential units are designed to meet Lifetime Homes standards in accordance with part a) of this condition shall be submitted to and approved in writing by the Local Planning Authority.  
c) The details as approved pursuant to part b) of this condition shall be completed prior to first occupation of the residential building.  
REASON: In the interest of inclusive design and to ensure that adaptable housing is provided, in accordance with the following policy of the Core Strategy: CS21/4.
- 61 a) Unless otherwise approved in writing by the Local Planning Authority, no fewer than 10% of the total number of residential units within the development shall be designed and constructed to be wheelchair accessible or easily adaptable for residents who are wheelchair users, in accordance with the publication 'Wheelchair Housing Guide, Stephen Thorpe', National Wheelchair Housing Association Group, Home Housing Trust, BRE 2006.  
b) Prior to the commencement of construction works of the residential building, full details to demonstrate that no fewer than 10% of the total number of residential units will be designed and constructed to be wheelchair accessible or easily adaptable for residents who are wheelchair users in accordance with part a) of this condition shall be submitted to and approved in writing by the Local Planning Authority.  
c) The details as approved pursuant to part b) of this condition shall be completed prior to first occupation of the residential building.  
REASON: In the interest of inclusive design and to ensure that adaptable housing is provided in accordance with the following policy of the Core Strategy; CS21/4.
- 62 Before any construction works of the residential building hereby permitted are begun details of rainwater harvesting and grey water recycling systems shall be submitted to and approved in writing by the local planning authority.  
REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policies of the Core Strategy CS15 and CS18
- 63 A post construction BREEAM assessment of the residential building demonstrating that a Code of Sustainable Homes target rating of Level 4 has been achieved (or such other target rating as the local planning

authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve a Level 4 rating) shall be submitted as soon as practicable after practical completion of the residential building.

REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Core Strategy CS15.

- 64 A post construction energy statement demonstrating that the London Plan target of at least 40% reduction in carbon emissions has been achieved in the residential development shall be submitted as soon as practicable after practical completion of the residential building.  
REASON: To demonstrate that carbon emissions have been minimised in accordance with the following policy of the London Plan: 5.2
- 65 All residential premises shall be designed in accordance with BS8233:1999 'Sound insulation and noise reduction for buildings-Code of Practice' to attain the following internal noise levels:  
Bedrooms- 30dB LAeq,T\* and 45dB LAmax  
Living rooms- 30dB LAeq, T\*  
A test shall be carried out after completion but prior to occupation to show that the criteria above have been met and the results submitted to the Local Planning Authority for approval.  
\*T- Night-time 8 hours between 23:00-07:00 and daytime 16 hours between 07:00-23:00.  
REASON: To protect the amenities of residential occupiers in accordance with the following policies of the Core Strategy: CS15, CS21
- 66 An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of each of the buildings hereby permitted. Within 6 months of first occupation of each of the buildings, a full Travel Plan for that building shall be submitted to and approved in writing by the Local Planning Authority. The uses in the building shall thereafter be operated in accordance with the approved Travel Plan (or any amended Travel Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.  
REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Core Strategy: CS16.
- 67 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: 092-ACME-ST1-00-0001A, 092-ACME-ST1-00-0002A, 092-ACME-ST1-00-0003A, 092-ACME-ST1-00-0004A, 092-ACME-ST1-00-0005C, 092-ACME-ST1-00-0006B, 092-

ACME-ST1-00-0007B, 092-ACME-ST1-00-0008A, 092-ACME-ST1-00-0010B, 092-ACME-ST1-00-0011B, 092-ACME-ST1-00-0012, 092-ACME-ST1-00-0013A, 092-ACME-GA1-00-0080, 092-ACME-GA1-01-0081, 092-ACME-GA1-01-0082, 092-ACME-GA3-XX-1380, 092-ACME-GA3-XX-1381, 092-ACME-GA1-00-0090, 092-ACME-GA3-XX-1390.

092-ACME-GA1-00-0160, 092-ACME-GA1-01-0161, 092-ACME-GA1-02-0162, 092-ACME-GA1-03-0163, 092-ACME-GA1-04-0164, 092-ACME-GA1-05-0165, 092-ACME-GA1-06-0166, 092-ACME-GA1-07-0167, 092-ACME-GA1-08-0168, 092-ACME-GA1-09-0169, 092-ACME-GA1-10-0170, 092-ACME-GA1-11-0171, 092-ACME-GA1-12-0172, 092-ACME-GA1-RF-0173, 092-ACME-GA1-B1-0174, 092-ACME-GA1-B1-0175, 092-ACME-GA2-XX-0260, 092-ACME-GA2-XX-0261, 092-ACME-GA2-XX-0262, 092-ACME-GA3-XX-0360, 092-ACME-GA3-XX-0361, 092-ACME-GA3-XX-0362, 092-ACME-GA3-XX-0363

092-ACME-GA1-00-1160B, 092-ACME-GA1-01-1161B, 092-ACME-GA1-02-1162A, 092-ACME-GA1-02-1163A, 092-ACME-GA1-02-1164A, 092-ACME-GA1-02-1165A, 092-ACME-GA1-06-1166A, 092-ACME-GA1-07-1167A, 092-ACME-GA1-07-1168, 092-ACME-GA1-07-1169A, 092-ACME-GA1-10-1170, 092-ACME-GA1-11-1171A, 092-ACME-GA1-12-1172B, 092-ACME-GA1-RF-1173A, 092-ACME-GA1-13-1179, 092-ACME-GA1-B1-1174B, 092-ACME-GA1-B2-1175C, 092-ACME-GA2-XX-1260C, 092-ACME-GA2-XX-1261B, 092-ACME-GA2-XX-1262B, 092-ACME-GA2-XX-1263C, 092-ACME-GA3-XX-1360B, 092-ACME-GA3-XX-1361B, 092-ACME-GA3-XX-1362B, 092-ACME-GA3-XX-1363B, 092-ACME-GA3-XX-1364B, 092-ACME-GA3-XX-1365B

092-ACME-BC1-XX-2160, 092-ACME-BC1-XX-2161, 092-ACME-BC1-XX-2165, 092-ACME-GA1-00-1100C, 092-ACME-GA1-01-1101, 092-ACME-GA1-02-1102, 092-ACME-GA1-03-1103, 092-ACME-GA1-04-1104, 092-ACME-GA1-05-1105, 092-ACME-GA1-06-1106, 092-ACME-GA1-07-1107, 092-ACME-GA1-08-1108, 092-ACME-GA1-09-1109, 092-ACME-GA1-10-1110A, 092-ACME-GA1-11-1111A, 092-ACME-GA1-12-1112A, 092-ACME-GA1-12-1113A, 092-ACME-GA1-B1-1119C, 092-ACME-GA2-XX-1200B, 092-ACME-GA2-XX-1201B, 092-ACME-GA2-XX-1202A, 092-ACME-GA3-XX-1300, 092-ACME-GA3-XX-1301A, 092-ACME-GA3-XX-1302B, 092-ACME-GA3-XX-1303B

092-ACME-BC1-XX-2100, 092-ACME-BC1-XX-2101, 092-ACME-BC1-XX-2102, 092-ACME-GA1-00-1120, 092-ACME-GA1-01-1121B, 092-ACME-GA1-02-1122, 092-ACME-GA1-03-1123, 092-ACME-GA1-04-1124, 092-ACME-GA1-10-1130A, 092-ACME-GA1-11-1131, 092-ACME-GA1-12-1132, 092-ACME-GA1-13-1133, 092-ACME-GA1-B1-1138A, 092-ACME-GA1-B2-1139B, 092-ACME-GA1-00-1140A, 092-ACME-GA1-01-1141A, 092-ACME-GA2-XX-1240A, 092-ACME-GA2-XX-1241A, 092-ACME-GA2-XX-1242A, 092-ACME-GA3-XX-1320,

092-ACME-GA3-XX-1321A, 092-ACME-GA3-XX-1322A, 092-ACME-GA3-XX-1323, 092-ACME-BC1-XX-2120, 092-ACME-BC1-XX-2121,

092-ACME-TRA-B2-0040, 092-ACME-TRA-B2-0041, 092-ACME-TRA-B2-0042, 092-ACME-TRA-B2-0043, 092-ACME-TRA-B2-0044, 092-ACME-TRA-B2-0045, 092-ACME-TRA-B2-0046, 092-ACME-TRA-B2-0047, 092-ACME-TRA-B2-0048, 092-ACME-TRA-B2-0049, 092-ACME-TRA-B2-0050, 092-ACME-TRA-B2-0051, 092-ACME-TRA-B2-0052

REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

## INFORMATIVES

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

detailed advice in the form of statutory policies in the Core Strategy/ Unitary Development Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

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

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

- 3 The Department of the Built Environment (Highways and Streetworks Team) must be consulted on the following matters which require specific approval:

(a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.

(b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting



any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City.

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

(d) Carriageway crossovers.

(e) Means of escape and constructional details under the Building Regulations and London Building Acts (District Surveyor).

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

#### Noise and Dust

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

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

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

#### Air Quality

##### Compliance with the Clean Air Act 1993

Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid

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

#### Boilers and CHP plant

The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO<sub>x</sub> emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2011.

All gas Combined Heat and Power plant should be low NO<sub>x</sub> technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2011.

#### Standby Generators

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

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

#### Cooling Towers

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

#### Food Hygiene and Safety

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

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

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

The flue should terminate at roof level in a location which will not give rise to nuisance to other occupiers of the building or adjacent buildings.

It cannot be assumed that ductwork will be permitted on the exterior of the building;

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

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

## 5 Waste Comments

Thames Water requests that the developer incorporates within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

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

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at <http://www.thameswater.co.uk/business/9993.htm> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the

effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

- 6 The Directorate of the Built Environment should be consulted on:
  - (a) Any intention to carry out works that would have an impact on a listed building.
  - (b) Servicing arrangements, which must be in accordance with the City of London Corporation's guide specifying "Standard Highway and Servicing Requirements for Development in the City of London".
  - (c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window cill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway). You are advised that highway projection licenses do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. In such cases please also contact the Corporate Property Officer, City Surveyor's Department.
  - (d) Permanent Highway Stopping-Up Orders, dedication of land for highway purposes, declaration, diversion and stopping up of City and Riverside Walkways.
- 7 The Crime Prevention Design Advisor for the City of London Police should be consulted with regard to guidance on all aspects of security, means of crime prevention in new development and on current crime trends.
- 8 No on-street residents' parking facilities are available for the occupiers of these premises.
- 9 Prospective occupiers are advised that various activities are undertaken in the City throughout the night which include refuse collection, servicing, maintenance, street cleaning and highway works.

In addition, on some sites there may be need for occasional night-time construction work.

- 10 The grant of approval under the Town and Country Planning Acts does not overcome the need to also obtain any licences and consents which may be required by other legislation. The following list is not exhaustive:

(a) Fire precautions and certification:

London Fire Brigade, Fire Prevention Branch  
5-6 City Forum  
City Road  
London EC1N 2NY

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

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

(c) Works affecting Transport for London operational land and structures:

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

(d) Works affecting a GLA road:

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

(e) Works affecting water supplies, land drainage and flood defences:

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

- 11 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory

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

- 12 Improvement or other works to the public highway shown on the submitted drawings require separate approval from the local highway authority and the planning permission hereby granted does not authorise these works.
- 13 The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; tall plant; scaffolding; security; boundary treatment; safety barriers; landscaping and lighting.

13/01055

OFFICE COPY

Sonia Williams  
Case officer  
City of London Planning Department  
Guildhall  
Basinghall Street

PLN  
18 DEC 2013

Sean Irwin  
42 Guinness Court  
Mansell Street  
Aldgate  
London, E1 8AB

14<sup>th</sup> December 2013

**Planning application 15 – 16 Minories & 62 Aldgate High Street**  
**Your ref 13/01055/FULMAJ**

Dear Madam,

Could the City of London planning department kindly consider imposing the following terms & conditions to the above planning application, which due to its very close proximity to 200 + residential dwellings will adversely affect the health and comfort of many local residents in the ALDGATE ESTATE for the 4 to 5 years that building works would take place on the site.

1. Developers to provide shift workers with daytime accommodation for proven nightshift workers, i.e. use of a local hotel.
2. Top rated sound proofing / screening practices of the works site to be used at all times, Acoustic walls to be used etc.
3. Triple glazing / heat reflecting glazing to be provided to all properties on the ALDGATE ESTATE before site work commences.
4. Fresh air ventilation to be installed to all western facing properties in Guinness Court, As residents will not be able to open windows due to high noise levels and dust from site, (Properties suffer direct sunlight) before works commence.
5. No works to be permitted on Saturdays and Sundays & Bank holidays as residential zone.
6. A clearly defined point of contact for residents to raise issues with the developer immediately a noise problem occurs, Contact number to be staffed permanently 24/7.
7. Regular joint meetings to be held between the developers, the local residents association and City of London Corporation planning & environmental health officers, Local Ward Councillors to be held monthly.
8. Developers to fund addition cleaning of the ALDGATE ESTATE i.e. sweeping up of dust, clearing of windows, washing down of estate and pathways.

**|Yours Sincerely, Sean Irwin**

S

13 / 01055

Department of the Built Environment  
City of London  
Guildhall  
LONDON  
EC2P 2EJ

105 Guinness Court  
Mansell Street  
LONDON  
E1 8AQ

08/01/2014

FAO Sonia Williams

**ACKNOWLEDGED**

Dear Ms Williams

With reference to: **Planning Application Ref: 13/01055/FULMAJ** 4C Hotels, 15 – 16 Minories & 62 Aldgate High Street, LONDON, EC3 1AX.

I am a resident living on the Guinness Partnership Aldgate Estate<sup>i</sup>, Portsoken, London E1, which is bounded by Little Somerset Street to the North, and to the West by the site of the development mentioned above.

The development is extremely close to the Estate, and will create extra traffic along Mansell Street and Little Somerset Street, noise and dust resulting from demolition and construction, and disruption generally in the local area. The development will also increase the resident population of the area and therefore the demand for local health and community services.

I request that the following issues are addressed before planning permission is given:

**Provision of sound insulation**

Sound insulation should be provided throughout the Estate to match the levels proposed by 4C Hotels \ Cole Jarman in their Planning Noise Assessment Report 13/0930/R1, Section 3.3 Internal Noise Criteria – Residential Block. (pp 3-4 of that report), whilst demolition and construction are taking place.

I note that a similar residential block in Portsoken recently had triple glazing installed to achieve effective sound insulation.

Any glazing, to be effective as a sound insulator would require windows to remain closed. Any proposed solution therefore would need to take into account the specific properties of the buildings on the estate to ensure that overheating was prevented, and that adequate ventilation was in place.

Measures to combat overheating would include glazing specified to reduce solar heat gain<sup>ii</sup> and the provision of outlet ports to enable residents to utilise portable air conditioning units<sup>iii</sup> whilst keeping the windows closed.

Measures to ensure adequate ventilation would include active (forced) ventilation along with the glazing specification.

Clearly some of the above would involve discussion between the Landlord and the Developers, however it is imperative that residents' representatives are also involved in agreeing the specification of the details described in this section.



**Increased traffic along Mansell Street and Little Somerset Street**

An acoustic shield should be erected along the South of Little Somerset Street during the period of demolition and construction. In the longer term a more attractive acoustic shield such as a green wall could be erected to minimise the vastly increased traffic noise transmitted to the estate as a result of the proposed service area.

The service area planned for Little Somerset Street should be situated below ground level and allow uninterrupted pedestrian access between Aldgate High Street and the Estate – this may be linked to a new pedestrian route via the proposed open space.

**Proposed Public Open Space**

In general I welcome the proposal to provide a new public open space to the west of the Estate. Clearly there will be a need to implement effective boundary management. The plan should establish pedestrian routes for residents of the Estate to have access to and from Aldgate High Street (North) and St Clare Street \ Minorities (West). Residents of the Estate should have the means to access these routes at any time – for example to be given devices to gain access through security barriers.

**Provision of space for Community and Health use**

I note the suggestion in the Statement of Community Involvement that the current temporary Portsoken Health and Community Centre be replaced with a more permanent provision in the Hotel Extension. However the application lists “A3 restaurant or Class D1 healthcare use”. Please note that the current community centre has only 25% of the floor space given to health centre use, the remainder given to Class D2 community centre (Leisure & Assembly): Whilst any increase in health provision is to be welcomed, this should not be at the loss of community centre provision.

If the “A3 restaurant” is an alternative to the space otherwise earmarked for health & community provision then I oppose the use of that space for a restaurant.

**Loss of Green Wall**

The new development will probably impact on the suggested Green Wall at the hotel development at 24-26 Minorities. The new developers should work with the community to devise an alternative amenity of similar benefit.

Yours Sincerely

Roger Jones

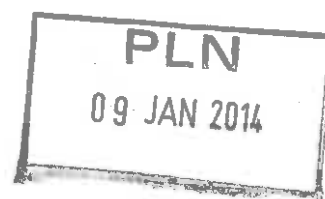

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<sup>i</sup> The Guinness Partnership Aldgate Estate will be referred to as the “Estate” in the rest of the document.

<sup>ii</sup> The specification may vary throughout the estate, depending on the position and properties of particular apartments.

<sup>iii</sup> This may only be applicable to a subset of apartments.

**Aldgate Estate Residents' Association**  
**c/o 81 Guinness Court**  
**Mansell Street**  
**LONDON**  
**E1 8AE**



**Response to:**

**Town and Country Planning Act 1990**

**4C Hotels Planning Application Ref: 13/01055/FULMAJ**

**15 – 16 Minories & 62 Aldgate High Street, LONDON, EC3 1AX**

The Aldgate Estate Residents' Association is the body which represents the 196 households on the Guinness Partnership Aldgate Estate, Portsoken Ward, City of London, E1 (hereafter "the Estate"). Following a number of Association meetings, the most recent being a Public General Meeting held on Wednesday 8<sup>th</sup> January, the paragraphs below are the agreed official response of the Association to the planning proposals.

The Association in general welcomes the proposal to develop the site specified above, we would offer no objections so long as the concerns which we represent below receive a favourable response.

### **Minimisation of Noise, Dust and Disturbance during demolition and redevelopment**

As a result of our experience of noise and disturbance from a nearby hotel development currently taking place in the Minories, residents are very keen to minimise the impact of this redevelopment.

#### **Sound Insulation on Estate Properties**

We request that:

Prior to any work taking place sound insulation should be provided throughout the Estate to provide results to match the levels proposed by Cole Jarman as "Internal Noise Criteria – Residential Block" whilst demolition and construction are taking place. (See appendix 1 for details)

We note that a similar residential block in Portsoken recently had triple glazing installed to achieve effective sound insulation from a nearby development.

Any glazing, to be effective as a sound insulator would require windows to remain closed. Any proposed solution therefore would need to take into account the specific properties of the buildings on the estate to ensure that overheating was prevented, and that adequate ventilation was in place.

Measures to combat overheating would include glazing specified to reduce solar heat gain and the provision of outlet ports to enable residents to utilise portable air conditioning units whilst keeping the windows closed. (See appendix 2 for details on glazing and solar heat gain)

Measures to ensure adequate ventilation would include active (forced) ventilation along with the glazing specification.

Residents who live on the top floors may also experience sound transmission via the pitched roofs, which may require further sound insulation to meet the criteria detailed in appendix 1.

Clearly some of the above would involve discussion between the Landlord and the Developers, however it is imperative that residents' representatives are also involved in agreeing the specification of the details described in this section.

#### Working hours

In addition to the usual City restrictions, we request that that no working takes place on a Saturday morning.

#### Setting up a monitoring group (Dust and disturbance)

We request that a group be set up, to include residents' representatives from the Estate, to meet regularly to review problems and suggest solutions to issues including dust, general disturbance, waste management, traffic management and other similar matters.

We request, at the completion of the project, that the developers fund a general clean-up of the Estate to remove dust and other soiling from windows, pathways, walkways and any other affected area.

#### Provision of respite accommodation for shift workers

We request that provision is made for local day time quiet accommodation to allow shift workers to sleep undisturbed.

#### **Servicing of the building & impact on Little Somerset Street**

Currently Little Somerset Street has a very low motor vehicle traffic throughput and for much of the time is a de facto pedestrian zone. It is currently used by residents as the main pedestrian access to Sir John Cass's Foundation Primary School, the GP Surgery at the Portsoken Health and Community Centre, Aldgate Bus Station, Aldgate Tube Station and the routes north to Artizan Street Library \ Community Centre and Liverpool Street.

The northern part of Guinness Court is less than 10 meters from Little Somerset Street and very sensitive to noise disturbance.

#### Impact during demolition and redevelopment

It is our understanding that access to the site during this phase will be mainly via the Minories, with some traffic via Little Somerset Street.

We request that:

Clear estimates are given on the percentage of traffic using Little Somerset Street.

Acoustic shielding be erected along the South of Little Somerset Street to insulate the north of Guinness Court from the increase in traffic noise. (See below for a longer term solution.)

Proactive traffic management is introduced to ensure ease of access for children and other vulnerable pedestrians during this phase.

#### Long term impact

We request that:

The service area is placed underground, allowing an uninterrupted pedestrian route at surface level.

Alternative pedestrian access routes north are established via the new public spaces, to avoid Mansell Street and the busy part of Little Somerset Street.

A longer term acoustic barrier, e.g. a green wall or similar environmental asset, is developed on the South of Little Somerset Street.

No servicing of the premises e.g. loading and unloading of goods vehicles, shall be carried out between the hours of 21:00 hours one day and 07:00 hours on the following day (Mon – Sat) and between 21:00 on a Saturday and 07:00 on the following Monday and on Bank Holidays.

## **Community Involvement**

### Community and Health Centre

We note that the Statement of Community Involvement reports that 4C Hotels are willing to replace the current temporary Health and Community with space in the hotel extension (page 7) and a reference (page 10) to a community arts /gallery. However the planning application refers to a hotel with "Class A3 restaurant or Class D1 health centre".

Given that the development will increase the number of permanent residents in the area, and that the temporary community centre has already reached its designed life span, we feel that it is imperative that some space for community and health provision is ring-fenced in the new development.

We propose therefore that the reference to a "Class A3 restaurant" is removed and that provision is made for some combination of Class D2 community centre along with a Class D1 health centre.

### Public open space

We welcome the provision of public open space to the west of the Estate with the ability of our residents to have access to this amenity which should allow pedestrian routes out of the Estate to the west and the north.

However concerns have been expressed regarding boundary security. We would need to agree a robust boundary management plan to include proactive security measures to ensure safety of the residents of the Estate, whilst allowing residents to have easy access via the new routes at all times.

### Loss of Green Wall

The new development will probably require the loss of the Green Wall at the hotel development at 24-26 Minories.

We would suggest that imaginative alternatives be explored, in conjunction with the local community, to provide an amenity of similar ecological and architectural impact.

We await a positive response to these comments, and reserve the right to supplement these representations.

## **Appendix 1: Internal Noise Criteria**

Richard Lambert, Environmental Officer, City of London, refers in his memo of 20 December 2013 to BS8233:1999 regarding the issue of internal noise levels in residential properties and states that:

"The noise assessment report October 2013 from Cole Jarman is suitable and sufficient to meet this condition."

We therefore reproduce below extracts from Cole Jarman's Planning Noise Assessment Report 13/0930/R1 which outlines the details of their specification for Internal Noise Criteria – Residential Block.

### 3.3 Internal Noise Criteria – Residential Block

3.3.1 Buildings can be designed to achieve specific levels of insulation against external noise. It is reasonable, therefore, to set specific internal noise standards as the test of whether a development satisfies the requirements of the NPPF and the aims of the NPSE. In essence, these require a high quality design that achieves a suitable standard of amenity.

3.3.2 In Annex 6 to PPG 24 it stated “Guidance on suitable internal noise levels can be found in BS8233:1987.” This standard has been superseded; for dwellings BS8233:1999<sup>1</sup> gives the following guidance in respect of internal noise levels:

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<sup>1</sup> British Standard 8233:1999 Sound Insulation and noise reduction for buildings – Code of Practice

**Typical Situation****Design Range  $L_{Aeq,T}$  (dB)****Good****Reasonable**

Living Rooms

30

40

Bedrooms

30

35

For a reasonable standard in bedrooms, individual noise events (measured with F time weighting) should not normally exceed 45dB  $L_{Amax}$ .

T1 Internal noise level standards for dwellings

- 3.3.3 The above design standards apply to the time period appropriate for the activity involved. The WHO document<sup>2</sup> on which the standards are based, identifies that the daytime noise standard applies to a normal 16 hour day while the night time noise standard applies to an 8 hour night. In BS8233 this is classified as (23h00 to 07h00).
- 3.3.4 A high quality design should balance the requirement for protection against excessive environmental noise intrusion, with the attainment of suitable internal conditions for high-density living. Sustainable development makes efficient use of a site by having a high number of occupants; this can however create other issues which need to be considered.
- 3.3.5 A high quality design that achieves a good standard of internal amenity will ensure that night time noise levels inside bedrooms with windows closed will not exceed 30dB  $L_{Aeq,8h}$ . The level of sound insulation achieved by the building shall be determined accordingly.
- 3.3.6 It would be quite normal to expect daytime noise levels to be higher than that at night. Achieving a good standard of amenity does not require, therefore, that the same noise level should apply in living rooms or bedrooms during the daytime. However, good amenity will be maintained providing the daytime internal noise level in habitable rooms does not exceed 35dB  $L_{Aeq,16hr}$  which is between the BS8233:1999 reasonable and good standard for living rooms.
- 3.3.7 With respect to night-time  $L_{Amax}$  noise levels, the WHO study derived the 45dB  $L_{Amax,F}$  night time noise standard on the basis of 10 to 15 occurrences per night.
- 3.3.8 On this basis the following design criteria are set for habitable rooms in residential dwellings:
- Living rooms during the daytime (and bedrooms during the day which are assumed to be used as a living space when not used for sleeping) 35dB  $L_{Aeq,16h}$
  - Bedrooms during the night time 30dB  $L_{Aeq,8h}$
  - Bedrooms during night time  $L_{Amax,F}$  45dB (for typical intermittent noise events, rather than occasional or one-off noise events).

<sup>2</sup> World Health Organisation: Guidelines for Community Noise, Berglund et. al. 1999



## **Appendix 2: Glazing to limit solar heat gain**

Friedrich Ludewig of ACME attended a meeting of the Aldgate Estate Residents' Association where the use of new glazing as a sound insulator was discussed. The issue of apartments overheating due to solar heat gain was raised. He suggested that part of a solution to that issue might include the use of glazing with treatments which limited the transmission of heat. In January 2014 he outlined the following in an email:

"We would usually recommend Double glazing with Low E coating for glazing that should let light through but limit heat gain.

This is not super special, this is what we would usually specify for all windows where we are expecting solar overheating issues.

Window glass is by nature highly thermal emissive. Specially designed coatings are applied to one or more surfaces of insulated glass. These coatings reflect radiant infra-red energy, thus tending to keep radiant heat on the same side of the glass from which it originated, while letting visible light pass. This results in more efficient windows because radiant heat originating from indoors in winter is reflected back inside, while infra-red heat radiation from the sun during summer is reflected away, keeping it cooler inside.

There are obviously quite a few choices to balance in exact glass spec, and one could easily choose higher reflectivity performance coatings for upper levels and lower reflectivity coatings for lower levels to level out the different amount of solar gain."

**Aldgate Estate Residents' Association**  
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Email: AldgateEstateRA@gmail.com

20th May 2014

Response to:

**Town and Country Planning Act 1990**

**4C Hotels Planning Application Ref: 13/01055/FULMAJ**

**15 – 16 Minories & 62 Aldgate High Street, LONDON, EC3 1AX**

The Aldgate Estate Residents' Association is the body which represents the 196 households on the Guinness Partnership Aldgate Estate, Portsoken Ward, City of London, E1 (hereafter "the Estate").

The Association has previously submitted a representation regarding Planning Application Ref: 13/01055/FULMAJ (Jan 8<sup>th</sup> 2014) and this note should be read in conjunction with that document.

Clearly the development will create increased noise, dust, pollution, disturbance etc. for Estate residents during the demolition and construction phases. However there are the possibilities for improvements to the public realm (gardens and walkways), an increase in community provision (community centre), training and employment opportunities for residents and improvements to the fabric of the buildings on the Estate (Glazing & sound insulation).

We also recognise that many of these planning gains will involve the agreement of multiple parties, e.g. Guinness Partnership in relation to the glazing and the City of London in relation to a permanent community centre.

We have been impressed with the interest taken and the commitment given by the 4C Hotels to these planning gains and to the involvement of the local residents in respect of these gains. Therefore the Association broadly supports the proposal to develop the site specified above, so long as the following conditions are met.

**Conditions:**

- 1) Glazing is installed on the estate for the purpose of sound insulation prior to the commencement of any demolition or building works relating to the development. (See January paper for detailed specifications)
- 2) A liaison group with appropriate powers to be established between this Association, the developers and other relevant parties to monitor nuisances such as, but not limited to; noise, dust, pollution, traffic disruption etc.

The powers of the group should include the abilities to make changes to the methods & procedures of the works, e.g. increased acoustic shielding or dust protection if necessary.

The group to meet regularly - at least every three months, or if a specific problem is identified by the Association, on request.

- 3) Servicing of the building & impact on Little Somerset Street
  - a. No servicing of the premises e.g. loading and unloading of goods vehicles, shall be carried out between the hours of 21:00 hours one day and 07:00 hours on the following day (Mon – Sat) and between 21:00 on a Saturday and 07:00 on the following Monday and on Bank Holidays.
  - b. If the noise produced during the building and demolition phases along Little Somerset Street is excessive, that measures, such as acoustic shielding, are implemented to reduce the disturbance.

**4) Saturday morning working**

- a. That Saturday morning works do not commence until 09:00
- b. That an agreed level of noise for "quiet working", at least 10 dB below the weekday level, is used as a guideline for Saturday working.

**5) Public Realm & Pedestrian routes**

We welcome the proposal by the developers to proactively engage with the community over a period of time on the details of design & implementation of the public realm (the new gardens and walkways to the west of the Estate). Issues to be refined by the engagement include:

- a. Pedestrian routes out of the Estate to the west and the north.
- b. Boundary management plan
- c. Community involvement in design of new amenities such as a spice garden for residents.

**6) Replacement of current temporary community centre with permanent space.**

The current portacabins on the Estate which house the Portsoken Health and Community Centre, provided by the City of London as a temporary measure awaiting the development of what was once known as the "Trinity EC3" development, have a limited life span. We welcome the proposals by the developers to offer 150% of the floor space of the temporary building in the new development and specifically request:

- a. That the City of London takes up the option of a permanent community space
- b. That the City of London develop a business plan for the proposed community space, in consultation with local residents.

**7) We request a commitment in the S106 (or equivalent) to provide opportunities for training and pathways to employment for residents as follows:**

- a. That opportunities are offered:
  - i. During the demolition & construction phases
  - ii. In the proposed hotel
  - iii. In the proposed retail and office spaces
- b. The opportunities to include (but not limited to)
  - i. Pathways to employment
  - ii. Apprenticeships
  - iii. Training
  - iv. Work Experience
  - v. Mentoring



## BNP PARIBAS REAL ESTATE

Planning and Transportation Department  
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F.A.O Sonia Williams

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Email: nicola.forster@bnpparibas.com

Our ref: NIF/112756/001L

20 December 2013

Dear Sirs

### TOWN AND COUNTRY PLANNING ACT 1990

### 4C HOTELS PLANNING APPLICATION REF: 13/01055/FULMAJ

### 15 AND 16 MINORIES AND LAND FRONTING ALDGATE HIGH STREET, 62 ALDGATE HIGH STREET

We are instructed by our client, Endurance Land and Scottish Widows Investment Partnership Property Trust (SWIPT), to submit representations to the planning application which has been submitted by 4C Hotels (2) Ltd at the above site.

Endurance Land are the development managers of the adjoining site at 24-26 Minories, London EC3.

Planning permission (12/00145/FULMAJ) has been obtained for the redevelopment of 24-26 Minories to provide a part 7 and 16 storey hotel development, comprising a total of 291 bedrooms and 9,990 sq m (GEA) of floor space. This planning permission was recently subject to a S73 planning application to set the east elevation of the building back by 0.75m to allow for the maintenance of the Green Wall on this façade. This application has recently been approved in principle (Ref: 13/00589/FUL), subject to the variation of the S106 Agreement which will shortly be concluded.

This development is considered by the City of London to be of ground breaking design. It is the first scheme in the City of London to be partly constructed of Corian/Hi Macs. This façade treatment on the front lower building will be complemented by a unitised multi-coloured double glazed system on the taller rear building which will comprise a Green Wall on the eastern elevation. The scheme will deliver a high quality building with an interesting and 'playful' design within the heart of the City Fringe which will add to the regeneration of Minories and the wider area.

The development is currently under construction and is due to be completed in September 2014. In parallel to the construction process, the remaining planning conditions are being discharged. This includes the planning conditions relating to the detail of the Green Wall and its Management Plan.

### Representations

Endurance Land supports the development of a high quality mixed use scheme on the adjoining site in principle. However, our client has significant concerns relating to certain elements of the planning application which will have a detrimental impact on the development at 24-26 Minories. We therefore make the following objections.

**BNP Paribas Real Estate Advisory & Property Management UK Limited**

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Regulated by RICS



**1) Location of Haydon Garden Residential Building**

It is proposed for the Haydon Gardens residential building to be located to the east of the site boundary of 24-26 Minorities. The eastern elevation of 24-26 Minorities comprises a Green Wall which will run from the 1<sup>st</sup> to 6<sup>th</sup> floor.

The proposals show the Haydon Gardens building to be located approximately 1.25 to 1.5 metres away from the Green Wall. If the new building is built in this location, it will not be possible for the Green Wall to survive.

Endurance Land has sought specialist advice from Ansurbanruralism, consultants on Green Walls. It is their view that they would be extremely cautious about providing a new building within 1.5 m of a living wall installation. They advise that the construction of a building so close will have an adverse effect on the growing plants because of significant changes in light levels and the climate would become damp and dark which would ultimately cause the plants to fail. It would also restrict natural rain fall to the living wall. They would recommend any boundary wall to have a minimum clear distance of 3.5m-5.0m to enable the living installation to establish and grow to the optimum.

In addition, the installation of the unitised multi-coloured double glazed system above the 6<sup>th</sup> floor level would not be visible and would therefore be a redundant cost to our client.

We therefore strongly object to the current location of the Haydon Gardens building and request that it is sited away from the eastern elevation of 24-26 Minorities to an alternative location to protect the Green Wall. The Design and Access Statement produced by ACME shows alternative locations for this building which could be explored. Refer to pages 47.

The National Planning Policy Framework (March 2012) sets out the national planning policies for local planning authorities and decision-takers to take into account both in drawing up plans and as a material consideration in determining applications.

The main guiding principle in this document is for there to be a presumption in favour of sustainable development.

The NPPF also provides guidance on conserving and enhancing the natural environment. It states that:

*'When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:*

*If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;.....and*

*opportunities to incorporate biodiversity in and around developments should be encouraged .....(Paragraph 118).*

In accordance with the NPPF, we therefore seek urgent assurance from the City of London that this aspect of the scheme will be revised accordingly to protect the Green Wall and to enable Endurance Land to proceed with the development in accordance with the approved plans.

Our client is keen to deliver the Green Wall as it provides many benefits in terms of providing green views of the building for the Guinness Trust residents, enhancing biodiversity and contributing to the Excellent BREEAM rating of the development. We are currently preparing the planning applications for the approval of details for the Green Wall which will be submitted to the City of London in the early New Year, with a view to works commencing on the Green Wall in March 2014. Given these timescales, our client requires



certainty from the City of London on how this aspect of the planning application will be treated to continue with the development on this basis.

However, if the City of London is minded to support the current application proposals, it will not be feasible to proceed with the Green Wall and as such it will need to be removed from the scheme. This approach would be a clear disappointment to Endurance Land as it would undermine the overall design concept and intent for the building which was extensively discussed and agreed with the City of London. The exclusion of the Green Wall and any subsequent changes to the design of this elevation would also require several amendments to be made to the extant planning permission which would presents significant risks to the project at this stage of the development. If this were the preferred position of the City of London, Endurance Land would require re-assurance that all obligations to provide the Green Wall would be removed and subsequent revisions to the scheme would be approved quickly.

This issue raises significant risk to the success of the development and the development programme. We therefore ask that this matter be considered and resolved expediently otherwise this could result in additional costs and delays to the delivery of the development.

**2) Pedestrian Access Routes**

Section 8 of the Design and Access Statement shows the proposed pedestrian circulation routes across the site. It is proposed to provide a pedestrian route along the southern boundary of the site to the east boundary wall at 24-26 Minoties, next to St Clare St. It is uncertain whether this route stops within the perimeters of the application site or whether it is proposed to provide an access through to St Clare Street.

Endurance Land would object to the provision of any access into St Clare at it would conflict with the servicing arrangements for the new hotel at 24-26 Minories and would cause security and health and safety issues. In addition, land ownership arrangements do not allow for any route to pass through into St Clare St, therefore this proposal would not be deliverable.

It would be helpful for clarification to be provided on this point.

**3) Hotel Terrace**

The proposed new hotel at 16 Minories comprises a terrace which will be used in association with a new restaurant. We do not object to the provision of the terrace as part of the scheme but request the use of the terrace to be controlled and restricted to certain hours to minimise any disturbance and potential noise nuisance to hotel residents within 24-26 Minories. Our views also apply to the use of all the other roof surfaces within the development overall.

If planning permission were to be granted, planning conditions should be attached to limit the use of the terrace and any future roof terraces to sensible hours.

We trust that our comments will be taken into account accordingly and reserve the right to supplement these representations. We would also like to arrange an urgent meeting with officers to discuss the potential impact of the development and its implications for the Green Wall as discussed above.



**BNP PARIBAS  
REAL ESTATE**

Please would you acknowledge receipt of these representations and advise us of some potential meeting dates. Should you have any queries, please do not hesitate to contact Nicola Forster on the above details.

Yours faithfully,

*BNP Paribas Real Estate.*

BNP Paribas Real Estate



13 / 01055

**Ball, Matthew**

**From:** PLN - Comments  
**Subject:** FW: 13/01055/FULMAJ 15-16 Minories and 62 Aldgate High Street

**From:** McElhone Rachel [REDACTED]  
**Sent:** 29 April 2014 09:49  
**To:** PLN - Comments  
**Subject:** 13/01055/FULMAJ 15-16 Minories and 62 Aldgate High Street

**ACKNOWLEDGED**

FAO Sonia Williams,

Further to the comments TfL previously provided on the above application, I can confirm that following review of the revised information which has been submitted, TfL is now satisfied that they have amended their plans to remove the proposed breakfast terrace from facing the bus station. As such, TfL no longer has any outstanding concerns regarding the proposed development.

It should be noted however that TfL did not require the activity to be removed from that frontage, and instead suggested a landscaping solution to screen the bus parking area, but they have instead chosen to remove the breakfast terrace from their plans.

If you have any questions, please let me know.

Regards,  
Rachel

**Rachel McElhone** | Principal Planner | Borough Planning  
**Transport for London** | 9th Floor, Windsor House, 50 Victoria Street, London, SW1H 0TL  
Tel: [REDACTED] | Email: [REDACTED]

For more information regarding the TfL Borough Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit <http://www.tfl.gov.uk/businessandpartners/15393.aspx>

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\*\*\*\*\*



# Transport for London



Our ref: 13/3211

Sonia Williams  
City of London  
PO Box 270, Guildhall  
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**BY E-MAIL ONLY**

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Group Planning

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Phone 020 7222 5600  
Fax 020 7126 4275  
[www.TfL.gov.uk](http://www.TfL.gov.uk)

not rec'd  
until

30/4/14

20<sup>th</sup> December 2013,

Dear Sonia,

**13/02055/FULMAJ: 15-16 Minories and 62 Aldgate High Street, EC3N 1AX**

I write following review of the documentation submitted in support of the above application.

## Location

The site is bounded by Aldgate High Street to the north and Minories to the west, both of which form part of the Strategic Road Network (SRN). Aldgate High Street forms part of the Aldgate Gyratory, which is subject to an improvement project to change the layout, to two-way operation. The potential impact this may have on the development of this scheme should therefore be taken into consideration. This was also identified as a priority for improvement as part of TfL's better junction review programme.

It is additionally located next to Aldgate Bus Station, with the nearest section of the Transport for London Road Network (TLRN) located less than 150m to the east. There are over ten bus routes located within an acceptable walking distance of the site, with the nearest stops located directly outside of the site on Aldgate High Street. Aldgate, Aldgate East, Tower Hill and Tower Gateway stations are all located within an acceptable walking distance of the site. As such the site records an excellent public transport accessibility level (PTAL) of 6, on a scale of 1-6 where 6 is the highest.

## Car Parking

The site is proposed to be car free except for the provision of 27 blue badge spaces. This is supported by TfL in recognition of the sites excellent PTAL. How these spaces are allocated between the different land-use will however need to be considered, in order to ensure that there is suitable access to the core of each part of the building.

It is recommended that future residents of the proposed development be prevented from obtaining on-street parking permits for any local controlled parking zone (CPZ), and that this requirement is secured through the s106 agreement.

## Cycle Parking

Whilst the number of spaces proposed is acceptable for 'long-stay' parking, in order to meet the standards contained in the revised early minor alterations to the London Plan it is recommended that additional spaces are provided in the publically accessible

**MAYOR OF LONDON**



VAT number 756 2770 08

parts of the development for visitors to the site. For the residential aspect there should be a minimum of 1 space per 40 units, with an additional 2 spaces for the hotel.

It is noted that all spaces will be provided in a secure and covered location which is supported, and TfL would additionally recommend that showers, lockers and changing facilities are provided for both the office and hotel aspect of the development.

TfL is currently working on a range of cycle projects such as Quietways and Cycle Super Highways in response to the Mayor's Vision for Cycling in London. The applicant is advised to be mindful of the status of these as their project evolves, and to respond to any emerging proposals as appropriate.

### **Bus Issues**

At present it is understood that the applicant is proposing to provide a new public space/ walkway along the western edge of the site, as well as an outside dining area. TfL does however have some serious concerns about these proposals in their current form, in particular with regards to how they interact with the adjacent bus station.

Buses using the standing space in this location reverse into the parking bays meaning that people using outside dining facility and/ or the new public space would be faced with the rear of a number of buses. Whilst this may present some amenity concerns in itself, there may also be some air quality issues associated with drivers starting up their engines to leave the site. These matters appear to have been overlooked by the applicant, and TfL would therefore like to reiterate that the station is an operational asset which is protected under the Land for Industry and Transport SPG. As such TfL is keen to ensure that it can continue to fulfil this function following the re-development of this site, and work alongside the new development.

Given the above concerns TfL would strongly recommend that the applicant re-considers the landscaping options for this edge of the site to ensure that future users of the proposed development are suitably screened from the bus station. The proposal/ mechanism for doing this should subsequently be secured through the s106 agreement. TfL is meeting with the applicants architect on the 8<sup>th</sup> January 2014 to discuss their proposals for the site in more detail, and should be able to provide a further update on this issue following on from that. This will need to be taken into consideration in advance of the application being determined.

Separate to this, it should be noted that an office/welfare facility for operational bus staff is currently provided at the bus station on the edge of the TfL site, immediately adjacent to the red line boundary of the development proposal, yet this has been omitted from the plans which have submitted by the applicant. Notwithstanding this, the existing building in its current location would not seem to be compatible with the applicant's proposals for this space to accommodate a wide, high-quality through route for pedestrians along with their dining terrace. It should therefore be noted that whilst TfL has no objection to its relocation, the function of the facility will need to be retained in some form on site. Depending on the applicants proposals this could be in the form of a new facility within the bus station, or it might be possible for it to be re-provided within the re-developed site. TfL would therefore welcome further discussions on this matter. Any new facility which is required as a result of this development would need to be secured through the s106 agreement.

Separate to this, it should be noted that TfL has land interests in the adjacent site, and that TfL's Commercial Property Development team are currently investigating potential opportunities for the redevelopment of this specific site in the future. It is understood that they have already been in discussions with the applicant of this site, and as such may make separate representations on behalf of TfL as a landowner.

#### **Coaches**

In order to accord with London Plan standards one coach parking space should be provided per 50 rooms for the hotel. Where this doesn't prove feasible it will need to be demonstrated that there is a suitable location for coaches to drop off/ pick up passengers in close proximity to the hotel without impacting on existing traffic flows.

#### **Construction and Servicing**

It is noted that the District line runs under the northern edge of the development site, with the Circle line also being located close by. Whilst it is understood that the proposals involve re-cladding the existing building, the submitted Transport Assessment (TA) makes little reference to what construction activity is anticipated on-site, and as such the following advice should be taken into consideration.

Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. It will need to be demonstrated to the satisfaction of LUL engineers that:

- the development will not have any detrimental effect on our tunnels and structures either in the short or long term
- the design must be such that the loading imposed on our tunnels or structures is not increased or removed
- we offer no right of support to the development or land

Therefore we request that the grant of planning permission be subject to conditions to secure the following:

'The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction thereof
- and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied'.

**Reason:** To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012. TfL would also ask that the following informative is added:

'The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting'.

Further to this TfL would expect there to be no disruption to the bus station/ bus services during the construction period, and as such would recommend that a Construction Logistics Plan (CLP) is secured by condition, to be approved by the City in consultation with TfL. This will need to demonstrate how the impact on the surrounding highway network and the bus station will be mitigated during the construction period. It should also include information on how it proposes to deal with issues associated with cycle safety and the potential for conflicts with LGV's/ HGV's during the construction period.

All servicing is proposed to take place within the boundary of the development. This is supported by TfL who would additionally recommend that a Delivery and Servicing Plan (DSP) is secured for the site by condition.

#### **Community Infrastructure Levy**

The Mayor has introduced a London-wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policies 6.5 and 8.3 toward the funding of Crossrail.

The rate for the City of London is £50 per square metre. The required CIL should be confirmed by the applicant and council once the components of the development or phase have been finalised.

#### **Crossrail**

The site is also located within the area where section 106 contributions for Crossrail should be sought in accordance with London Plan policy 6.5 and the associated Supplementary Planning Guidance (SPG) 'Use of planning obligations in the funding of Crossrail' (April 2013).

Based on the proposed floorspace figures provided by the applicant, and taking into account any theoretical contribution liable from the existing uses on site, an indicative contribution of £454,469 is required and should be paid upon commencement of the development, and be secured as part of a section 106 agreement. This should however be confirmed in advance of the application being determined.

Land Use	Existing (sqm)	Proposed (sqm)	Net change (sqm)	Crossrail charge per sqm (£)	Crossrail charge (£)
B1 Office	21,945	17,766	-4,179	140	£-585,060
Retail	0	266	266	90	£23,940
Hotel	0	16,649	16,649	61	£1,015,589
<b>Total Crossrail charge payable on commencement to TfL</b>					<b>£454,469</b>

In these situations, the Mayoral CIL will be treated as a credit towards the section 106 Crossrail liability and should be reflected in the wording of the section 106 agreement.

I trust this provides you with an understanding of TfL's current position on this application and we would welcome acknowledgement from you that these comments have been received and are being considered. Please do not hesitate to contact me if you have any queries.

Yours sincerely

Rachel McElhone  
**Principal Planner- TfL Borough Planning**

Email: [rachelmcelhone@tfl.gov.uk](mailto:rachelmcelhone@tfl.gov.uk)

Direct line: 020 3054 7042

Cc: J Adams- TfL

Date 16 May 2014  
Our Ref 20878-ND-YA002  
Your Ref 13/01055/FULMAJ

To Sonia Williams  
City of London  
Sonia.Williams@cityoflondon.gov.uk



London Underground Limited

Hello Sonia,

**13/01055/FULMAJ 15/16 Minories and 62 Aldgate High Street**

I can confirm that London Underground seeks to lift our previous 'objection' to the planning application for the above location and formally comment on the planning application pertaining to 15 -16 Minories in Aldgate (ref 13/01055/FULMAJ) as the following:

Though we have no objection in principle to the above planning application, there are a number of potential constraints on the redevelopment of the site. The Plans as submitted illustrate the proposed development and associated works will take place on TfL owned land, this includes demolition, construction and operational activities on and in close proximity to the operational railway.

To ensure the works as proposed in the planning application can be undertaken without compromising the operation of the underground and the safety for all passengers and users, the applicant will need to demonstrate to the satisfaction of London Underground engineers that:

- our right of support is not compromised
- the development will not have any detrimental effect on our structures either in the short or long term
- the design must be such that the loading imposed on our structures is not increased or removed
- we offer no right of support to the development or land

Therefore, London Underground request that the grant of planning permission be subject to the following condition and informative:

### **Planning Condition**

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for the proposed demolition and excavation works and all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures;
- provided details of tall plant and scaffolding;
- accommodate the location of the existing London Underground structures;
- demonstrate that there will at no time be any potential security risk to our railway, property or structures;
- accommodate ground movement arising from the construction thereof; and
- mitigate the effects of noise and vibration arising from the adjoining operations within the structures.

The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority and London Underground.

### **Justification**

To enable the Local Planning Authority and Transport for London to ensure that works during demolition, construction and operation will not have adverse impacts on existing London Underground tunnels, in accordance with London Plan policy 6.3.

### **Informative**

The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; tall plant; scaffolding; security; boundary treatment; safety barriers; landscaping and lighting.

In the meantime, should you have any queries, then please do not hesitate to contact me.



Kind regards,

Nathan Darroch  
Land & Vesting Engineer  
LUL Infrastructure Protection  
E-mail: [nathan.darroch@tube.tfl.gov.uk](mailto:nathan.darroch@tube.tfl.gov.uk)  
Tel: 0207 027 8903

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<b>Committee(s):</b>	<b>Date(s):</b>
Planning & Transportation	10 June 2014
<b>Subject:</b> Minor Alterations to approved City of London Planning Obligations Supplementary Planning Document	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>
<p style="text-align: center;"><b>Summary</b></p> <p>This report proposes minor alterations to the approved City of London Planning Obligations Supplementary Planning Document, which was approved by the Planning &amp; Transportation Committee on 8<sup>th</sup> April 2014 for implementation from 1<sup>st</sup> July 2014.</p> <p>The London Plan 2011 requires developers to achieve improvements in the carbon performance of their buildings of 40% over the standards set in 2010 Building Regulations. Where this is not feasible on-site, developers may off-set their carbon emissions through a financial payment, based on a defined cost per tonne of carbon. The Planning Obligations SPD makes provision for this financial payment, requiring contributions at a rate of £46 per tonne of carbon to be off-set.</p> <p>Since the SPD was approved, the Mayor has published new Sustainable Design and Construction Supplementary Planning Guidance and new 2013 Building Regulations have come into effect. The Mayor now requires developers to achieve a reduction in carbon of 35% beyond the 2013 Building Regulations and has set the price of carbon at £60 per tonne. These changes need to be reflected in the City's SPD to provide consistent guidance to the development industry.</p> <p><b>Recommendation(s)</b></p> <p>Members are recommended to agree the proposed minor alterations to the City of London Planning Obligations Supplementary Planning Document, set out in Appendix 1 to this report, to bring the SPD into line with revised national Building Regulations and updated Mayoral supplementary planning guidance.</p>	

## Main Report

### **Background**

1. On 8<sup>th</sup> April 2014, the Planning & Transportation Committee approved the s106 Planning Obligations Supplementary Planning Document (SPD) to be implemented alongside the City of London Community Infrastructure Levy, from 1<sup>st</sup> July 2014.
2. Paragraphs 50 to 56 of the SPD, deal with the principle of carbon offsetting. In line with Policy 5.2 of the 2011 London Plan, the SPD requires developers to deliver an improvement in carbon emissions of 40% over the requirements of the 2010 Building Regulations. Where developers cannot deliver this 40%

improvement on site, the London Plan requires them to provide a financial payment towards carbon off-setting measures elsewhere. At the time the City's SPD was prepared and consulted upon, advice from the Mayor in his draft Sustainable Design and Construction Supplementary Planning Guidance (SPG) indicated this contribution should be at a rate of £46 per tonne of carbon to be off-set.

3. The figure of £46 is included within the City's SPD but, in recognition that costs and guidance might change over time, the SPD indicates (paragraph 53) that "it will be periodically updated in line with amendments published by the Mayor or the Zero Carbon Hub. These updates will be published on the City Corporation's website."

### **Current Position**

4. In late April 2014, the Mayor published his finalised Sustainable Design and Construction SPG and new 2013 Building Regulations came into effect from 1st April 2014. Both of these require alterations to be made to the City's SPD to ensure that it reflects current national and regional regulation and guidance.
5. There are 2 specific areas of change that need to be incorporated into the City's SPD:
  - a. 2013 Building Regulations include improvements in carbon emission standards. The Mayor has assessed the impact of these new standards upon London Plan policy and concluded that a 35% improvement in carbon emissions over the new 2013 Regulations would be broadly equivalent to the 40% improvement over 2010 Regulations set out in the London Plan. From 6<sup>th</sup> July 2014 the Mayor therefore intends to assess the carbon performance of development against this new 35% target and the 2013 Building Regulations.
  - b. The Mayor's new Sustainable Design and Construction SPG advises that the price of carbon to be used in calculating off-site financial contributions should now be set at £60 per tonne, rather than the previous £46 per tonne.

### **Options**

6. The London Plan and the Mayor's SPG are part of the development plan for the City of London, alongside the City's own Local Plan and supplementary planning documents. Where there is conflict between the provisions of different plans, s38(5) of the Planning & Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the most recently adopted policy, in this case the Mayor's SPG.
7. New development will, in any event, need to be assessed against the 2013 Building Regulations, rather than the previous 2010 Regulations.
8. Part of the City's SPD, whilst only recently adopted, has therefore been superseded by new guidance and regulation on carbon off-setting. As the SPD will not come into effect until 1st July 2014, there is an opportunity to update it to ensure that it incorporates this new strategic guidance and national regulation and avoids potential confusion as to the approach to carbon off-setting being applied in the City.

## **Proposals**

9. It is proposed to amend the approved City of London Planning Obligations SPD, in line with guidance in the Mayor's Sustainable Design and Construction SPG, to:
  - a. Replace the target for carbon emission improvement from 40% over the 2010 Building Regulations to 35% over the 2013 Building Regulations.
  - b. Amend the cost of carbon to be offset from £46 per tonne to £60 per tonne.
10. Proposed amendments to the SPD are attached at Appendix 1, with new text identified as bold underline and deleted text as bold strikethrough.
11. The potential for change to the cost of carbon has already been anticipated in paragraph 53 of the Planning Obligations SPD and provision made for updates from time to time. This paragraph was considered during public consultation on the SPD and no objections were received. There is no statutory requirement to consult on the proposed update, and there is a statutory requirement to avoid conflict with the Mayor's new SPG, therefore no further consultation has been carried out in respect of the recommended update. This is considered consistent with the proportionate approach to consultation advocated in the City of London Statement of Community Involvement.

## **Corporate & Strategic Implications**

12. The proposed changes would bring the City's Planning Obligations SPD into conformity with national regulation and updated guidance from the Mayor.
13. The change in target to refer to the 2013 Building Regulations should be cost neutral for developers as it has been deemed by the Mayor to be broadly equivalent to the existing target based on the 2010 Regulations.
14. The increase in the cost of carbon to be off-set would represent an increased cost to developers. However, it is a cost that they will be required to meet under the Mayor's SPG and then only if they cannot achieve the required carbon reductions on-site. The impact of the £14 per tonne increase is likely to be minimal compared with the overall development costs in the City but, the Planning Obligations SPD does allow developers to submit evidence of the impact of financial contributions on scheme viability, with the potential to reduce contributions where there is an adverse impact.

## **Conclusion**

15. The Planning Obligations Supplementary Planning Document was approved by Planning & Transportation Committee on 8<sup>th</sup> April 2014 for implementation from 1<sup>st</sup> July 2014. Since approval, the Mayor has published his new Sustainable Design and Construction SPG and new, 2013, Building Regulations have come into effect. These require minor alterations to be made to the carbon improvement target and cost of carbon to be off-set in the City's SPD. The potential for future changes to this element of the SPD was anticipated and provision included in the SPD for further minor changes to be

made through the City Corporation's website. As the SPD has not yet come into effect, it is proposed to formally amend the agreed text of the SPD to avoid potential confusion for the development industry.

## **Appendices**

- Appendix 1 – Proposed amendments to the Planning Obligations Supplementary Planning Document

## **Background Papers:**

Report to Planning & Transportation Committee, 8<sup>th</sup> April 2014, Planning Obligations Supplementary Planning Document – Adoption and Implementation

### **Peter Shadbolt**

Assistant Director (Planning Policy)

T: 020 7332 1038

E: [peter.shadbolt@cityoflondon.gov.uk](mailto:peter.shadbolt@cityoflondon.gov.uk)

<b>Committee(s):</b>	<b>Date(s):</b>	
Planning and Transportation Committee	10 <sup>th</sup> June 2014	
<b>Subject:</b>		
Rescission and Variation of City Walkway – 33 King William Street and Bridge Across Upper Thames Street to Seal House		
<b>Report of:</b>	<b>Public</b>	
The Director of the Built Environment	For Decision	
<b>Ward (if appropriate):</b>		
Bridge		
<p><b><u>Executive Summary</u></b> This report recommends the rescission of the City Walkway CW18, known as King William Street City Walkway, which was declared on the 24<sup>th</sup> October 1985 and the variation of City Walkway CW35, known as Upper Thames Street Seal House to King William Street City Walkway, which was declared on the 27<sup>th</sup> March 1986. City Walkway CW35 is to be varied to discontinue the section of footbridge over Upper Thames Street, which connects Seal House to the King William Street City Walkway but retain the staircase from Upper Thames Street through Seal House. The removal of the footbridge and walkway is required to enable the approved redevelopment at 33 King William Street to take place, which also provides a new stairway and lift granting access to King William Street from Upper Thames Street which is intended to be declared as City Walkway once completed.</p> <p>The costs associated with the rescission and variation of the existing walkways will be recovered from the Owner, as agreed in the section 106 agreement dated 17<sup>th</sup> January 2013 (S106 Agreement).</p> <p><b>Recommendation</b></p> <p>I RECOMMEND THAT your Committee resolves to rescind the resolution of the Court of Common Council dated 3rd October 1985 which declared as City Walkway CW18 and vary the resolution of the Court of Common Council dated 13<sup>th</sup> March 1986 which declared as City Walkway CW35, being more particularly shown hatched on the City Walkway Rescission Plan NO. CWRP-01-14 (Appendix B to this report) and City Walkway Variation Plan CWVP-01-14 (Appendix D to this report) in accordance with the resolutions set out in Appendix A and Appendix C to this report.</p>		

## **Main Report**

### **Background**

1. On the 3<sup>rd</sup> October 1985 the Court of Common Council resolved to declare as City Walkway all that way or place being the pedestrian way on the south side of 33 King William Street, the staircase between the said way and Upper Thames Street and the area connecting the base of the said staircase to Upper Thames Street. On the 13<sup>th</sup> March 1986 the Court of Common Council resolved to declare as City Walkway all that way or place being the footbridge across Upper Thames Street connecting King William Street House to Seal House and the staircase at Seal House
2. The stairs and footbridge provided a route across Upper Thames Street between Seal House and 33 King William Street.
3. On the 17<sup>th</sup> January 2013 planning permission was granted under application number 11/00933/FULMAJ for the demolition of the existing building at 33 King William Street and redevelopment to provide a new office building at basement, lower ground, ground and nine upper floors, and the discontinuance and removal of the City Walkway to the southern boundary of 33 King William Street on the north side of Upper Thames Street and the bridge over Upper Thames Street.

### **Current Position**

4. As set out in the planning application report which was approved by your Committee on the 12<sup>th</sup> June 2012, it is proposed that the existing City Walkway staircase linking King William Street and Upper Thames Street would be replaced with a new staircase and lift for use by the public, which would provide a step free alternative in this location.
5. Following the practical completion of the new stairs and lift to the City's reasonable satisfaction, an application will be made to your Committee for a resolution to declare as new City Walkway. The provision, maintenance and availability of the new City Walkway is secured by conditions 12, 13 and 14 of the planning permission, as well as within the S106 Agreement.
6. In order for the development to be carried out, City Walkway CW18 will need to be rescinded and City Walkway CW35 will need to be varied.

### **Proposals**

7. The proposed rescission and variation of the City Walkways is required to enable the development at 33 King William Street to be carried out. Once the replacement access from King William Street to Upper Thames Street has been



provided to the City's satisfaction, an application will be made to your Committee for a resolution to declare as new City Walkway.

8. There is provision within the S106 Agreement that a commuted sum will be paid by the Owner of 33 King William Street prior to practical completion of the new lift and staircase to cover the future lift maintenance. If the rescission and variation orders are granted, and after they have taken effect, the S106 Agreement provides that no works to the former areas of walkway can be carried out until; approval in principal in respect of the new staircase, lift and existing footbridge has been obtained by the owner from the City, and all approvals and consents for the walkway footbridge removal have been obtained from the owners of Seal House and TfL as the highway authority for Upper Thames Street.
9. It is further provided that, following structural demolition, if there is a period longer than 3 years between the discontinuance and redeclarations of walkway, the Owner covenants to provide a temporary public access from King William Street to Upper Thames Street in the location of the original staircase.
10. The occupation of the 33 King William Street development is not permitted until the replacement walkway has been declared.

### **Financial Implications**

11. Under the terms of the S106 Agreement, the Owner is liable for all of the City's reasonable and proper costs in progressing the rescission, variation and declaration of new City Walkways.
12. The City will be responsible for the maintenance of the new City Walkway, however this will be a replacement walkway with no expected additional maintenance costs. The cost of maintaining the new lift will be provided by the public lift commuted sum paid by the Owner prior to the practical completion of the new city walkway, as set out in the S106 Agreement.

### **Background Papers:**

*Resolution of the Court of Common Council dated 20<sup>th</sup> September 1973*

*Planning Permission Ref: 11/00933/FULLMAJ dated 17<sup>th</sup> January 2013 and associated s106 agreement dated 17<sup>th</sup> January 2013*

### **Contact:**

Lucy Cannell

020 7332 1489

lucy.cannell@cityoflondon.gov.uk



**RESOLUTION OF THE PLANNING AND TRANSPORTATION COMMITTEE**

(under powers delegated to them by the Court of Common Council on 19<sup>th</sup> July 2001)

**DATED**      **day of**      **2014**

**WHEREAS** the Mayor and Commonalty and Citizens of the City of London acting by the Planning and Transportation Committee pursuant to the delegation to that Committee specified above (hereinafter called "the City") are authorised by Section 6 of the City of London (Various Powers) Act 1967 (hereinafter called "the Act") **BY RESOLUTION TO DECLARE** any way or place in the City of London appearing to the City:

- (i) to be laid out or otherwise suitable for a City Walkway within the meaning of Section 5 of the Act,
- (ii) to which access is available directly from a street or another way or place which is a City Walkway, and
- (iii) which is laid out or rendered suitable for a City Walkway in accordance with one of the provisions specified in subsection (1) of the said Section 6.

**TO BE A CITY WALKWAY** as from such date as may be specified in such resolution

**AND WHEREAS** the City are further authorised by the said Section 6, by resolution, to vary or rescind any resolution declaring a City Walkway.

**AND WHEREAS** it appears to the City that the resolution made by them on the 3<sup>rd</sup> October 1985 (hereinafter called the "1985 Resolution") should be rescinded to exclude the area shown hatched on the drawing attached hereto and numbered CWRP-01-14 as "Existing city walkway to be rescinded."

**NOW THEREFORE** the City in pursuance of Section 6(5) of the Act by resolution **HEREBY VARIES the 1985 Resolution** to rescind the way or place described in the Schedule on and after the 16<sup>th</sup> day of July 2014

**THE SCHEDULE**

**ALL THAT** way or place more particularly shown hatched on the said drawing No.CWRP-01-14 as “Existing city walkway to be rescinded” being all that way or place being the pedestrian way on the south side of 33 King William Street, the staircase between the said way and Upper Thames Street and the area connecting the base of the said staircase to Upper Thames Street.

Dated the                      day of                      2014

THE COMMON SEAL OF THE MAYOR  
AND COMMONALTY AND CITIZENS  
OF THE CITY OF LONDON  
was hereunto affixed in the presence of:-

Authorised Officer  
Guildhall, London, EC2P 2EJ

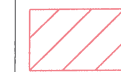


# "EXISTING CITY WALKWAY TO BE RESCINDED"

## APPENDIX B



### Key



Area of City Walkway to be discontinued (CW18)

### Notes


1. Do not scale from this drawing



AREA OF CITY WALKWAY TO BE VARIED (CW35)

A	03/14	Amendments to walkway	MIE	SD	PWJ
Rev.	Date	Revision details	Drawn	Checked	Approved

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Client  
HB REAVIS UK LIMITED

Project  
33 KING WILLIAM STREET  
**CWRP-01-14**

Title  
DISCONTINUANCE OF CITY WALKWAY  
BOUNDARY EXTENTS

Drawn	JC	Checked	PJ	Approved	PJ
Original dtp. size	A3	Date	20/03/14	Scale	1:200
Drawing Status	PRELIMINARY	Drawing Number	ST15048/01	Rev.	A

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**RESOLUTION OF THE PLANNING AND TRANSPORTATION COMMITTEE**

(under powers delegated to them by the Court of Common Council on 19<sup>th</sup> July 2001)

**DATED**      **day of**      **2014**

**WHEREAS** the Mayor and Commonalty and Citizens of the City of London acting by the Planning and Transportation Committee pursuant to the delegation to that Committee specified above (hereinafter called "the City") are authorised by Section 6 of the City of London (Various Powers) Act 1967 (hereinafter called "the Act") **BY RESOLUTION TO DECLARE** any way or place in the City of London appearing to the City:

- (i) to be laid out or otherwise suitable for a City Walkway within the meaning of Section 5 of the Act,
- (ii) to which access is available directly from a street or another way or place which is a City Walkway, and
- (iii) which is laid out or rendered suitable for a City Walkway in accordance with one of  
the provisions specified in subsection (1) of the said Section 6.

**TO BE A CITY WALKWAY** as from such date as may be specified in such resolution

**AND WHEREAS** the City are further authorised by the said Section 6, by resolution, to vary or rescind any resolution declaring a City Walkway.

**AND WHEREAS** it appears to the City that the resolution made by them on the 13<sup>th</sup> March 1986 (hereinafter called the "1986 Resolution") should be varied to

exclude the area shown cross hatched on the drawing attached hereto and numbered CWVP-01-14 as “Existing city walkway to be varied.”

**NOW THEREFORE** the City in pursuance of Section 6(5) of the Act by resolution **HEREBY VARIES the 1986 Resolution** to discontinue the way or place described in the Schedule on and after the 16<sup>th</sup> day of July 2014

#### THE SCHEDULE

**ALL THAT** way or place more particularly shown hatched on the said drawing No.CWVP-01-14 as “Existing city walkway to be varied” being all that way or place being the footbridge across Upper Thames Street connecting King William Street to Seal House.

Dated the    day of    2014

THE COMMON SEAL OF THE MAYOR  
AND COMMONALTY AND CITIZENS  
OF THE CITY OF LONDON

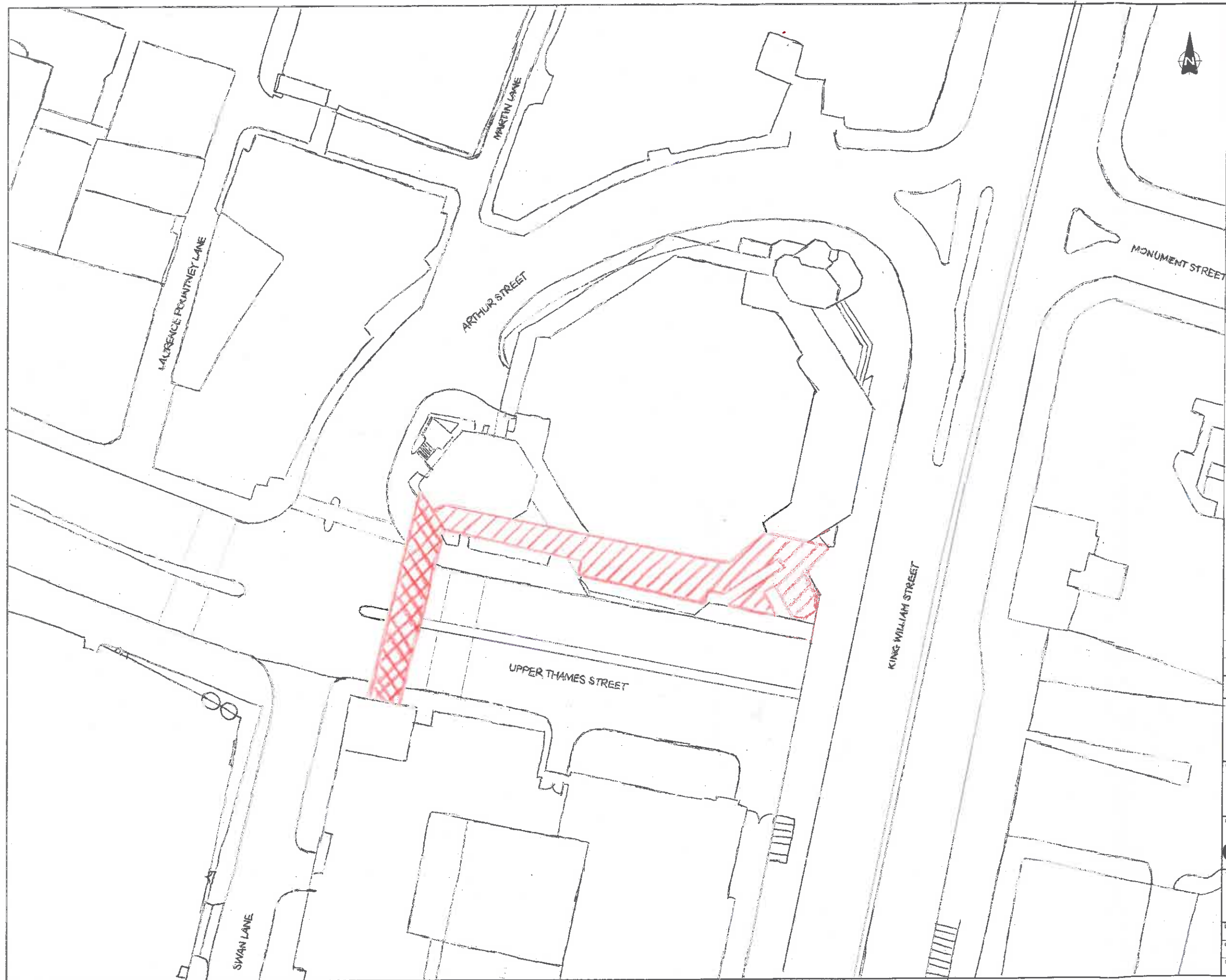
was hereunto affixed in the presence of:-

Authorised Officer  
Guildhall, London, EC2P 2EJ




# "EXISTING CITY WALKWAY TO BE VARIED"

# APPENDIX D




Key

 Area of City Walkway to be discontinued (CW18)


Notes

1. Do not scale from this drawing

 AREA OF CITY WALKWAY TO BE VARIED (CW35)

Rev.	Date	Revision details	Drawn	Checked	Approved
A	03/14	Amendments to walkway	MIE	SD	PWJ

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Client  
HB REAVIS UK LIMITED

Project  
33 KING WILLIAM STREET

**CWVP-01-14**

Title  
DISCONTINUANCE OF CITY WALKWAY  
BOUNDARY EXTENTS

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<b>Committee(s):</b>	<b>Date(s):</b>
Planning & Transportation Committee	10 June 2014
<b>Subject:</b> Department of the Built Environment Business Plan 2013/16 : Quarter 4 Update and Financial Outturn Report	<b>Public</b>
<b>Report of:</b> <b>Director of the Built Environment</b>	<b>For Information</b>
<p style="text-align: center;"><b>Summary</b></p> <p>This report sets out the progress against the 2013/16 Business Plan and the Financial Outturn Report for the Department of the Built Environment. It shows what has been achieved, and the progress made over the last year against our departmental objectives and key performance indicators. Performance against the 26 key departmental performance indicators (KPIs) (Appendix A) is good, of these departmental KPIs we missed four, with those not meeting their targets being actively managed by the Management Team. The report sets out what we are doing about these.</p> <p>The 2013/14 year end outturn position for the services covered by Planning &amp; Transportation Committee reveals a net underspend of £285k (3%) against the overall net local risk budget of £9.6m for 2013/14.</p> <p>Appendix B sets out the detailed position for the individual services. I have requested to carry forward this underspend into 2014/15, along with underspends within other Committees I support. These requests are currently being prepared for consideration by the Chamberlain in consultation with the Chairman and Deputy Chairman of the Resource Allocation Sub Committee.</p> <p><b>Recommendation(s)</b></p> <p>Members are asked to:</p> <ul style="list-style-type: none"> <li>• note the content of this report and the appendices</li> <li>• receive the report</li> </ul>	

## **Main Report**

### **Background**

1. The 2013/16 Business Plan of the Department of the Built Environment was approved by this committee on 22<sup>nd</sup> March 2013. As agreed, quarterly progress reports have been provided.
2. The report also takes the opportunity to update Members on achievements made during Quarter 4.

### **Key Performance Indicators**

3. Performance against the 32 key performance indicators (KPIs) (Appendix A) is good with those not meeting their targets being actively managed by the Management Team. Of the 26 departmental KPIs, we missed four, these are discussed below.
4. Regarding KPI NI192, our overall year to date recycling figure is 39%, this demonstrates a steady improvement from 2011/12 (37.1%) and 2012/13 (37.33%). The current target of 41% was a stretching target which we are still striving for. When compared to other inner London boroughs recycling rates we are performing extremely well. The team have a number of resident communication and engagement campaigns planned for 2014/15 which have the specific aim of increasing the current recycling rate.
5. On KPI TPR3a/b, as in previous quarters, due to confirmation of numbers road casualty figures are provisional. We have had 39 people seriously injured, Jan to Sept 2013 (latest provisional figures) and no fatalities. The number of total casualties, Jan to Sept 2013, was 246 people. This is a long-term KPI, with an objective to be achieved in 2020 as a result of a number of changes planned to the streets in the Road Danger Reduction Plan.
6. My District Surveyor Division (LBC 1,2,3) continues to provide a high quality service, despite the intense competition in building control services. We have now achieved much better financial stability, and this is reflected in the reduction of a Business Risk from '*likely*' to '*possible*'; as well as the chargeable activities within the division now being fully recovered.
7. On Planning Policy, our Local Plan has progressed through a final round of public consultation and public examination is due in the summer. Street Gazetteer address data submissions have improved in quality such that we are now achieving Gold Standard. In addition progress has been made with Corporate GIS usage with Epping Forest, CPAT and the City Police now being incorporated.
8. There has been a general improvement in the processing time scales for planning applications this year, seeing an increase in our end of year figure for both 'minor' and 'other', despite a growing increase in the number of applications processed (an increase of 15% since 2010/11). This has been achieved in part, by the recruitment of an experienced planner on a temporary

basis, while key staff were deployed on Thames Tunnel and the Smithfield Inquiry.

9. It is worth noting there has been an increase of 28% in the volume of Freedom of Information requests being handled by the department, which we have done while maintaining out KPI performance.
10. On the Corporate Service Response Standards, we are scrutinising these KPIs regularly, and act where shortcomings are identified.

## Financial and Risk Implications

11. The 2013/14 year end outturn position for the services covered by Planning & Transportation Committee reveals a net underspend of £285k (3%) against the overall net local risk budget of £9.6m for 2013/14. Appendix B sets out the detailed position for the individual services, the table below details the summary position by Fund.

Local Risk Summary by Fund	Latest Approved Budget £'000	Outturn Position £'000	Variance from Budget (Better) / Worse	
			£'000	%
City Fund	9,364	9,085	(279)	(3%)
Bridge House Estates	239	233	(6)	(3%)
<b>Total Built Environment Services Local Risk</b>	<b>9,603</b>	<b>9,318</b>	<b>(285)</b>	<b>(3%)</b>

12. I have requested to carry forward this underspend into 2014/15, along with underspends within other Committee budgets. These requests are currently being prepared for consideration by the Chamberlain in consultation with the Chairman and Deputy Chairman of the Resource Allocation Sub.
13. The reasons for the significant budget variations in the above table are detailed in Appendix B, which sets out a detailed financial analysis of each individual division of service relating to this Committee.
14. The better than budget year end position of £285k (3%) is principally due to additional income generated from Off-Street car parking fees; and expenditure savings from On-Street Parking services for the VINCI enforcement contract, reduced repairs & maintenance costs for parking meter repairs and salary savings in the Parking Ticket Office.
15. These budget savings were in part offset by a year end overspend for Traffic Management services relating to income shortfalls for hoardings & scaffolding licences, although these were partly offset by reductions in temporary staff costs for inspection works.

## Business Risk Management

16. Risks have been reviewed in accordance with corporate policy. The Risk Management register shows no change to the mitigated or unmitigated likelihood or impact score of any risk, except the reduction in risk in Building Control. A summary of all risks can be found in Appendix C.
17. One new business risk has been identified. This relates to the introduction of Planning Performance Thresholds by the Government. The mitigated risk has been assessed as GREEN. The full details of this risk are at Appendix C.
18. The review of the risk relating to the potential impact of legislative changes on the District Surveyor has established that there is no longer a significant business risk and this risk has therefore been deleted.
19. The unmitigated likelihood of the District Surveyor's Division becoming too small to be viable has, because of the buoyance of the City development market, been reduced from *Likely* to *Possible*.
20. There is no change to the mitigated or unmitigated impact or likelihood score of any other risk.

## Achievements

21. The 2013 Clean City Awards were presented in January 2014, at Mansion House, by the Rt. Hon. The Lord Mayor and the then Chairman of Port Health and Environmental Services Committee, John Tomlinson. The City of London Clean City Awards scheme was established in 1994 to promote, share, and encourage best practice of sustainable waste management practices. There are over 600 members of the scheme, ranging from small shops and food outlets to large multi-national companies and financial institutions. These awards continue to recognise those leading the way in recycling and waste management.
22. Blackfriars station was shortlisted for Project of the Year Award at Building Magazine's Building Awards 2014; additionally it was awarded a RIBA award.
23. The City Heritage Society/Painter Stainers have awarded the Farringdon Street Bridge refurbishment the 2014 City Heritage Award, alongside the 4<sup>th</sup> Gatehouse reinstated as part of the redevelopment of Bath House.
24. City's Community Infrastructure Levy (CIL) was examined and approved by an independent Planning Inspector without amendment or the need for a formal hearing due to the extent of early consultation and the broad support for the proposals.
25. The Access Team are at the forefront of cross-departmental working liaising with the Guildhall front of house team to enhance and improve consideration of the needs of disabled people; as well as providing support to the Corporate H&S team in relation to DSE.

26. During 2013/14 seven planning appeals were received against planning and related decisions and none were allowed.

## **Individual Achievements**

27. Michelle Ross has won an award from Crossrail in recognition of her efforts; this is exceptional as this is usually given to an employee of Crossrail. "This is the first time we've awarded a Monthly Award to someone off project. Michelle has been instrumental in our ability to have planned and unplanned road closures for utility diversions at Liverpool Street."
28. Patrick Daly was elected to membership of the Royal Town Planning Institute (MRTPI) following several years of study and practical experience sponsored by the Department.
29. Amanda Harcourt, our Land Charges Officer, was awarded third place at the annual Land Charges Officer of the Year awards.

## **Annual Assurance Statement**

30. For the financial year 2013/14 I give assurance to Members that my department complies with the corporate Data Quality Policy and Protocol in producing its service and performance data. I confirm that my Department has effective systems and procedures in place that produce relevant and reliable information to support management decision-making and to manage performance.

## **Appendices**

- Appendix A – Progress of KPI's
- Appendix B – Detailed Financial Analysis
- Appendix C – Business Risk Assessment

## **Background Papers:**

Business Risk Management (P&T Committee 18 September 2012)  
The Road Danger Reduction Plan (P&T Committee 15 January 2013)  
DBE Business Plan 2013/16

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## Departmental Key Performance Indicators

		13/14 Target	Q1	Q2	Q3	Q4	13/14 TOTAL	
<b>Transportation &amp; Public Realm</b>								
NI 191	To reduce the residual annual household waste per household.	508.5kg	88.5kg	94.33kg	97.30kg	91.5kg	371.98kg	😊
NI 192	Percentage of household waste recycled.	41%	39.77%	39.33%	38.81%	38.02%	39.07%	😐
NI 195	Percentage of relevant land and highways from which unacceptable levels of litter, detritus, graffiti and fly-posting are visible.	2%	1.04% (March)	1.21 (July)	0.25% (October)	0.63% (March)	0.70% (July to March)	😊
TPR2	Percentage of valid PCN debts recovered.	80%	83.35%	82.46%	85.41%	84.60%	84.50%	😊
TPR3a	Respond to percentage of PCN correspondence within 10 days (was 15).	90%	100%	100%	100%	100%	100%	😊
TPR1	No more than 3 failing KPI's, per month on new Refuse and Street Cleansing contract	<9 per quarter	4	4	2	4	14	😊
TPR2	No more than 3 failing KPI's, per month on new Highway Repairs and Maintenance contract.	<9 per quarter	<9 per quarter	<9 per quarter	1	1	2	😊
TPR3a	Reduction by 10% (or 5 people) number of persons killed and seriously injured compared to 2010 baseline.	Target <11ppl Actual 5 ppl	Target <11ppl Actual 12 ppl	Target <11ppl Actual 12 ppl	Target <11ppl Actual 15 ppl	Target less than 11people Actual 21 people	Target 40 people KSI Actual 60 people KSI	😞
TPR3b	Reduction by 5% (or 18 people) number of total road traffic	Target <84 ppl	Target <84 ppl	Target <84 ppl	Target <84 ppl	Target less than 84	Target 336 people total	😞

		13/14 Target	Q1	Q2	Q3	Q4	13/14 TOTAL	
	casualties compared to 2010 baseline.	Actual 18ppl	Actual 57 ppl	Actual 105ppl	Actual 84ppl	people Actual 99 people	casualties Actual 345 total casualties	
TPR5	3 New Area Strategies agreed by Committee by March 31st 2014	3	On target	Completed	Completed	Completed	Completed	😊
Comments	<p><b>NI 192:</b> Overall YTD recycling figure is 39.3% this demonstrates a steady improvement from 2011/12 (37.1%) and 2012/13 (37.33%). The current target of 41% was a stretching target which we are still striving for. When compared to other inner London boroughs recycling rates we are performing extremely well. We have a number of resident communication and engagement campaigns planned for this quarter which have the specific aim of increasing the current recycling rate.</p> <p><b>TPR3a/TPR3b</b> – provisional figures as the figures are always 3 months behind. We have had 39 people seriously injured this year, Jan to Sept (latest provisional figures). No fatalities. The number of total casualties for this year, Jan to Sept, was 246 people.</p> <p><b>TPR5</b> – 4 Strategies have been approved by committees:</p> <ul style="list-style-type: none"> <li>• Fenchurch and Monument – February 2013 and April 2013</li> <li>• Bank – April 2013 and May 2013</li> <li>• Liverpool Street – July 2013 and September 2013</li> <li>• West Smithfield – November 2013 and January 2014</li> </ul>							
District Surveyor's (Building Control)								
LBC1	To decide 90% of standard 5 week applications within the timescale compared with the number of applications received under these terms.	90%	89%	100%	92%	100%	94%	😊
LBC2	To decide 90% of 8 week applications within the timescale where this has been agreed compared with	90%	92%	90%	94%	94%	92%	😊

		13/14 Target	Q1	Q2	Q3	Q4	13/14 TOTAL	
	the number of application received under these terms.							
LBC3	To issue a completion certificate within 10 days of the final inspection of completed building work in 85% of eligible cases.	85%	97%	100%	92%	94%	95%	😊
<b>Planning Policy</b>								
PP1	Consult the public on the City's preliminary draft Community Infrastructure Levy (CIL) in March 2013, draft CIL in July 2013 and progress through Examination to adoption by April 2014.	April 2014	On target	On target	On target; Draft CIL examined Jan 2014	CIL adoption due 1 <sup>st</sup> May for implementation 1 <sup>st</sup> July 2014	CIL adoption May instead of April target date	😊
PP2	Publish and submit draft Local Plan by October 2013 and progress to examination by April 2014.	April 2014	Slight delay	Slight delay	Draft Local Plan published Dec 2013	Pre-submission consultation ended Feb; submission for examination due May 2014.	Local Plan examination summer instead of April	😐
PP3	Publish development pipeline information bi-annually (June & Dec) and publish further 2011 Census analysis on residents by December 2013 and on workers by March 2014.	March 2014	Delay by ONS	Pipeline information on track; Census publications delayed by ONS	Pipeline information published Nov 2013; Census publications delayed by	Pipeline information on track; Census data for workers delayed by	Pipeline information on track; Census data delayed by ONS	😊

		13/14 Target	Q1	Q2	Q3	Q4	13/14 TOTAL	
					ONS	ONS.		
PP4	Improve submissions of the local street gazetteer to the National Address Gazetteer and achieve at least Bronze national standard.	Bronze Standard	Bronze Standard	Gold Standard	Gold Standard	Gold standard	Gold Standard	😊
PP5	Ensure internal and public-facing GIS services are available 98% of the working day excluding IS service disruptions).	98%	99.4%	98.2%	99.9%	100%	99.3%	😊
<b>Comments</b>								
<b>Development Management</b>								
DM1a	Process 65% of minor planning applications within 8 weeks	65%	76%	66%	65%	63%	67.7%	😊
DM1b	Process 75% of other planning applications within 8 weeks	75%	70%	74%	85%	73.5%	74.6%	😊
DM3	Process 100% of standard land charge searches within 7 working days (12-13 target 100% in 8 days)	100%	100%	100%	100%	100%	100%	😊
DM4	To publish four conservation area appraisals and management proposals by 31 <sup>st</sup> March 2013	4	On track	On track	On track		2 published	😊
DM5	Ensure 90% of valid planning applications are viewable online within 3 working days of validation on UniForm	90%	90%	87.5%	100%	100%	94.4%	😊
DM6	Provide access observations to 95% planning applications within 14 days of receipt of information	95%	96%	97%	100%	95%	97%	😊

		13/14 Target	Q1	Q2	Q3	Q4	13/14 TOTAL	
DM7	To manage responses to requests under the Freedom of Information act within 20 working days. (Statutory target of 85%)	85%	98%	100%	100%	100%	99.50%	😊
DM8	Investigate 100% of alleged breaches of planning control within 10 working days of receipt of complaint	100%	100%	100%	100%	100%	100%	😊
<b>Comments</b>	<p><b>DM3</b> There were 1234 standard Local Land Charge searches received in 2013/14, this is an increase of 13% on 12/13</p> <p><b>DM 4</b> Two conservation area character summaries and management strategies (Trinity Square and Bishopsgate) were reported to P&amp;TC and are available for comment on the website. One planned conservation area character summaries and management strategy has been replaced by work on the Barbican Listed Building Guidelines landscape volume as resources to do this became available. One planned conservation area character summaries and management strategy has been delayed.</p> <p><b>DM7</b> There were 235 Freedom of Information requests made during 13/14, this is an increase of 28% on 12/13</p> <p><b>DM8</b> There were 143 alleged breaches received from 1 April 2013 – 31 March 2014</p>							
<b>Service Response Standards</b>								
SRS A	All external visitors to be pre-notification via the visitor management system.	100%	66.3%	62.8%	67.1%	70.5%	66.1%	😞
SRS B	Where an appointment is pre-arranged, visitors should be met within 10 minutes of the specified time where Visitors arrive at Guildhall North or West Wing receptions.	100%	95.2%	90.9%	90.3%	94.2%	92.9%	😊
SRS C	Emails to all published (external-facing) email	100%	100%	100%	75%	100%	93.7%	😊

		13/14 Target	Q1	Q2	Q3	Q4	13/14 TOTAL	
	addresses to be responded to within 1 day.							
SRS D	A full response to requests for specific information or services requested via email within 10 days.	100%	100%	100%	100%	75%	93.7%	☹
SRS E	Telephone calls to be picked up and answered within 5 rings/20 seconds	90%	92.1%	92.3%	93.1%	93.8%	92.8%	☺
SRS F	Voicemail element only target 10%	10%	11.1%	10.7%	10.4%	10.5%	10.7%	☹
<b>Comments</b>	<p><b>SRS A:</b> This has steadily improved over the year, however due to the number of external people involved in our external meetings inevitably more visitors turn up than we expect.</p> <p><b>SRS C &amp; D:</b> The small volume tested results is significant changes in results.</p> <p><b>SRS F:</b> A large volume of Officers are on site and out of the office as part of their working day, we have set up procedures in teams to ensure, as much as possible callers are given the option to speak to a person, however due to their technical nature callers tend to leave voice mail.</p>							

**Department of Built Environment Local Risk Revenue Budget - 1st April 2013 to 31st March 2014**  
**(Income and favourable variances are shown in brackets)**

**Appendix B**

	Latest Approved Budget 2013/14			Actuals 2013/14			Variance (Better) / Worse		
	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	£'000	%	Notes
<b><u>Planning &amp; Transportation (City Fund)</u></b>									
Town Planning	2,864	(536)	2,328	2,867	(525)	2,342	14	1	
Section 106 Monitoring	0	0	0	0	0	0	0	0	
Planning Obligations Monitoring	101	(86)	15	91	(75)	16	1	7	
Transportation Planning	2,378	(2,152)	226	2,311	(2,046)	265	39	17	
Road Safety	301	(10)	291	297	(23)	274	(17)	(6 )	
Street Scene	236	(236)	0	234	(234)	0	0	0	
Building Control	1,479	(1,361)	118	1,457	(1,349)	108	(10)	(8 )	
Highways	4,649	(1,080)	3,569	4,791	(1,198)	3,593	24	1	
Traffic Management	894	(1,856)	(962)	787	(1,645)	(858)	104	11	1
Off Street Parking	2,471	(2,537)	(66)	2,415	(2,707)	(292)	(226)	(342 )	2
On Street Parking	3,595	(34)	3,561	3,420	(37)	3,383	(178)	(5 )	3
Drains & Sewers	597	(313)	284	573	(319)	254	(30)	(11 )	
Contingency	0	0	0	0	0	0	0	0	
	<b>19,565</b>	<b>(10,201)</b>	<b>9,364</b>	<b>19,243</b>	<b>(10,158)</b>	<b>9,085</b>	<b>(279)</b>	<b>(3 )</b>	
<b><u>Planning &amp; Transportation (BHE)</u></b>									
London Bridge	62	0	62	59	0	59	(3)	(5 )	
Blackfriars Bridge	48	0	48	50	0	50	2	4	
Southwark Bridge	44	0	44	44	0	44	0	0	
Millennium Bridge	85	0	85	80	0	80	(5)	(6 )	
	<b>239</b>	<b>0</b>	<b>239</b>	<b>233</b>	<b>0</b>	<b>233</b>	<b>(6)</b>	<b>(3 )</b>	
<b>TOTAL PLANNING &amp; TRANSPORTATION COMMITTEE</b>	<b>19,804</b>	<b>(10,201)</b>	<b>9,603</b>	<b>19,476</b>	<b>(10,158)</b>	<b>9,318</b>	<b>(285)</b>	<b>(3 )</b>	

**Notes:**

- Traffic Management** - year end overspend was mainly due to income shortfalls for hoardings & scaffolding licences, which were partly offset by reductions in temporary staff costs for inspection works.
- Off Street Parking** - year end underspend was mostly a result of increases in car park income fees.
- On Street Parking** - year end underspend was due to VINCI contract savings, reduced repairs & maintenance costs for meter repair and salary savings in the Parking Ticket Office.

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## Appendix C

DBE/PLSV/7

Department of the Built Environment / Development Division / Development Management

### Planning Performance Thresholds

Control Effectiveness **G**

The Government has introduced new Planning Performance Thresholds. Failure to meet these targets would result in reputational damage and potentially significant financial loss.

Unmitigated ... Impact 3 Likelihood 5 Risk **19**

Status Review signed off on 28 Apr 14 by Annie Hampson  
Review due by 27 Jul 14

#### Detailed Risk(s)

Specific Risk	Mitigation
If the Corporation fails to process any application (including, where appropriate, the signing of a S106 agreement) within 6 months then the fee will be refundable.	The guidelines allow us to agree an extension of time with the applicant. Where necessary letters are being sent to applicants requesting an extension of time and warning that if we are awaiting information from the applicant that the application may be refused.
If the Corporation fails to process at least 30% of Major Applications within the timescales laid down by the Government it would become a Designated Local Planning Authority.	The guidelines allow us to agree an extension of time with the applicant. Where necessary letters are being sent to applicants requesting an extension of time and warning that if we are awaiting information from the applicant that the application may be refused.

Mitigated ... Impact 2 Likelihood 2 Risk **5**

#### Further Actions

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**Business Risk Management Update (May 2014)**

- 1) All risks have been reviewed in accordance with corporate policy. A summary of all risks is at paragraph 7.
- 2) One new business risk has been identified. This relates to the introduction of Planning Performance Thresholds by the Government. The mitigated risk has been assessed as GREEN. The full details of this risk are at Appendix A.
- 3) The review of the risk relating to the potential impact of legislative changes on the District Surveyor has established that there is no longer a significant business risk and this risk has therefore been deleted.
- 4) The unmitigated likelihood of the District Surveyor's Division becoming too small to be viable has, because of the buoyance of the City development market, been reduced from Likely to Possible.

There is no change to the mitigated or unmitigated impact or likelihood score of any other risk.

- 5) The review of all existing risks identified 6 with changes. The following table gives a summary of the changes.

<b>Risk</b>	<b>Change since last report to Members</b>
District Surveyor Budget Loss over 3/5 year period	The Building Regulations chargeable account in 2013/14 balanced and there is every indication that this position will continue throughout 2014/15.
Uncertainty of the legislative environment and Central Government advice in respect of Development Management	The Government has introduced further changes in relation to permitted development rights, conservation areas and listed buildings.
District Surveyor - The Division becomes too small to be viable	The City development market is now more buoyant - and the risk is now that it fails to maintain this momentum. This is reflected in reducing the unmitigated likelihood from Likely to Possible.
A major incident, such as flooding or fire, makes Walbrook Wharf unusable as a depot	Existing Business Continuity arrangements reported to Port Heath & Environmental Services Committee. These will be further reviewed and agreed in Summer 2014.
Local Implementation Plan (LIP)	Completion of Holborn Circus scheme to time and budget has reinforced credibility with TfL.
Road Safety - people being killed as a result of changes to the highway or failure to rectify deficiencies	Following formal public consultation the Planning & Transportation Committee has agreed to implement a 20MPH speed limit on 20 July 2014.

- 6) All risks have been reviewed for the effectiveness of the controls. There are no changes since the last report.

No risks are assessed as Red (*Existing controls are not satisfactory*) and all but one have been assessed as Green (*Robust mitigating controls are in place with positive assurance as to their effectiveness*).

The one risk that is assessed as Amber (*Existing controls require improvement or mitigating controls identified but not yet implemented fully*) is that “A major incident, such as flooding or fire, makes Walbrook Wharf unusable as a depot”. Work is in hand to continue the implementation of the controls.

- 7) The Summary of the Business Risks faced by the Department of the Built Environment (in decreasing order of mitigated risk) are:

Risk	Owner	Mitigated Impact	Mitigated Likelihood	Mitigated Risk	Effectiveness of Controls
Procedural errors and/or unsound decisions	Development Division / Development Management	4	3	18	GREEN
A fatal road accident to a member of staff etc.	Transportation & Public Realm / Cleansing	4	2	17	GREEN
Major contractor goes into liquidation before selling business as a going concern	Transportation & Public Realm / Cleansing	4	2	17	GREEN
Adverse planning policy context	Policy & Performance / Development Plan	3	3	13	GREEN
Budget Loss over 3/5 year period	District Surveyor	3	3	13	GREEN
Possible transfer of all or part of Local Land Charges function to HM Land Registry (HMLR)	Development Division / Land Charges	3	3	13	GREEN
Road Safety - people being killed as a result of changes to the highway or failure to rectify deficiencies	Transportation & Public Realm / City Transportation	3	3	13	GREEN
Uncertainty of the legislative environment and Central Government advice in respect of Development Management	Development Division / Development Management	3	3	13	GREEN
Not being alive to the needs/requirements of the world financial centre and the political environment	Development Division / Development Management	4	1	11	GREEN
Local Implementation Plan (LIP)	Transportation & Public Realm / City Transportation	3	2	10	GREEN
Outdated City development plan policies	Policy & Performance / Development Plan	3	2	10	GREEN

Record keeping - inadequate and/or inaccurate	Development Division / Land Charges	3	2	10	GREEN
Service failure by major contractor	Transportation & Public Realm / Cleansing	3	2	10	GREEN
The Division becomes too small to be viable	District Surveyor	3	2	10	GREEN
Failure to comply with our Network Management Duty	Transportation & Public Realm / Highways	3	1	6	GREEN
Long term disruption to supplies of diesel fuel	Transportation & Public Realm / Cleansing	3	1	6	GREEN
Prohibition notice served on Cleansing fleet	Transportation & Public Realm / Cleansing	3	1	6	GREEN
A major incident, such as flooding or fire, makes Walbrook Wharf unusable as a depot	Transportation & Public Realm / Cleansing	2	2	5	Amber
Data submission failures	Policy & Performance / Monitoring & Information	2	2	5	GREEN
Failing to take appropriate enforcement action	Development Division / Development Management	2	2	5	GREEN
Incorrect data provided on Public Access Map	Policy & Performance / Monitoring & Information	2	2	5	GREEN
Planning Performance Thresholds	Development Division / Development Management	2	2	5	GREEN
City Streets/pavements not kept passable during times of snow	Transportation & Public Realm / Cleansing	2	1	3	GREEN

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<b>Committee(s):</b> <b>Planning &amp; Transportation Committee</b>	<b>Date(s):</b> <b>10/06/2014</b>	
<b>Projects Sub-Committee</b>	<b>17/06/2014</b>	
<b>Subject:</b> Department of Built Environment Projects Programme		<b>Public</b>
<b>Report of:</b> Director of the Department for the Built Environment		<b>For Decision</b>
<p style="text-align: center;"><b><u>Summary</u></b></p> <p>This report and the attached programme schedule document sets out the current programme for all Department of the Built Environment Major Projects. This builds on the reports put to Committees in May and November last year, and takes into account the comments made by Members on format and content. The report seeks approvals for project initiation for three new projects at Gateway 2, which can be considered in the light of the full programme of projected work set out in the attached programme document. As well as the full project schedule this document includes Area Strategy project programmes, information on finances and funding, and an assessment of traffic impact of implementing projects.</p> <p>The report aims to provide an overview of all projects to assist Members in decision making. These projects originate in three ways. Firstly, and primarily, they are agreed and prioritised through Planning and Transportation Committee and the Court of Common Council as part of the process of agreeing and adopting Area Environmental Enhancement Strategies ('Area Strategies'). Secondly they may be approved by Members following the direct request of a developer/occupier to enhance an area around their building. These projects would be legally binding through either S106 or s278 agreements. Finally they may be specific environmental enhancement projects funded by Transport for London (TfL), or rarely through City funding. This report also sets out the funding sources for the projects, which are predominantly external to the City's own funds and the estimated delivery and spend on projects over the next three financial years.</p> <p>It is recommended that Members:</p> <ul style="list-style-type: none"> <li>• Note the full programme of projects being undertaken by the Department of Built Environment as set out in the Project Programme Document in Appendix 1.</li> <li>• Approve projects at Gateway.2 for the projects set out in Appendix.2</li> </ul>		

## **Department of Built Environment Project Programme**

1. This report and its appendices set out an overview of current projects, in order to enable Members to keep appraised of the project programme and to control the implementation and co-ordination of projects. This includes those projects that have been completed, those currently being implemented and those that have been approved in principle by the Planning and Transportation Committee and Court of Common Council, and are envisaged will be delivered over the next few years, subject to funding.
2. Following comments made by members on previous reports setting out the Department of Built Environment Project Programme, the format has been changed putting the information and analysis of funding, staff time allocation, and traffic impact assessments for the implementation of the schemes in a separate document, which is appended to this report as Appendix.1. It is intended that this document is made available widely so that more management information is available within and outside the department. As more information is collected and analysis is carried out the information in this document will be added to keep Members appraised of activity, costs and impacts on a comparative basis. For instance, in the document we have for the first time set out an assessment that relates to the traffic impact of the implementation of the projects, which will assist in planning and prioritising the implementation of projects, so as to minimise the impact of projects on City streets and traffic congestion. In future we will be able to assess whether the possible impact was effectively managed and to assess whether actual impact was reduced through planning and coordination.
3. The format and content of the programme document will continue to develop and respond to Member input and collection and analysis of more information. This is with the aim of monitoring performance against estimated programme, budget and time allocations.

## **Gateway 2 Approvals**

4. To give an indication of those projects likely to be brought forward in coming years from all sources, a schedule of 'Project Zeros' is kept on Project Vision and regularly updated. The current schedule is set out in Appendix 1. There are some IT and lighting projects included in the schedule, however this schedule is predominantly made up of:
  - All projects that form part of an approved Environmental Enhancement or Transport Strategy.
  - Projects that are agreed through signed Section.106 Agreements
  - Projects that are agreed through signed Section.278 Agreements
5. As agreed by Members in May 2013, projects will be brought forward from the current Project Vision Schedule of Gateway Zeros, or occasionally where there is immediate need to initiate a project was not previously been identified as needed and where funding is available to implement the project. In considering projects brought forward for initiation Members will be able to assess the priorities being



recommended by officers in the context of the whole potential work programme as set out in Appendix. 1

6. At this time it is recommended that three projects are brought forward for approval at Gateway 2

MITRE SQUARE (S.106)
ST.BARTHOLOMEWS HOSPITAL (S.106)
ST.MARY AT HILL

Gateway 2 reports for these three projects are in Appendix two to this report, along with a map of the showing their locations.

7. The **Mitre Square** project relates to the redevelopment of the International House site adjacent to Mitre Square presents an opportunity to enhance the streets and spaces in this area. The design for the area will take into consideration the proposals associated with the Aldgate scheme, and will also take the historical interest of the area into consideration. There will also be opportunities to improve pedestrian links through the area and to reassess parking, loading and waiting arrangements in local streets.
8. There are a number of key local stakeholders in the area, including Sir John Cass's Foundation Primary School, and also a small number of residents on Mitre Street. To ensure that their needs are met, these stakeholders will be engaged throughout the project, particularly through the establishment of the Stakeholders Working Party required by the International House redevelopment S.106 agreement. The S.106 funding available for the scheme is £856,007.
9. The **St.Bartholomews Hospital** Section 106 related project relates to the redevelopment of parts of the hospital that are currently under construction. The Section106 site plan specifies where the funds can be spent and covers the streets around the perimeter of the hospital, including Little Britain, West Smithfield and Giltspur Street. The improvements would be in keeping with the aims of the West Smithfield Area Strategy and include:
- re-surfacing footways in York stone to enhance the area together with bollards where required to prevent vehicle over-run;
  - dropped kerbs or raised pedestrian tables to improve access;
  - tree planting where appropriate to add greenery and enhance the environment.
  -

The total estimated cost of the scheme is likely to be £400K - £550K.

10. The **St.Mary at Hill** project is focussed on the general improvement and landscape enhancement of a private churchyard of the Grade I Listed St Mary-At-Hill Church. The project will consider re-landscaping St Mary-At-Hill Churchyard to deliver a more attractive and useable space with increased greenery and biodiversity, creating a space that is commensurate with the architectural quality and heritage value of the church. Increasing legibility of the space and accessibility for all users will also be paramount to the success of the project. The project is identified within

the Fenchurch & Monument Area Enhancement Strategy and will be funded through the Section 106 Agreement for 20 Fenchurch Street. The total estimated cost of the project is £100,000.

### **Legal Implications**

11. Projects can require varying degrees of legal input under a potentially wide range of issues such as agreements with third party funders; identifying affected land ownerships and agreements with affected land owners; agreements with neighbouring authorities; statutory processes required to implement highways or traffic changes; procurement; issues arising from implementation such as claims arising from works carried out. This is provided by Comptroller and City Solicitor's staff as far as possible, but the feasibility of this will depend on the number and scope of active projects. Therefore the resource requirements of a project in terms of legal issues should be identified and taken into account in determining project programmes and/or cost. The information contained in the project schedules makes this process easier to determine and manage.

### **Conclusion**

The programme for Department of the Built Environment projects continues to keep pace with the change of built environment in the City, and in the changing pattern and mode of movement in the City's streets. This is providing for the planned growth identified in the Local Plan. There continues to be a projected growth in cycling and an increase in the daytime population, increase in night-time economy, visitor activity and significant improvements to transport links. All of this pressure requires strategy and management, with planned changes through the implementation of projects that align the City's infrastructure with the changing City. The Environmental Enhancement Area Strategy approach has proved to be an effective way of setting out this change, and will remain the main co-ordinating mechanism to ensure proper community consultation and joined up project delivery for enhancement projects.

Officers will continue to develop the collection and analysis of information that will assist Members in governance and decision making related to project control and share this through future versions of the programme document attached in Appendix.1.

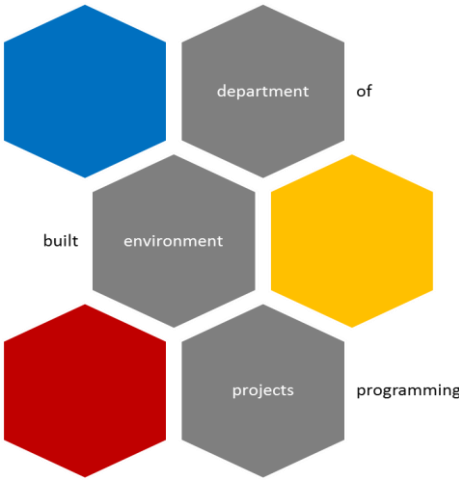
### **Appendices**

<b>Appendix 1</b>	Department of Built Environment Project Programme
<b>Appendix 2</b>	Gateway 2 Short Form Reports

### **Contact**

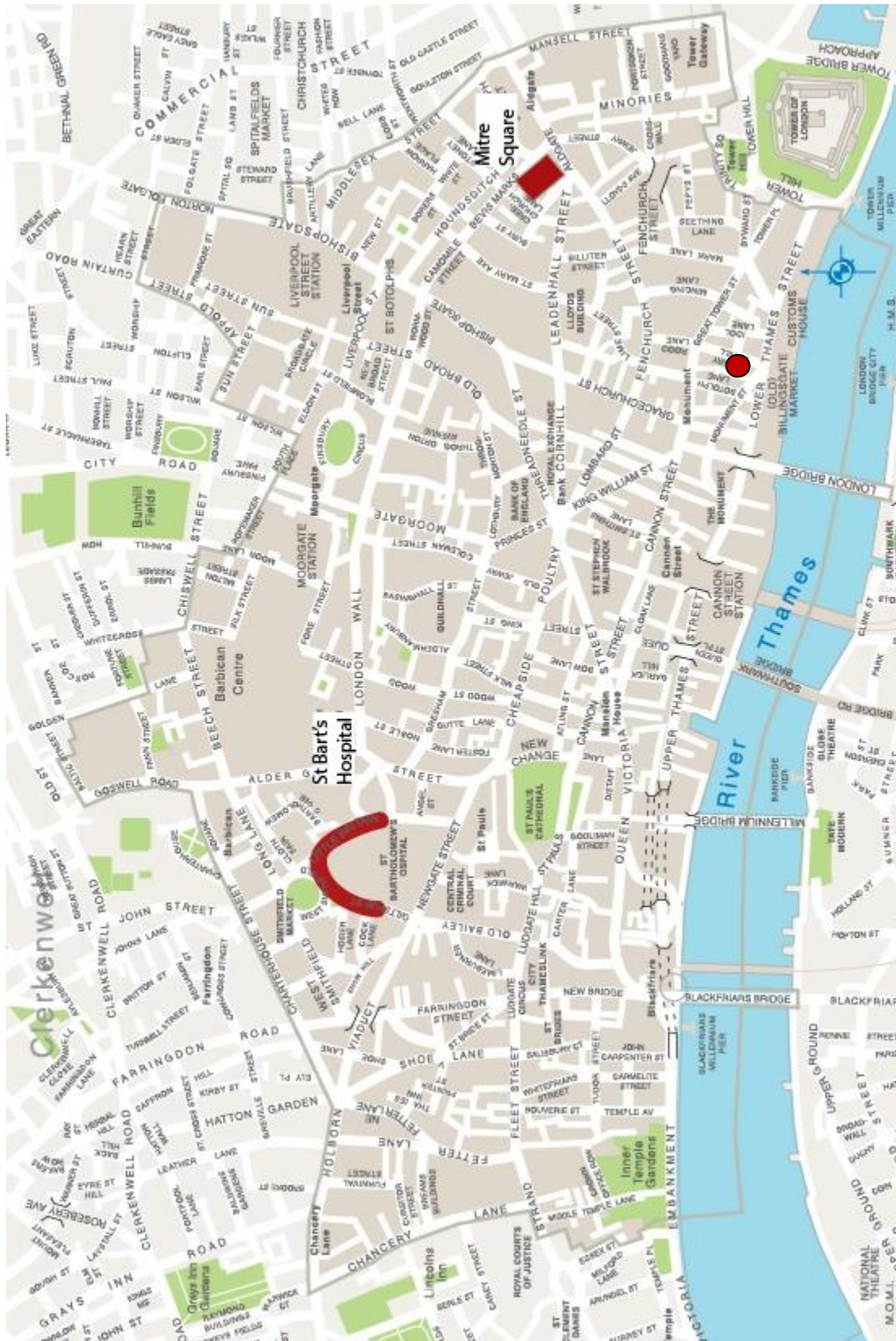
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# Department of Built Environment Project Programme Information Document



## Projects for Initiation Gateway 2 Reports

## Location Map of Gateway 2 Projects



<b>Project Gateway 2</b>	
<b>Project:</b> Mitre Square	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

## **Overview**

### **1. Spending Committee**

Streets & Walkways Sub-Committee

### **2. Project Board**

A Project Board is not recommended given the scale and nature of this project. However, the Section 106 agreement requires the setting up of a Working Party comprising representatives of the Developer, City Corporation and any other party the Corporation deems necessary.

### **3. Area Strategy Authorising Committee and date of Authorisation**

The project area sits on the boundary of two strategy areas, these being the Aldgate & Tower Area Strategy (approved by Court of Common Council in 2012) and the Eastern City Cluster Area Strategy (approved in 2005). However, no specific proposals were included for the project area.

### **4. Brief description of project**

The project involves public realm enhancements in the vicinity of the redevelopment site at Mitre Square. Specifically, the Section 106 agreement states that the Local Community Facilities & Environmental Improvement Works are to be directed to “the area surrounding the Site, including Mitre Street, Creechurch Lane, Mitre Square, Duke’s Place and Creechurch Place and the Open Space area within which the Enhancement Works are to be carried out”; a map of the proposed project area is shown in Appendix 1. The scheme is fully externally funded through the Section 106 Agreement connected to this development.

The design development will be progressed through the project Working Party, as described in Section 2 above, in accordance with the terms of the Section 106 agreement.

The project objectives are:

- Re-landscaping Mitre Square to create a more attractive and useable public space;
- Delivering an enhanced public realm;
- Enhancing the street environment to reflect the special historic interest of Mitre Square;
- Exploring measures to reduce anti-social behaviour / night time noise in the area;
- Improving the function of local streets in the area, including an assessment of waiting, loading and parking;
- Improving accessibility for all throughout the area;
- Providing increased facilities for cultural/leisure activities for workers and visitors in the public realm;

<ul style="list-style-type: none"> <li>- Increasing greenery and biodiversity.</li> </ul> <p>The project scope will include:</p> <ul style="list-style-type: none"> <li>- Liaison and design integration with the developer, internal and external stakeholders, particularly residents and Sir John Cass's Foundation Primary School;</li> <li>- Developing and consulting on design options;</li> <li>- Collection of all necessary pre design information such as surveys;</li> <li>- Construction planning and traffic management.</li> </ul>
<p><b>5. Do materials used comply with 'material review' approved use?</b></p> <p>Yes.</p>
<p><b>6. Success Criteria</b></p> <ul style="list-style-type: none"> <li>• Rejuvenation of Mitre Square, enhancement of the public realm and improvements to surrounding streets associated with the development of International House;</li> <li>• Pedestrian improvements to enhance the immediate setting of Mitre Square and the public realm on streets including Mitre Street, Creechurch Place, St James's Passage, Creechurch Lane, Aldgate and Duke's Place;</li> <li>• Improve the quality and consistency of surface materials in the public space and surrounding areas with the introduction / extension / retention of appropriate paving treatments;</li> <li>• Show a clear design link with other improvements such as new public spaces and public realm improvements related to the Aldgate Highway Changes &amp; Public realm project;</li> <li>• Mitigation of late night noise / anti-social behaviour wherever possible;</li> <li>• Improving accessibility for all people and particularly those with mobility impairment;</li> <li>• Improving air quality in the immediate vicinity of the site;</li> <li>• Increasing biodiversity in the immediate vicinity of the site;</li> <li>• Increasing the sense of health and wellbeing for people using the area.</li> </ul>
<p><b>7. Key options to be considered</b></p> <p>The key options to be considered will include north-south routes through the site, via St James's Passage and Creechurch Lane; these will be guided by the existing planning permissions. Options relating to linkages with Sir John Cass's Foundation Primary School will also be considered, as will local parking, loading and waiting arrangements. These options and their prioritisation will be developed at the options appraisal stage and will be in accordance with the relevant area strategies.</p>
<p><b>8. Links to other existing strategies, programmes and/or projects</b></p> <p>The project will link with the relevant local area strategies as noted above. Although not included as a specific project within the strategy document, Mitre Square is adjacent to the major project being delivered at Aldgate, and so options will take these designs into consideration.</p>
<p><b>9. Within which category does this project fit?</b></p> <p>Fully reimbursable.</p> <p>Asset enhancement/ improvement (capital).</p>
<p><b>10. What is the priority of the project</b></p> <p>Advisable.</p>

## **Financial Implications**

### **11. Likely capital/supplementary revenue cost range**

£250k – £2m (anticipated value of project being £800,000 - £850,000).

### **12. Potential source (s) of funding**

The project will be fully funded through the relevant planning obligation (section 106 agreement). The total Local Community & Environmental Improvement Works contribution of £866,007 will be split as follows:

- £50,000 for air quality monitoring;
- £816,007 for Enhancement Works.

The LCEIW pre-payment of £91,450 (10% of the total contribution) has already been received and will be utilised for preliminary design and initial consultation. Any funds remaining from this allocation at the completion of preliminary design will be put towards the main implementation budget.

### **13. On-going revenue requirements and departmental local risk budget (s) affected**

The majority of the area is currently maintained as City highway. The new landscaping will result in a change in the design of the public realm which may in turn result in additional revenue costs dependent on the design options recommended.

The specific additional revenue costs over a five year period will be identified and considered at the options appraisal stage and built into the project implementation budget

### **14. Indicative Procurement Approach**

It is anticipated that all works will be undertaken by the City's term contractor, J.B. Riney. The use of J.B. Riney will be confirmed in future Gateway reports.

### **15. Major risks**

Overall Project - Low Risk

#### **Risk breakdown:**

#### **1. Full cost of works unknown**

As the design options are identified the likely cost of the scheme will be established. The scope of the project will be tailored to ensure delivery within the available Section 106 funding.

#### **2. Project exceeds budget**

Monitor costs closely and phase expenditure based on essential and optional elements of the scheme to ensure the budget is not exceeded.

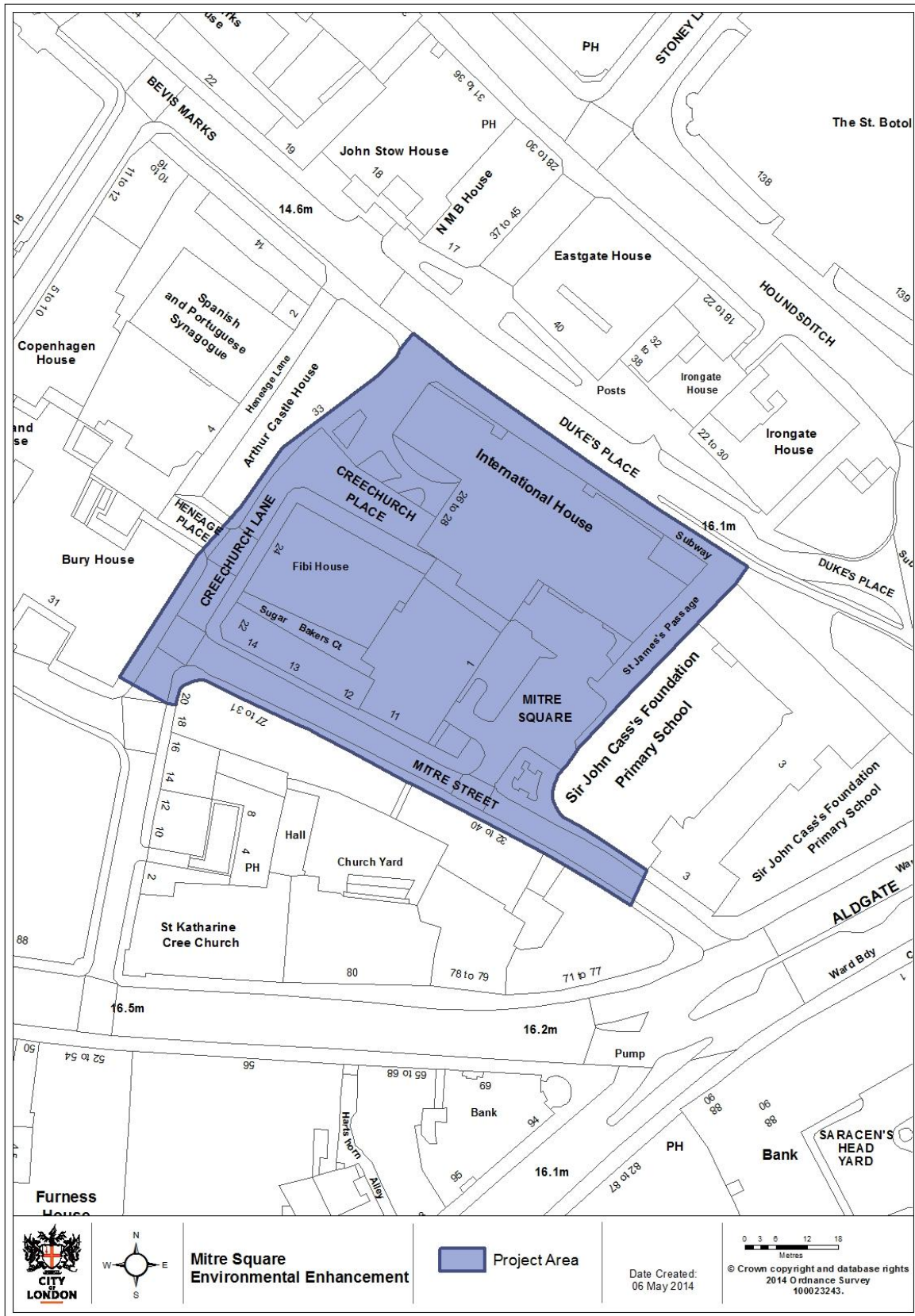
#### **3. Key stakeholders – (School, residents, businesses) oppose the proposed enhancement works**

Officers will provide detailed information and briefings to stakeholders throughout the design and evaluation stages, including wider consultation with local residents. As part of the S106 conditions, a stakeholder steering group will be established at



<p>project inception to guide the design development between project gateways.</p> <p><b>4. School expansion works impact on the project design and implementation</b></p> <p>Maintain close contact with the School to ascertain their expansion proposals, primarily through the project Working Group as described in Section 2 above.</p>
<p><b>16. Anticipated stakeholders and consultees</b></p> <p>Anticipated external stakeholders:</p> <ul style="list-style-type: none"> <li>• Developer of International House site;</li> <li>• Sir John Cass's Foundation School;</li> <li>• Local residents;</li> <li>• St Botolph without Aldgate Church;</li> <li>• Owners / occupiers of adjacent buildings;</li> <li>• Transport for London;</li> <li>• City of London Police.</li> </ul>
<p><b>17. Sustainability Implications</b></p> <p>It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes. This will be confirmed as design options are refined.</p>
<p><b>18. Resources requirements to reach next Gateway</b></p> <p>Total - £45,000.</p> <p>Staff allocation - £20,000. This will allow the City to progress the project to Options Appraisal at Gateway 3, conduct consultation work including liaison with local stakeholders and to prepare necessary reports back to Members. This represents around 200 hours, including input of the Assistant Director.</p> <p>Fees allocation - £25,000. This will allow the commissioning of all necessary topographical and utility surveys and a landscape design consultant to develop a robust outline design concept to inform the option appraisal at Gateway 3.</p> <p>All costs and fees will be funded from the Local Community and Environmental Improvement Works contribution from the Mitre Square S106 agreement.</p>
<p><b>19. Standard or streamlined approval track</b></p> <p>Streamlined.</p>

## Appendix 1 – Map of the project area



<b>Project Gateway 2</b>	
<b>Project:</b> St Bartholomew's Hospital environmental enhancements	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

### **Overview**

<b>2. Spending Committee:</b> Streets and Walkways
<b>2. Project Board:</b> Not recommended given the scale of the project
<b>3. Area Strategy and date of Authorisation:</b> West Smithfield approved January 2014
<p><b>4. Brief description of project</b></p> <p>This is a Section 106 funded project that involves improvements to the public highway surrounding St Bartholomew's Hospital.</p> <p>The Section 106 agreement is with the Barts and the London NHS Trust and is related to the redevelopment of parts of the hospital that is currently under construction. The S106 includes a site plan that specifies where the funds can be spent which covers the streets around the perimeter of the hospital, including Little Britain, West Smithfield and Giltspur Street.</p> <p>The improvements would be in keeping with the aims of the West Smithfield Area Strategy and include:</p> <ul style="list-style-type: none"> <li>• re-surfacing footways in York stone to enhance the area together with bollards where required to prevent vehicle over-run;</li> <li>• dropped kerbs or raised pedestrian tables to improve access;</li> <li>• tree planting where appropriate to add greenery and enhance the environment.</li> </ul>
<p><b>5. Materials used will comply with 'material review' approved use?</b></p> <p>Yes</p>
<p><b>6. Success Criteria</b></p> <ul style="list-style-type: none"> <li>• Improved walking routes and connections</li> <li>• Improved accessibility and comfort</li> <li>• Providing an enhanced environment</li> </ul>
<p><b>7. Links to other existing strategies, programmes and/or projects</b></p> <p>This project complements the recently approved Barts Close enhancement project.</p>
<p><b>9. Within which category does this project fit?</b></p> <p>Fully reimbursable</p>
<p><b>10. What is the priority of the project</b></p> <p>Desirable</p>

## **Financial Implications**

### **11. Likely capital/supplementary revenue cost range**

Total is likely to be £400K - £550K.

### **12. Potential source (s) of funding**

- The Section 106 Agreement obligation with St Barts and the London NHS Trust will be the only funding source.
- The Section 106 payment is expected to be received in Spring 2014 and progression is subject to advance receipt of the funds.

### **13. On-going revenue requirements and departmental local risk budget (s) affected**

The first 5 years establishment costs for any trees will be covered by the S106. Bollards will be included where appropriate to prevent vehicle overrun which will protect vulnerable areas from damage.

### **14. Major risks**

The overall project risk is low. Key risks are:

- Underground utilities or basements limit scope for tree planting
- The S106 payment is not sufficient to cover the cost of the desired works. If this risk materialises, the scope would be adjusted to suit the budget.

### **15. Anticipated stakeholders and consultees**

- Barts and the London NHS Trust and their agents
- Building frontagers
- Internal Departments

### **16. Resource requirements to reach next Gateway:**

£30,000 funded from the S106 payment. Breakdown is as follows:

<b>Item</b>	<b>Cost (£'s)</b>
Fees	5,000
Staff Costs	25,000
<b>Total</b>	<b>30,000</b>

The £25,000 staff costs represents approximately 250 hours of staff time and is inclusive of in-house design costs and estimating.

### **17. Standard or streamlined approval track: Streamlined**

<b>Project Gateway 2</b>	
<b>Project:</b> St Mary-At-Hill Churchyard	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

## **Overview**

<p><b>3. Spending Committee</b> Streets &amp; Walkways Sub-Committee</p>
<p><b>2. Project Board</b> A Project Board is not recommended given the scale and nature of this project. Regular design team meetings will be held with the project team and Senior Responsible Officer.</p>
<p><b>3. Area Strategy Authorising Committee and date of Authorisation</b> The project area lies within the boundary of the Fenchurch &amp; Monument Area Enhancement Strategy (approved by Court of Common Council on 25/04/13).</p>
<p><b>4. Brief description of project</b> The project is focussed on the general improvement and landscape enhancement of a private churchyard of the Grade I Listed St Mary-At-Hill Church.</p> <p>The project objectives are:</p> <ul style="list-style-type: none"> <li>- Re-landscape St Mary-At-Hill Churchyard to create a more attractive, useable, publicly accessible space;</li> <li>- Increase greenery and biodiversity in the area;</li> <li>- Deliver a space that is commensurate with the architectural quality and heritage value of the church;</li> <li>- Explore the potential for public art within the space;</li> <li>- Enhance the legibility of the space as an important local asset;</li> <li>- Improve accessibility into the space;</li> <li>- Explore options for refuse management;</li> <li>- Provide increased facilities for cultural/leisure activities for workers and visitors to the area.</li> </ul> <p>The project scope will include:</p> <ul style="list-style-type: none"> <li>- Liaison and design development with internal and external stakeholders;</li> <li>- Developing and consulting on design options;</li> <li>- Construction</li> </ul> <p>A map of the proposed project area is shown in Appendix 1.</p>
<p><b>5. Do materials used comply with ‘material review’ approved use?</b> Yes.</p>
<p><b>6. Success Criteria</b></p> <ul style="list-style-type: none"> <li>• Rejuvenation of St Mary-At-Hill Churchyard, with improved seating, lighting and soft landscaping</li> </ul>

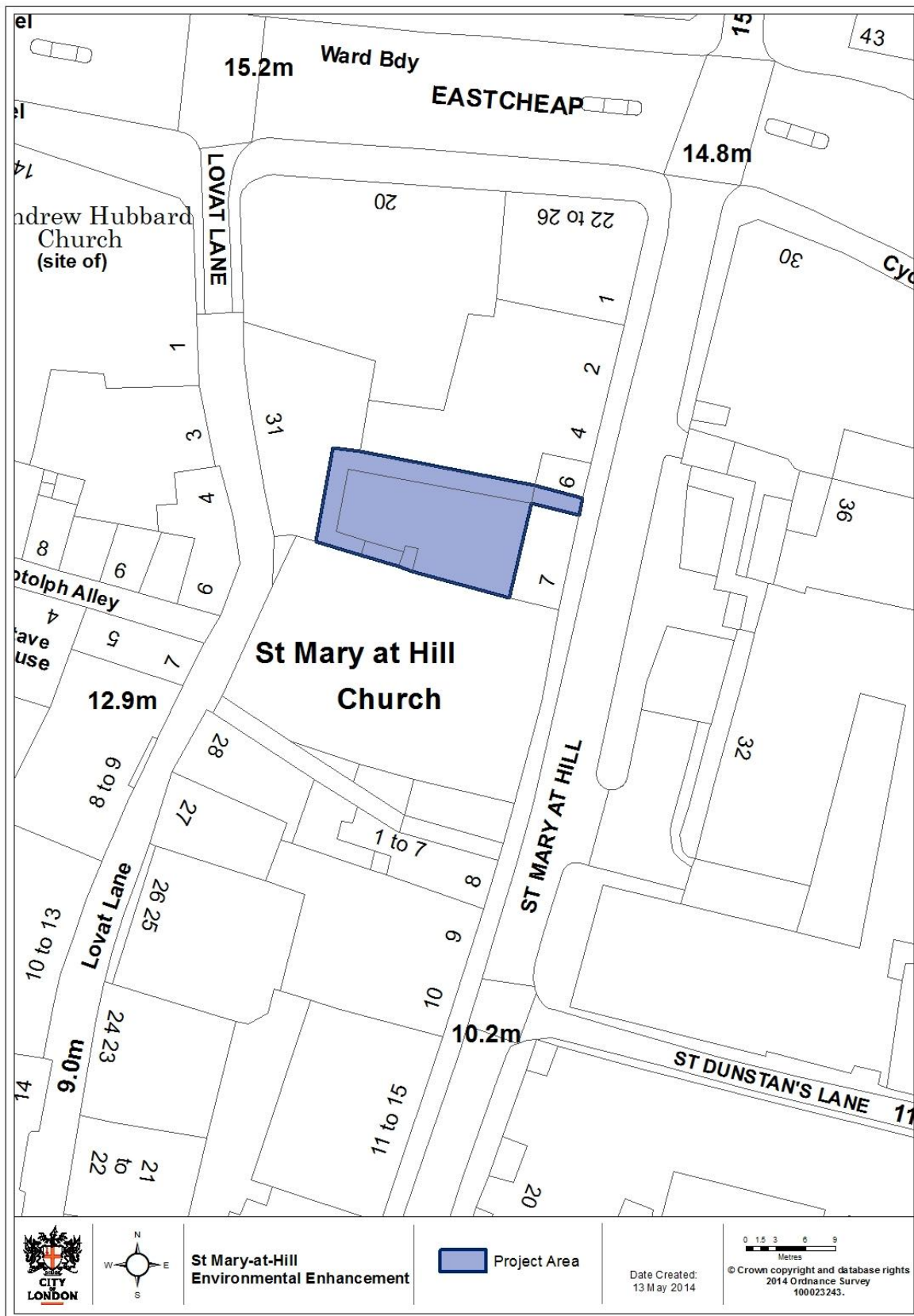
<ul style="list-style-type: none"> <li>• Mitigation of anti-social behaviour wherever necessary;</li> <li>• Improving accessibility for all people and particularly those with mobility impairment;</li> <li>• Improving air quality in the immediate vicinity of the site;</li> <li>• Increasing biodiversity in the immediate vicinity of the site;</li> <li>• Increasing the sense of health and wellbeing for people using the area.</li> </ul>
<b>7. Key options to be considered</b> Key options will be based on the palette of materials – hard and soft landscaping, lighting and furniture.
<b>8. Links to other existing strategies, programmes and/or projects</b> The project will link with the relevant local area strategy as noted above.
<b>9. Within which category does this project fit?</b> Fully reimbursable.
<b>10. What is the priority of the project</b> Advisable.

## **Financial Implications**

<b>11. Likely capital/supplementary revenue cost range</b> £0 – £250k (anticipated value of project being £100,000).
<b>12. Potential source (s) of funding</b> <p>The scheme is externally funded through the Section 106 Agreement relating to the redevelopment of 20 Fenchurch Street. The 'St Mary-At-Hill Garden Payment' within this agreement assigns the sum of £100,000 for funding of improvements to the churchyard.</p> <p>Given that this is a privately owned space, any potential for match funding from the church will be scoped.</p> <p>The enhancement of a Grade I Listed Building may provide a justification for additional heritage based funding from English Heritage or Heritage Lottery Fund, but this is not considered essential for the successful completion of the project.</p>
<b>13. On-going revenue requirements and departmental local risk budget (s) affected</b> The area is currently maintained by the City Open Spaces Department. New landscaping may result in additional revenue costs dependent on the design options recommended. The specific additional revenue costs will be identified and considered at the options appraisal stage and built into the project implementation budget.
<b>14. Indicative Procurement Approach</b> It is anticipated that all works will be undertaken by the City's term contractor, J.B. Riney. The use of J.B. Riney will be confirmed in future Gateway reports.
<b>15. Major risks</b> Overall Project - Low Risk

<p><b>Risk breakdown:</b></p> <p><b>1. Full cost of works unknown</b></p> <p>As the design options are identified the likely cost of the scheme will be established. The scope of the project will be tailored to ensure delivery within the available Section 106 funding.</p> <p><b>2. Project exceeds budget</b></p> <p>Monitor costs closely and phase expenditure based on essential and optional elements of the scheme to ensure the budget is not exceeded.</p> <p><b>3. Key stakeholders – (the church) oppose the proposed enhancement works</b></p> <p>Officers will provide detailed information and briefings to stakeholders throughout the design and evaluation stages, including wider consultation with local residents.</p>
<p><b>16. Anticipated stakeholders and consultees</b></p> <p>Anticipated external stakeholders:</p> <ul style="list-style-type: none"> <li>• St Mary-At-Hill Church;</li> <li>• Local residents;</li> <li>• Owners / occupiers of adjacent buildings;</li> <li>• English Heritage;</li> <li>• City of London Police.</li> </ul>
<p><b>17. Sustainability Implications</b></p> <p>It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes. This will be confirmed as design options are refined.</p>
<p><b>18. Resources requirements to reach next Gateway</b></p> <p>Total - £10,000</p> <p>Staff allocation - £10,000 This will allow the City to progress the project to Options Appraisal at Gateway 3, conduct consultation work including liaison with local stakeholders and to prepare necessary reports back to Members. This represents approximately 100 hours, including input of the Principal Project Officer and Assistant Director.</p> <p>Given the restricted budget for this project, it is not recommended that a landscape design consultant is appointed but rather utilise internal urban design, open spaces and heritage expertise.</p> <p>All costs and fees will be funded from the St Mary-At-Hill Garden Payment contribution from the 20 Fenchurch Street S106 agreement.</p>
<p><b>19. Approval Track</b></p> <p>Light.</p>

## Appendix 1 – Map of the project area





<b>Committee:</b>	<b>Date:</b>
Open Spaces Committee	2 June 2014
Planning & Transportation Committee	10 June 2014
<b>Subject:</b>	<b>Public</b>
The City of London Open Space Strategy–draft Supplementary Planning Document	
<b>Report of:</b>	<b>For Decision</b>
The Director of the Department of the Built Environment	
<p><b><u>Summary</u></b></p> <p>This report sets out the background and production of a draft City of London Open Space Strategy, attached at Appendix 1. It lists the ten key strategic objectives that seek to address current and future open space provision and sets out the proposed process for public provision and the timetable therein.</p> <p>Members are asked to agree to the draft City of London Open Space Strategy being made available for public consultation to allow its adoption as a Supplementary Planning Document within the City of London Local Plan.</p> <p>Following consultation, any proposed changes to the draft SPD will be brought back to Committee for approval and for formal adoption as a Supplementary Planning Document.</p> <p><b>Recommendation</b></p> <p>Members are asked to:</p> <ul style="list-style-type: none"> <li>• Approve the draft text of the City of London Open Space Strategy Supplementary Planning Document, appended at Appendix 1, for public consultation.</li> </ul>	

## **Main Report**

### **Background**

1. The City of London produced its first Open Space Strategy in 2008 as a direct response to The Mayor's London Plan (2004). The Strategy was undertaken using the Mayor of London's best practice guidance to preparing Open Space Strategies, which reflected government guidance set out in Planning Policy Guidance (PPG) 17.
2. The National Planning Policy Framework (issued in 2012) has replaced all of the Planning Policy Guidance documents, but paragraph 73 indicates that "planning policies should be based on robust and up to date assessments of the need for open space...". There remains, therefore, a need to prepare an Open Space Strategy and keep this updated through regular monitoring and auditing of open spaces. This draft Strategy has been prepared using the general principles adopted in the City of London Open Space Audit. March 2012 and guidance issued by the Commission for Architecture and the Built Environment (CABE) and the Mayor of London in 2009 to assist London Boroughs in preparing Open Space Strategies.

3. The preparation of the draft Open Space Strategy has been an opportunity to review and build on the previous 2008 Strategy and to set a framework for the improvement and long term sustainability of existing and future spaces.
4. CABE's guidance suggests the following should be included:
  - A comprehensive audit of all open space
  - Assessments of local needs and the value of existing open space, including for cultural, educational, structural, amenity, health and biodiversity value
  - Protection by appropriate designation
  - Prioritisation of investment to address identified needs and deficiencies
  - Identification of opportunities for improving access to and the accessibility of open spaces, particularly by promoting transport, cycling, walking and improving access and facilities for disabled people
  - Identification of opportunities for improving linkages between open spaces and the wider public realm

### **Producing the OS Strategy**

5. In March 2012, a detailed audit was undertaken of all open spaces in and around the City, both public and private. The audit sought to establish the existing supply of open space by identifying the amount of different types of spaces. Additional open spaces which are already approved and financially committed through the Section 106 planning obligations were also taken into account, to give a more thorough picture of the supply of open space in the City.
6. The supply of open space was then weighed against the demand based on daytime population and variation of spread across different zones of the City. This allowed for an assessment of need to be drawn up against the quantitative, qualitative and spatial needs identified by the audit. Finally, a vision for open space in the City is proposed, drawing on the above supply, demand and assessment of need. This vision provided a reference for the development of a strategy, based on 10 key strategic themes. Delivery mechanisms were then identified in order to implement the Strategy and a five year Delivery Plan is proposed to guide delivery over the short and medium terms.

### **Proposals**

7. The 10 strategic themes underpinning the Strategy are:
  - Maintain and increase public access to existing open spaces and enhance the quality of these spaces, in terms of both design and management.
  - Increase the amount of high quality publicly accessible open space in order to maintain the existing City-wide ratio of 0.06 ha per 1000 week day day-time population and focus efforts on creating additional publicly accessible open space in the east area of the City, particularly in the Eastern Cluster and the Aldgate area.

- Ensure that all open spaces are designed and managed to be safe and accessible to all and, where appropriate, enabling opportunities for different activities at different times of the day and year.
  - Provide, where appropriate, additional play opportunities (including equipped play areas) that are accessible to all, including disabled children, in existing and new spaces.
  - Ensure that existing and new spaces make a positive contribution to the biodiversity value of the City through appropriate plant choice and habitat creation.
  - Ensure that enhanced and additional open spaces accord with high standards of sustainable and inclusive design, construction and management and take account of the potential changes to City's climate, particularly the urban heat island effect.
  - Increase the provision of private and communal residential amenity space (balconies and roof terraces) and communal amenity space for office workers (including indoor and outdoor gardens) in appropriate locations.
  - Effectively manage the temporary loss of any open space during the construction of projects and ensure that a high quality open space is established as soon as possible following the necessary works.
  - Manage open spaces to recognise their potential contribution to the improved health and well-being of City and wider communities.
  - Increase public awareness and understanding of the different types of open space in and around the City and encourage the City's communities to make the most of open spaces and to help maintain and improve them.
8. At all stages throughout the production process, the Strategy has taken into account the unique nature of the City environment and the challenges faced when trying to fit our spaces (and their needs) into a generic countryside strategy template.

### **Financial Implications**

9. The Strategy recognises the challenges faced by the City in the current fluctuating financial climate and seeks to address these in a realistic way. It recognises that Open Spaces revenue budgets are fully committed and consequently improvements can only occur if new and innovative ways of securing finance are explored, including through S106 planning obligations and the Community Infrastructure Levy (CIL). The revenue implications of the Strategy are therefore budget neutral.

### **Community Strategy & Other Significant Implications**

10. The production of an Open Space Strategy fulfils key requirements highlighted within the City's Local Plan, notably Core Strategy Policy CS19: Open Spaces and Recreation. Good quality open spaces improve the health of the City's communities and create a pleasant environment which encourages businesses to locate in the City.

11. The provision of high quality open space in the City supports a wide number of key City of London policies and objectives contained within the core objectives of the City of London Community Strategy:

**...is competitive and promotes opportunity**

*To facilitate the opportunity for exemplary, innovative inclusive and sustainable design which respects and enhances the distinctive character of the City.*

**...protects, promotes and enhances our environment**

*To reduce our impact on climate change and how to improve the way we adapt to it.*

*To continue to minimise noise, land and water pollution and improve air quality where this is possible.*

*To conserve and enhance biodiversity.*

**...is safer and stronger**

*To strengthen the City's third sector to further meet the needs of our communities and promote volunteering.*

**Consultation**

12. Throughout the preparation of the draft Strategy, key internal stakeholders have been consulted through meetings, emails and phone conversations. The next step is to take the draft Strategy out to a wider audience, thus fulfilling the formal consultation stage of its production and enabling it to be adopted as a Supplementary Planning Document. Consultation will be undertaken in accordance with the Duty to Co-operate and the City's Statement of Community Involvement and will include:

- Residents, through 'roadshow' events such as the Transport Sustainability Forum, Guildhall resident consultation events, and House Group/Estate forums;
- City of London Members;
- Other City of London key stakeholder departments;
- Garden users, through an 'advertising campaign' on noticeboards, e newsletters and through the extensive database of contacts that have expressed interest in the City Gardens over many years (held by the City Gardens section), also through hard copies of the draft Strategy deposited at the City libraries;
- Key organisations and agencies throughout the industry such as CABE and the GLA;
- Contacts within neighbouring boroughs.

13. It is proposed that consultation takes place over the summer, from June to September 2014, with the aim of collating and incorporating comments and reporting back to the Open Spaces Committee and the Planning & Transportation Committee in October with a final draft for adoption.

### **Conclusion**

14. The completion and adoption of a comprehensive revised City Open Space Strategy will ensure that the City is strategically managing its open space portfolio in accordance with regional and national good practice.
15. It also offers an opportunity to clearly set out our aims, objectives and policies on open space in the City in order to help safeguard our existing spaces and ensure that all opportunities to increase provision can be properly considered in the context of a long term strategy.
16. This report is going to Open Spaces Committee on the 2<sup>nd</sup> of June. Any comments received from that committee will be presented to the Planning and Transportation Committee.

### **Background Papers:**

*Appendix 1: Draft City of London Open Space Strategy SPD June 2014*

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The City of London  
Open Space Strategy  
Supplementary Planning Document  
2014







## Contents

<b>Executive Summary</b>	<b>5</b>
<b>1. Introduction</b>	
1.1. Introduction	9
1.2. The City of London Today	9
1.3. The City Corporation	10
1.4. Open Space Management	10
1.5. Open Spaces Department	11
1.6. Open Space in the City	12
1.7. Need and Purpose	13
1.8. Benefits of Open Space	14
1.9. Key Issues for the Strategy	15
1.10. How was the Strategy developed?	16
1.11. Scope of Strategy	16
1.12. Overall Approach	17
1.13. Structure of Document	18
<b>2. Policy Framework</b>	
2.1. Introduction	18
2.2. National Policy and Strategies	18
2.3. Regional Policy and Strategies	19
2.4. Local Policies and Strategies	21
<b>3. Assessment of Need</b>	
3.1. Introduction	25
3.2. City Characteristics	25
3.3. The City of London Open Space Audit 2013 – Supply	27
3.4. Key Findings	28
3.5. Supply of Proposed Open Space	40
3.6. Demand for Open Space- The City's Existing Population	40
3.7. Demand for Open Space- The City's Future Population	42
3.8. Demand for Open Space – Local Opinion	42
3.9. Assessment Findings	43
3.10. Future Spatial Priorities	44
<b>4. Vision, Strategy and Delivery</b>	
4.1. Introduction	46
4.2. Vision	46
4.3. Strategy	46
4.4. Delivery	55
4.5. Action Plan	60
4.6. Implementation, Monitoring and Review	60

**Figures**

Figure 1:	Key City Places	25
Figure 2:	Existing Open Space (By Type) within the City	28
Figure 3:	Size of Open Space Sites	29
Figure 4:	Open Space Provision – Office Workers	31
Figure 5:	Open Space Provision – Residents	31
Figure 6:	Existing Tree Cover across the City	34
Figure 7:	Implementation Diagram	59

**Tables:**

Table 1:	London Plan Table 7.2 Public Open Space Categorisation	20
Table 2:	Distribution of Open Space	29
Table 3:	Existing Publicly Accessible Open Space (PAOS) Provision by Key City Place	30
Table 4:	Green Roofs and Walls	33

**Appendices:**

1.	Typology	61
2.	Key Relevant Statistics and Residential Figures	62
3.	Action Plan (2014-2019)	66

# Executive Summary

## 1. Introduction

This section introduces the City of London by describing the place, explaining its uniqueness and outlining the type of open spaces that exist today. It then goes on to set out the need for and purpose of the Strategy, the importance of open space and the key issues that need to be addressed within the 'Square Mile'.

## 2. Policy Framework

This section establishes the relevant policy framework which provides the context for the Strategy and helps inform its content.

## 3. Assessment of Need

This section summarises the City's characteristics relating them to the six distinct character areas identified in the City's Local Plan (North of the City, Cheapside & St. Paul's, Eastern Cluster, Aldgate, Thames & the Riverside and Rest of the City). It goes on to describe the 'supply' and 'demand' side of open space provision.

In terms of supply, the main findings are:

- There are 376 open spaces within the City;
- This totals approximately 32.09 hectares, of which 25.66 hectares is publicly accessible;
- Approximately 80% of the sites are less than 0.2 hectares in size;
- The existing ratio of publicly accessible open space to the weekday day-time population (workers, students, visitors and residents) is approximately 0.06 hectares per 1000;
- There are approximately 2,400 trees across the City;
- There are a variety of public and commercial sports and health and fitness facilities and play areas in the City; and
- 10 of the open spaces are Sites of Importance for Nature Conservation.

In terms of demand, the main findings area:

- The existing weekday day-time population is approximately 424,000;
- The worker population (which accounts for about 92% of the day-time population) is mainly male, relatively young and largely white;

- The resident population is more varied in its characteristics, being generally relatively affluent, but with Golden Lane and Portsoken Wards falling within areas that are amongst the 25% most deprived areas in England;
- This weekday day-time population is expected to grow by around 52,000 by 2019;
- The City's communities are generally satisfied with the City's public gardens and spaces, but want more 'green' areas and trees, more natural planting to help biodiversity, more play space and activities for young people and better links between spaces.

This section then outlines an assessment of need, based on the above supply and demand factors. In summary:

- The existing level of publicly accessible open space is low in both absolute and relative terms;
- The quality of publicly accessible open space is generally high, but there are a number of challenges to maintaining these high standards;
- The whole of the City can be described as deficient in open space and there is the need for all types of open space throughout the City;
- There is a particular need for publicly accessible open space in the Eastern Cluster and Aldgate Key City Places.
- In the context of a growing week-day population it is considered that the most appropriate local standard is the maintenance of the existing City-wide ratio of publicly accessible open space per 1000 week day day-time population at 0.060 hectares.

#### **4. Vision, Strategy and Delivery**

This section sets out a vision for open space provision in the City and establishes a long-term strategy. It then sets out how the Strategy will be delivered and monitored using a five year Action Plan (Not included in this document).

The vision for open space in the City is as follows:

**“The creation of a network of high quality and inspiring open spaces which helps ensure an attractive, healthy, sustainable and socially cohesive place for all the City's communities and visitors.”**

The Strategy comprises the following 10 Strategic Objectives:

1. Maintain and increase public access to existing open spaces and enhance the quality of these spaces, in terms of both design and management.

2. Increase the amount of high quality publicly accessible open space in order to maintain the existing City-wide ratio of 0.06 ha per 1000 week day day-time population and focus efforts on creating additional publicly accessible open space in the east of the City, particularly in the Eastern Cluster and the Aldgate area.
3. Ensure that all open spaces are designed and managed to be safe and accessible to all and, where appropriate, enabling opportunities for different activities at different times of the day and year.
4. Provide, where appropriate, additional play opportunities (including equipped play areas) that are accessible to all, including disabled children, in existing and new spaces.
5. Ensure that existing and new spaces make a positive contribution to the biodiversity value of the City through appropriate plant choice and habitat creation.
6. Ensure that enhanced and additional open spaces accord with high standards of sustainable and inclusive design, construction and management and take account of the potential changes to the City climate, particularly the urban heat island effect.
7. Increase the provision of private and communal residential amenity space (balconies and roof terraces) and communal amenity green space for office workers (including indoor and outdoor gardens) in appropriate locations.
8. Effectively manage the temporary loss of any open space during construction projects and ensure that high quality open space of equivalent or greater size is established as soon as possible following the necessary works.
9. Manage open spaces to recognise their potential contribution to the improved health and well-being of City and wider communities.
10. Increase public awareness and understanding of the different types of open space in and around the City and encourage the City's communities to make the most of open spaces and to help maintain and improve them.

The delivery of this strategy is to be achieved by:

- Enhancing existing open spaces – developing a delivery strategy setting out priorities for different parts of the City;
- Enhancing the street scene – continuing to use the Environmental Enhancement Programme to deliver enhanced and additional open spaces (informed by area-based Environmental Enhancement Strategies);
- Securing public access to private spaces through Access Agreements;
- Developing planning policy and using the development management process to secure additional open space as part of new developments and using monies from the City Corporation's Community Infrastructure Levy.
- Continuing to work in partnership with others;
- Increasing volunteering;
- Implementing a Marketing/Promotion Strategy;
- Promoting and implementing the Tree Strategy and;
- Promoting and implementing the Biodiversity Action Plan.

# **1. Introduction**

## **1.1 Introduction**

- 1.1.1 This section introduces the City of London by describing the place i.e. the 'Square Mile', explaining its uniqueness and outlining the type of open spaces that exist today. It then goes on to set out the need for and purpose of the Strategy, the importance of open space and the key issues that need to be addressed. This section then summarises the approach that was taken in developing the strategy before, finally, setting out the structure of the remaining sections of the document.

## **1.2 The City of London Today**

- 1.2.1 The City of London is an area like no other in the United Kingdom. Although it is little more than one square mile in size it is very densely developed, is the historic and civic centre of London, and is the heart of London's international financial, maritime and business centre. It is a leading driver of the London and national economies and provides employment for 400,000 workers who occupy approximately 9 million square metres of office floor space. It has a distinct, international, business character and it makes a major contribution to London's position as a 'world city'.
- 1.2.2 At the same time the City has many other roles and is an area of great cultural richness. It is home to around 9,000 residents. It is a major cultural centre, which includes the, Barbican Centre, the Museum of London and other arts venues and facilities. It is a visitor destination with 8.8 million visitors a year and is a centre of learning, containing schools and higher education institutions with around 29,000 students. It also contains shops and leisure facilities and is at the hub of a regional public transport network. Despite its prosperity, the City lies close to some of the poorest and most deprived neighbourhoods in the UK, notably near its eastern borders.
- 1.2.3 The City is the historic core from which the rest of London developed, which is evident in the many historic monuments, churches, buildings and spaces. These include buildings and areas of national and international significance, such as St Paul's Cathedral, Guildhall and Mansion House which symbolise its distinct character, and open spaces such as Finsbury Circus (publicly accessible open space since 1606).
- 1.2.4 In summary, the City of London is a unique place with distinct environmental, social and economic characteristics.

### **1.3 The City Corporation**

- 1.3.1 The City is a unique and atypical place; as is the local authority that manages it. Older than Parliament, the City Corporation governs the smallest local authority area in the United Kingdom. The Lord Mayor of the City of London, Aldermen of the Court of Common Council and the elected Members who govern and administer the City do so on a non-party-political basis. The City Corporation is the local authority responsible for the financial and commercial heart of Britain and provides businesses and residents with local government services, including planning, housing, education, social services, environmental health and waste management and maintains most open spaces in the City, including many former churchyards. It is also responsible for the City of London's own Police Service, is a Market Authority, managing the major London meat and fish markets at Smithfield and Billingsgate, and is a Port Authority. The City Corporation built and manages the Barbican Complex which is recognised by the Mayor of London as one of a number of internationally important cultural institutions.
- 1.3.2 The City Corporation governs a small area; however, its activities extend beyond its administrative boundary managing over 4,000 hectares of open spaces for the benefit of London as a whole. These spaces are Epping Forest, the City Commons (commons within other boroughs that the City manages), Burnham Beeches, Hampstead Heath, Highgate Wood and Queens Park, West Ham Park and Bunhill Fields. Hampstead Heath alone has an estimated 10 million visitors a year. Epping Forest, Burnham Beeches and Highgate Wood are amongst fifteen City Corporation managed open spaces outside the City that received Green Flag Awards in 2012.

### **1.4 Open Space Management**

- 1.4.1 The City Corporation's commitment to open space management dates back to the 1870s when it campaigned to retain public open spaces and common land that were being threatened by the expansion of London and house-building.
- 1.4.2 Two Acts of Parliament were passed in the 1870s that granted the City Corporation the right to acquire and protect land within 25 miles of the City for the recreation and enjoyment of the public. This far-sighted policy was the inspiration behind the later Green Belt movement, designed to protect the countryside around British cities from urban sprawl.



## **1.5 Open Spaces Department**

1.5.1 All management of City owned parks and open spaces is carried out by the City Corporation's Open Spaces Department, which is divided into six Divisions:

- City Gardens;
- West Ham Park
- Epping Forest;
- North London Open Spaces - Hampstead Heath, Queens Park and Highgate Wood;
- Burnham Beeches; and
- City Commons - Ashstead, West Wickham, Stoke Common and Coulsdon Commons.

1.5.2 All of the sites managed by the Department that lie outside the City are legally protected as permanent open spaces, which prevent them ever being developed. With the exception of the City Gardens and Woodredon and Warlies Farm estate (Buffer Lands), all are funded from the City's own resources at no cost to the public.

1.5.3 The Director of Open Spaces is responsible for overseeing the overall management of the Department and agreeing objectives for each site with the individual Divisional Superintendents.

1.5.4 The City Corporation's Department of the Built Environment and City Surveyor's Department also have a role in managing the City Corporation maintained open spaces. The current split in responsibilities is as follows:

- Open Spaces Department – tree and green space management, and hard landscape maintenance within enclosed gardens only;
- Department of the Built Environment– maintenance of hard landscape on the highway and unenclosed public spaces; and
- City Surveyor's Department – maintenance of landscape infrastructure, e.g. railings, gates, walls, monuments and memorials, etc.

## **1.6 Open Space in the City**

- 1.6.1 The range of gardens, plazas, disused churchyards and burial grounds that make up a large proportion of the City's open space mostly result from two significant historical events that affected the townscape and geography of the City: the Great Fire of 1666 and bomb damage caused during World War II. The devastation caused by both events created pockets of land that were not redeveloped and were retained as open spaces for the City's communities.
- 1.6.2 After the Second World War, some damaged churches were not rebuilt, they went out of ecclesiastical use and their ruins were kept and landscaped as public gardens. Christ Church Greyfriars, rebuilt by Wren after the Great Fire and the 19<sup>th</sup> century church of St Dunstan-in-the-East are two such examples.
- 1.6.3 The Disused Burial Grounds Act 1884 prohibits building on disused burial grounds except for enlarging the church. Subsequently, although remaining in ecclesiastical ownership, many were landscaped and opened for public use as gardens, and burials were discontinued. These areas are valuable open spaces and important in demonstrating the history of the City. Most churchyards are relatively small and provide secluded, intimate spaces and form essential foils to the hard urban landscape. Bomb damage also revealed stretches of the Roman and medieval City wall and Roman fort, which have been kept and gardens created. These areas are valuable open spaces and important in demonstrating the history of the City.
- 1.6.4 Disused churchyards, including the churchyard of St Paul's Cathedral, make up approximately a third of the total open space in the City. The high number of medieval churches, numbering 110 prior to the Great Fire, and their churchyards means that these spaces form an integral part of the total open space in the City.
- 1.6.5 Many of the open spaces in the City have great historic interest and amenity value and gardens and cultivated areas have long been part of the City's history and character. Many Livery Companies have gardens, some dating from the medieval period.
- 1.6.6 Finsbury Circus is considered to be the oldest public space in London, dating from 1606. Its oval plot is complemented by the surrounding buildings. The gardens of the Inner and Middle Temples have a 19<sup>th</sup> and 20<sup>th</sup> century layout and are medieval in origin, possibly dating from the 12<sup>th</sup> century when the Knights Templar established their base there. The Barbican landscaping is a group of public, communal and domestic gardens at different levels which are an integral part of the design of the Barbican Estate. All four gardens are on the English Heritage Register of Parks and Gardens of Special Historic Interest.

- 1.6.7 Historic green spaces are augmented by a growing number of hard ‘civic spaces’. The large day time population of the City places pressure on the limited amount of open space and the City Corporation is actively working with private landowners and developers to enhance highways and existing spaces and create additional spaces.
- 1.6.8 One of the key characteristics of the City of London is the unique and high quality of its open spaces. The numerous gardens, churchyards and areas of highway planting within the Square Mile are often smaller than 0.2 hectare, but are intensively used. For example, Finsbury Circus garden (approximately 0.51 hectares) received almost 1.4 million visits each year, before being temporarily closed and used for Crossrail works. The garden will be reinstated and landscaped and opened to the public in 2018.
- 1.6.9 The current level and quality of open space in the City of London needs to be considered in context. Open spaces within the Square Mile have increased significantly over the last 70 years. In 1927, there were just three surviving public open spaces, each of which had passed into the Corporation’s care some years before, plus a number of churchyards and disused burial grounds. Today, there are more than 376 open spaces in the City, not counting private gardens.

## **1.7 Need and Purpose**

- 1.7.1 The National Planning Policy Framework (NPPF) 2012 expects all local planning authorities to prepare planning policies based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. In addition to this expectation the City Corporation wishes to promote a strategy that focuses on open space provision, sets overarching priorities and provides a framework for joint working within and across the following departments: Open Spaces, Departments of the Built Environment, City Surveyor’s and Community and Children’s Services.
- 1.7.2 This document sets out an integrated medium term open space strategy for the City of London for the 5 year period from 2014 to 2019. Its aims are to provide:
- A consistent approach to protecting and managing the City’s open spaces;
  - A framework for prioritising investments according to identified open space deficiencies; investment may come from the City’s Community Infrastructure Levy on retained Section 106 Planning Obligations.

- The evidence and direction for the policies on open spaces in the City of London's Local Plan and associated documents;
- A consistent and strategic approach to determining planning applications related to open space or those that may impact on open space provision;
- The delivery of better quality, easily accessible and more open space which keeps pace with the expected growth in workers, residents, visitors and students and meets the expectations of all the City communities.

## **1.8 Benefits of Open Space**

1.8.1 The City Corporation commissioned a report 'Green Spaces: The Benefits for London (2013)' which identifies the following benefits that open spaces deliver:

- Economic Benefits – green spaces result in cost savings for government related to health expenditure, can attract businesses to locate and can encourage tourism;
- Health and Well-being – green spaces can play a role in promoting healthy lifestyles, reducing stress and preventing illness;
- Social Inclusion, community development – green spaces give people the chance to participate in design, management and care of local spaces, fostering local pride. They are places to socialise, and because access is free, provide an affordable alternative to other leisure activities as well as allowing children to develop socialisation and motor skills through play;
- Education and Lifelong Learning – green spaces provide an outdoor classroom for schools, and provide work experience and learning opportunities in environmental management;
- Environment and Ecology – green spaces help counter pollution, cool the air, increase biodiversity and provide wildlife corridors, serve as 'lungs' for towns and cities, absorb noise, and lessen rainwater runoff;
- Heritage & Culture – green spaces are part of the heritage and culture of local communities. They provide venues for local festivals and civic celebrations.

## **1.9 Key Issues for the Strategy**

1.9.1 There are a number of recurring core issues that must be addressed in this Strategy, and in all future open space creation and improvement schemes, in order to ensure long-term sustainable open spaces. These include:

- Maximising opportunities to address deficiencies of open space where possible, consistent with other City Corporation objectives;
- Ensuring that all existing and new open spaces are varied, of high quality, and relevant to the needs of the local area including, where appropriate, access to play for all;
- Ensuring all open spaces are designed to be safe and inclusive, giving equal access and enjoyment to the sites and activities that take place;
- Considering the implications of increased demand for open space through new developments and increases in the day time population in the City;
- Ensuring that any inappropriate use of sites is 'designed out';
- Considering the long term maintenance costs of new open space, and identifying sources of funding at the design and negotiation stages;
- Ensuring that, where appropriate, all new schemes incorporate automatic irrigation and that where possible, simple irrigation systems are 'retro-fitted' into existing open spaces areas;
- Ensuring the careful choice of plants tolerant to drought and extremes of climate but balancing this with the requirement for native species in order to encourage diversity of wildlife;
- Ensuring that when planting street trees in new schemes, both species and size are appropriate to the location, resistant to disease, maximise biodiversity of stock and are in accordance with the aims and objectives of the City's Tree Strategy SPD;
- Developing and agreeing formal maintenance agreements for churchyards maintained by the City Gardens team;

- Improving the planned maintenance and refurbishment of hard landscape features within City Corporation maintained open spaces, including liaising with the City Corporation's Access Officer to satisfactorily address accessibility issues and;
- Encourage community engagement through events, activities and volunteering.

## **1.10 How was the Strategy developed?**

1.10.1 This Strategy has been prepared by officers at the City of London Corporation. As outlined above, the City is a unique place and whilst due regard has been had to national and regional guidance (as summarised in Section 2), the methodology adopted has been tailored to address the City's distinct characteristics. This is discussed in more detail below.

1.10.2 **Definition of Open Space.** A consistent definition for the term 'open space' has been used since the City of London Open Spaces Audit 2002 defined the term "open space" as:

**"Land which is not built on and which has some amenity value or potential for amenity value. Amenity value is derived from the visual or other enjoyment which the open space can provide, such as historic and cultural interest and value".**

1.10.3 This definition has been adopted for the purposes of this Strategy. It includes land in public or private ownership (regardless of whether there is public access) but excludes green roofs and walls, private residential gardens, sky gardens, balconies and atria. It also excludes the River Thames.

1.10.4 For the sake of completeness a list of green roofs and walls is also included in this document.

## **1.11 Scope of Strategy**

1.11.1 This Strategy relates to open space within the City of London only and does not address open spaces that the City Corporation manages elsewhere. It utilises data on open spaces from the City of London Open Space Audit (2013), which was undertaken by the Department of the Built Environment between June and August 2012.

1.11.2 In accordance with the NPPF, the Strategy has addressed all open space and outdoor sports and play facilities, including those at the Sir John Cass Primary School, which is

run by a Trust with assistance from the City Corporation, and the two privately run secondary schools (City of London School and the City of London School for Girls). It also takes into account the use and future needs of the City's one public leisure centre at Golden Lane. It is estimated that the City has over 40 private gyms and health and fitness facilities but these have not been considered in preparing this Strategy.

1.11.3 Green roofs, green walls, sky gardens, balconies and atria have not been included as open spaces for the purposes of this document as they have not been recognised as protected open spaces in the planning process. The significance of these types of spaces continues to increase however as the City's population and visitor numbers increase.

1.11.4 The lack of playing fields means there was no need to undertake a playing fields assessment. However, open space strategies for adjoining boroughs are expected to do so and take account of demand from the City.

## 1.12 Overall Approach

1.12.1 The overall approach to preparing this Strategy can be summarised as follows.

- **Supply:** the City of London Open Space Audit (2013) established the existing supply of open space by identifying the amount of different types of spaces that exist using the typologies set out in the City's 2008 Open Spaces Strategy. Those additional open spaces which are approved and financially committed were then taken into account, to give a more thorough picture of the supply of open space in the City.
- **Demand:** the demand for open space was established by quantifying the existing day-time population and identifying, as far as possible, its characteristics and distribution across the Key City Places (defined in Section 3). The forecast growth in the City's day-time population was then identified. The other part of demand relates to local opinion, expressed as community expectations and preferences, and these were identified from a series of consultation exercises. Please see Appendix 2 for further details.
- **Assessment:** the assessment of need was based on the above supply and demand factors and was undertaken on the basis of quantitative, qualitative and spatial need (areas of deficiency and future spatial priorities).
- **Vision, Strategy and Delivery;** a vision for open space in the City is proposed, drawing on supply and demand and the assessment of need. This has informed the development of this Strategy, based on 10 key strategic themes. Delivery

mechanisms were then identified in order to implement the Strategy and a five year Delivery Plan, which does not form part of this SPD, developed to guide delivery.

### **1.13 Structure of Document**

1.13.1 The remainder of this document is organised as follows:

- Section 2 identifies the Policy Framework and sets out the key relevant policy and guidance;
- Section 3 reports on an Assessment of Need, considering supply and demand factors and setting out an analysis of quantitative, qualitative and spatial need; and
- Section 4 outlines a vision for open space in the City, together with a Strategy and delivery mechanisms for realising this vision.

## **2. Policy Framework**

### **2.1 Introduction**

2.1.1 This section establishes the relevant policy framework which provides the context for the Strategy and helps inform its content. This section is split into national, regional and local policy.

### **2.2 National Policy and Strategies**

2.2.1 In March 2012 the Government published the National Planning Policy Framework (NPPF), which consolidated existing national planning policy documents in England. It subsequently consolidated a wide range of existing planning guidance in a single online resource. This guidance supersedes guidance on open spaces used to inform The City of London Open Space Strategy 2008. The NPPF advises that “Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required”.



- 2.2.2 Enhancing Urban Green Space was published by the National Audit Office in 2006. The report recognised the serious challenges facing open spaces. Generally there has been a decline in quality, due to a lack of funding, loss of political support and status and a failure to meet the needs and expectations of communities. The Report looked at ways of reversing the decline through methods such as establishing a strategic policy framework for open spaces, increasing funding (securing funding external to local authorities), establishing partnerships, and greater community involvement in parks and green spaces.

## **2.3 Regional Policies and Strategies**

- 2.3.1 **The London Plan:** In July 2011 the Mayor of London published the replacement of the Spatial Development Strategy for London known as the London Plan. The London Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. In 2013 the Mayor published Revised Early Minor Alterations to the London Plan (REMA) and Further Alterations to the London Plan (FALP). The London Plan seeks to protect and promote open spaces and recognises that the value of these spaces will increase as London becomes more compact and intensive in its built form. The following policies are particularly relevant:
- 2.3.2 **Policy 2.18 (Green infrastructure: The multi-functional network of green spaces)**  
This policy states that the Mayor will work with strategic partners to protect, promote, expand and manage the extent and quality of, and access to, London's network of green infrastructure. This multifunctional network aims to improve biodiversity; natural and historic landscapes; culture; building a sense of place; the economy; sport; recreation; local food production; mitigating and adapting to climate change; water management; and the social benefits that promote individual and community health and well-being.
- 2.3.3 **Policy 3.6 (Children and Young People's Play and informal recreation facilities )**  
The Mayor and appropriate organisations should ensure that all children have safe access to good quality, well-designed, secure and stimulating play and informal recreation provision incorporating trees and greenery wherever possible.
- 2.3.4 **Policy 5.10 (Urban Greening)**  
The Mayor will promote and support urban greening, such as new planting in the public realm and multifunctional green infrastructure to contribute to the adaption to, and reduction of, the effects of climate change. The London Plan sets out an Open Space Hierarchy (Table 7.2), to ensure that a range of open spaces of different size, type and function are accessible to all.

### 2.3.5 **Policy 7.18 (Protecting Local Natural Space and Addressing Local Deficiencies)**

The Mayor supports the creation of new open space in London to ensure satisfactory levels of local provision to address areas of deficiency. The loss of local protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area.

*Table 1: London Plan: Table 7.2 Public open space categorisation*

Open Space Categorisation	Size Guideline	Distance from homes
<b>Regional Parks</b>	400 hectares	3.2 to 8 km
<b>Metropolitan Parks</b>	60 hectares	3.2 km
<b>District Parks</b>	20 hectares	1.2 km
<b>Local Parks and Open Spaces</b>	2 hectares	400 m
<b>Small Open Spaces</b>	Under 2 hectares	Less than 400 m
<b>Pocket Parks</b>	Under 0.4 hectares	Less than 400 m
<b>Linear Open Spaces</b>	Variable	Wherever feasible

### 2.3.6 **Other Mayoral Strategies and Guidance**

The London Plan sits alongside and is informed by a number of other relevant strategies (including the Biodiversity Strategy) and various relevant Supplementary Planning Guidance and Best Practice Guidance notes.

### 2.3.7 **Improving Londoners' Access to Nature (Implementation Report, February 2008)**

This demonstrates how the aim of improving access to nature can be achieved by identifying opportunities. It identifies a number of priority sites for reducing and alleviating areas of deficiency. None of these are in the City, but a number are nearby.

### 2.3.8 **Open Space Strategies (Best Practice Guidance, 2009)**

This Guidance was developed by the Mayor in conjunction with CABI and outlines the steps boroughs should take to understand supply and demand of open space, set local standards and identify deficiency and ways to address them.

### 2.3.9 **The Guidance requires an Open Space Strategy to reflect the corporate aims of the Local authority. The Greater London Authority recognises that, to be effective, the relationship between the open space strategy and other strategies should be clearly defined. The link to the borough's Local Development Framework is crucial as it provides the policy framework needed for implementing the land use aims and objectives of the Strategy and policies for protecting biodiversity, enhancing nature**

conservation, and the provision of open spaces and leisure and recreation facilities. The Guide advises categorisation of open spaces according to the London Plan Open Space Hierarchy (see above Table 7.2). This will enable a consistent approach across London to identifying open space deficiencies. The use of an open space typology to indicate the primary purpose of an open space is also suggested.

#### **2.3.10 All London Green Grid (Supplementary Planning Guidance, 2012)**

This provides guidance on implementing London Plan policies and focuses on identifying strategic open space opportunities. However, it does identify the whole of the City as being in the indicative deficiency areas in relation to District Parks, Local Parks and access to nature. The central part of the City is also identified as being within the indicative deficiency area in relation to Metropolitan Parks.

#### **2.3.11 Shaping Neighbourhoods: Play and Informal Recreation (Supplementary Planning Guidance, 2012)**

This document takes forward the aim of London Plan Policy 3.6 that all children should have safe access to good quality, well designed and accessible play facilities and that development should make provision for play. The SPG provides further guidance on identifying and auditing current provision, applying benchmarks and developing local standards.

## **2.4 Local Policies and Strategies**

### **2.4.1 City of London Local Plan (2014)**

The City of London Local Plan was submitted for inspection to the Secretary of State in May 2014 and contains Core Strategy policies which have already been adopted and more detailed Development Management policies which have been approved by committee and are expected to be adopted, following an Examination in Public, in early 2015. The following policies relevant to open spaces in the City are outlined below:

- Policy CS 9 (Thames and the Riverside)

To protect public access and river views along the riverside walk and securing completion of the riverside walk at Queenhithe.

- Policy CS 10 (Design)

Delivering improvement in the environment, amenities and enjoyment of open spaces, play areas, streets, lanes and alleys through schemes in accordance with public realm enhancement strategies.

- Policy DM 10.2 (Design of green roofs and walls)  
To encourage the installation of green roofs on all appropriate developments and encourage the installation of green walls in appropriate locations.
- Policy DM 10.3 (Roof gardens and terraces)  
To encourage high quality roof gardens and terraces where they do not adversely impact on residential premises and historic buildings and forms.
- Policy DM 10.4 (Environmental Enhancement)  
The City Corporation will work in partnership with developers, Transport for London and other organisations to design and implement schemes for the enhancement of highways, the public realm and other spaces. Enhancement schemes should be of a high standard of design, sustainability, surface treatment and landscaping.
- Policy DM 10.8 (Access and inclusive design)  
To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished), open spaces and streets.
- Policy CS 19 (Open Spaces and Recreation)  
To encourage healthy lifestyles for all the City's communities through improved access to open space and facilities, increasing the amount and quality of open spaces and green infrastructure, while enhancing biodiversity.
- Policy DM 19.2 (Biodiversity and urban greening)  
Developments should promote biodiversity and contribute to urban greening.
- Policy DM 19.3 (Sport and Recreation)  
To resist the loss of public sport and recreational facilities for which there is a continuing demand.
- Policy DM 19.4 (Play areas and facilities)  
To protect existing play provision and seek additional or enhanced play facilities or space, particularly in areas identified as deficient.

#### 2.4.2 **City of London Biodiversity Action Plan 2010-2015 ( 2009)**

The Plan identifies three different habitat types in the City; Vertical Habitats, City Gardens and Churchyards and the Thames Foreshore. Each area has been explored to identify the constraints and opportunities that they hold for biodiversity and Habitat Action Plans have been written for each.

#### 2.4.3 **The City Together Strategy: The Heart of a World Class City (2008-2014)**

The overall vision is: “The City Together will work to support the City of London as a leading international financial and business centre in a way that meets the needs of its diverse communities and neighbours”.

#### 2.4.4 The vision is based on five themes, one of which “Protects, promotes and enhances our environment”. The relevant objective in this theme is:

- To protect and enhance the built environment of the City and its public realm.

#### 2.4.5 **City Streetscene Manual (April 2005)**

Part 1 of this manual summarises the City Corporation’s vision for the streetscene, including the principles for controlling change and informing street enhancement schemes. Part 2 contains a summary of the historical evolution of the City’s streets. Part 3 sets out detailed guidance on specific elements, including street furniture, ground surfaces and planting. Further updates are available on the City of London Corporation Website.

#### 2.4.6 **Climate Change Adaptation Strategy (January 2007) and Update (2010)**

The Strategy aims to identify the priority risks associated with climate change and proposes adaptation measures which are designed to ensure that the City’s infrastructure and services cope under a changing climate. The key relevant recommendations for the City Corporation are to:

- Examine a range of incentives to encourage sustainable drainage systems, vertical habitats and green roofs.
- Consider requiring that rainwater harvesting systems are installed in gardens and large open spaces – flood ‘hotspots’ should be targeted as a priority initially.
- Install drought-resistant landscaping schemes and ‘low water gardens’ in open spaces that require minimal irrigation. They should also adopt water-efficient irrigation practices, such as moisture-sensitive and drip systems.
- When designing landscaping, choose the types and locations of trees carefully, considering how subsidence and root penetration will be affected by climate change.
- Maximise opportunities to plant trees, shrubs, grass and other soft landscaping features to reduce temperature and water run-off and to provide shade.

#### 2.4.7 **City of London Tree Strategy Supplementary Planning Document (SPD) 2012**

The City of London Tree Strategy aims to increase City Corporation owned trees by 5% by 2019 and ensure that all trees in the City are managed, preserved and planted in

accordance with sound arboricultural practices whilst taking account of their contribution to amenity and the urban landscape for both current and future generations. The Tree Strategy sets out 11 objectives dealing with existing trees, the removal of trees, unauthorised works, tree planting and information sharing with an emphasis on planting large-canopied species wherever possible.

### 3. Assessment of Need

#### 3.1 Introduction

3.1.1 This section summarises the City's characteristics relating them to the five Key City Places and the Rest of the City identified in the City's Local Plan and City of London Open Spaces Audit Report 2013. It goes on to describe the 'supply side' by summarising the main findings of the City of London Open Space Audit (2013) before addressing the demand side in terms of the demographics of the week day day-time population and the opinions of open space users and potential users.

3.1.2 This report then outlines an assessment of need, based on the above supply and demand factors, in terms of quantitative, qualitative and spatial need (areas of deficiency and future spatial priorities). Finally, this section considers whether there are appropriate open space standards that should help determine the amount of space provided in the City in the future.

#### 3.2 City Characteristics

3.2.1 The nature of the City, with its relatively small residential population and large workforce, means that it is not particularly helpful to place too much reliance on the Census data that is available at ward or super-output area levels as a basis for considering need at a sub-City level. Therefore for the purposes of this strategy, the City has been divided into six different Key City Places as shown in Figure 1 below.

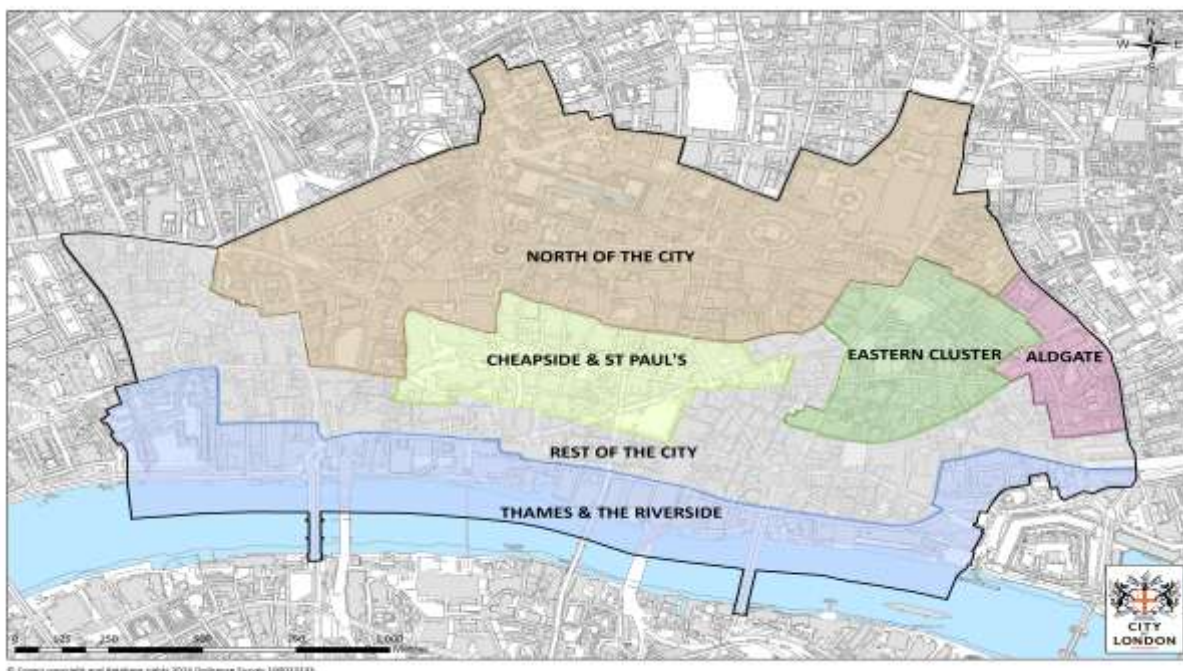


Figure 1: Key City Places

The City of London Local Plan 2013 contains policies for five Key City Places which will ensure the challenges facing those areas are met. Areas of the City which are not included in the Key City Places are classed as Rest of City. The Key City Places have the following characteristics:

- 3.2.2 **The North of the City**- includes residential estates at the Barbican and Golden Lane that include a large amount of open space, plus additional large spaces at the Broadgate office development. This area is the largest of the Key City Places and contains approximately half of the total open space in the City of London.
- 3.2.3 **Cheapside and St. Paul's** – reasonable levels of open space in and around the Cathedral and Paternoster, otherwise, the area is densely built up and primarily forms part of a retail area, but there is some open space provision at the Royal Exchange. Also, some smaller churchyard sites are present.
- 3.2.4 **Eastern Cluster**- primarily a business district, and therefore densely built up with a lot of high-rise development, but some of the recent construction schemes have included open space provision on privately owned land.
- 3.2.5 **Aldgate** – most open space is located within the residential estates of Middlesex Street and Mansell Street. The closure of the Aldgate Gyratory will result in a large new plaza being developed.
- 3.2.6 **Thames and the Riverside**- a linear open spaces framework (including the riverside walk) along the River Thames Embankment and large open spaces in the Temples precinct.
- 3.2.7 **Rest of the City** – There are no significant open spaces outside the Key City Places, but the area contains a number of smaller open spaces and private spaces.



### **3.3 The City of London Open Space Audit (2013) - Supply**

- 3.3.1 A comprehensive audit of open spaces was carried out in the summer of 2012 by the Department of the Built Environment. This was completed in general accordance with the Mayor of London's Best Practice Guidance, taking into account the particular characteristics of the City. For example, the City does not have any team sports pitches, obviating the need to carry out a playing fields assessment, and the predominance of Small Open Spaces (as defined in the London Plan's 'Public Open Space Hierarchy') means that the Audit focused on these types of space. The full findings of the Audit are set out in the City of London Open Space Audit 2013.
- 3.3.2 The Audit sets out information relating to the distribution and characteristics of open spaces within the City of London and builds upon a historical Audit series developed in 2002, and then reviewed in 2007. The 2007 Audit was undertaken in the context of the Mayor of London's best practice guidance to preparing Open Spaces Strategies 2004, which reflected government guidance set out in Planning Policy Guidance (PPG 17), Planning for Open Space, Sports and Recreation and companion guide, 'Assessing Needs and Opportunities'. The National Planning Policy Framework (issued in 2012) has replaced all of the PPG documents; however, the general principles in the 2007 Audit continue to provide a sound framework for the 2012 Audit.
- 3.3.3 The City of London Open Space Audit assessed each space and collected the following information:
- Size
  - Spatial distribution
  - Typology
  - Restrictions on use
  - Access for disabled people
  - Seating
  - Use of Sites
  - Soft landscape features
  - Hard landscape features
  - Sports and play facilities
  - Nature Conservation

### 3.4 Key Findings

3.4.1 The City of London Open Spaces Audit 2013 was carried out to fully understand the existing supply of open space in the City and a summary of the main findings is set out below.

#### 3.4.2 Distribution of Open Space

Figure 2 shows the existing open space, by type, across the City.

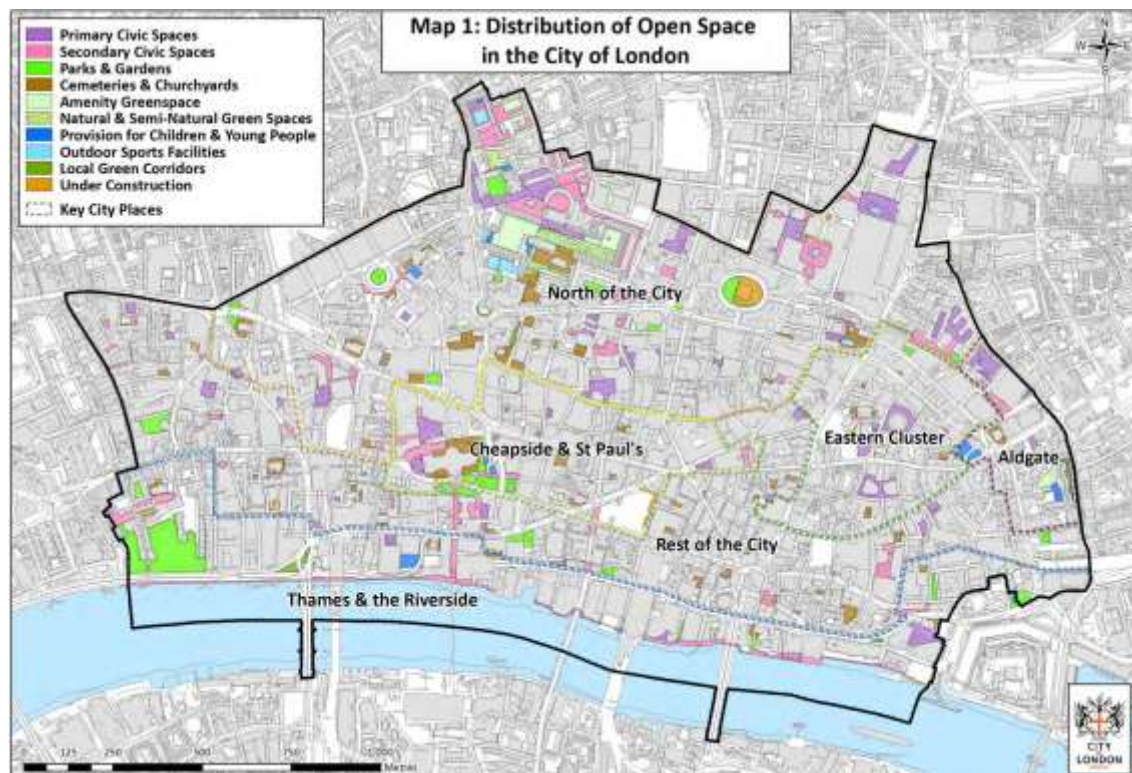
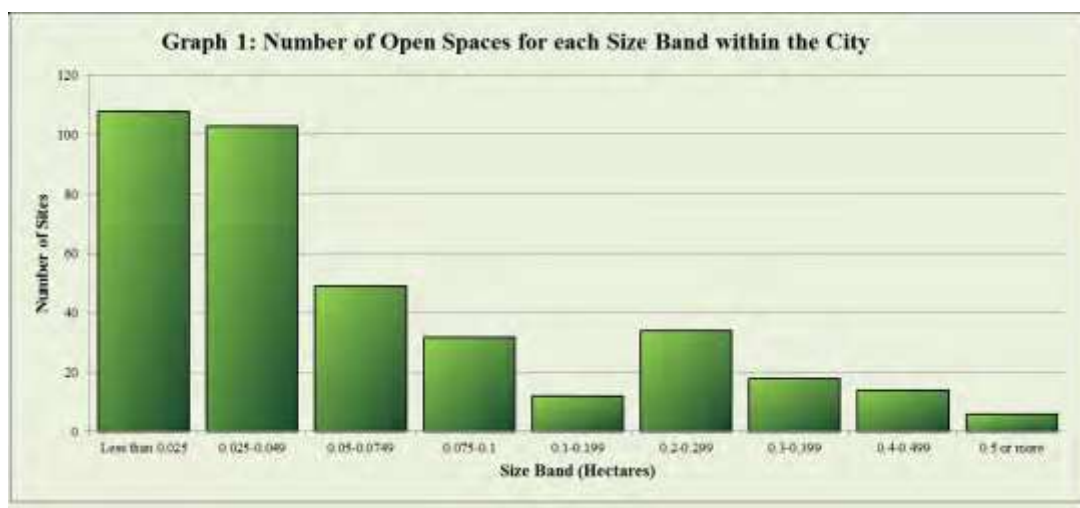


Figure 2: Existing Open Space (By Type) within the City

#### 3.4.3 Size of Open Spaces

There are 376 sites of open space within the City of London. Overall there is approximately 32.09 hectares of open space of which 25.66 hectares is publicly accessible. As Figure 2 shows, approximately 80% of the open space sites within the City are less than 0.2 hectares in size and only 1% over half a hectare in size. The size band distribution reflects the densely built-up nature of the City. The four sites within the City that are greater than 1 hectare in size are the Middle Temple Gardens, Barbican Walkway System, Barbican Lakeside Terrace and the Riverside Walk along the Thames; these contribute 6.14 hectares of open space between them. The average size of open space sites is 0.12 hectares.



**Figure 3: Size of Open Space Sites- [check combined categories]**

- 3.4.4 The open spaces in the City are distributed within the Key City Place and Rest of the City areas as shown in Table 2 below. The North of the City contains just over half of all the open spaces in the City, due to the large amounts of space in the Barbican and Golden Lane estates and the Broadgate commercial estate. The Thames and the Riverside area has a significant amount of open space as it encompasses the riverside walk and the Temples legal precinct. The Aldgate and Eastern Cluster areas have the lowest percentages of open space but face pressure from increasing employment growth.

**Table 2: Distribution of Open Space**

	Percentage of Open Space	Total Size (Hectares)	Publicly Accessible (Hectares)
<b>North of the City</b>	51	16.53	12.02
<b>Cheapside and St. Paul's</b>	9	2.84	2.73
<b>Eastern Cluster</b>	4	1.18	1.06
<b>Aldgate</b>	4	1.33	1.09
<b>Thames and the Riverside</b>	19	6.17	5.32
<b>Rest of the City</b>	13	4.04	3.44
<b>Total</b>	<b>100</b>	<b>32.09</b>	<b>25.66</b>

- 3.4.5 Table 3 illustrates that the majority of open spaces within the City are civic, market squares and other hard-surfaced areas designed for pedestrians, with churchyards and cemeteries the second largest and amenity green space third. However, when assessing actual coverage parks and gardens are the second largest category for open spaces within the City. In terms of being fully publicly accessible, civic spaces and churchyards and cemeteries are the most accessible.

**Table 3: Existing Publicly Accessible Open Space (PAOS) Provision by Key City Place (hectares).**

	North of the City	Cheapside & St. Paul's	Eastern Cluster	Aldgate	Thames & the Riverside	Rest of the City	Total
<b>Primary Civic Space</b>	4.29	0.65	0.78	0.41	0.55	0.86	7.54
<b>Secondary Civic</b>	4.52	0.76	0.08	0.23	2.22	1.28	9.09
<b>Parks and Gardens</b>	1.19	0.49	0.05	-	2.13	0.72	4.58
<b>Cemeteries and Churchyards</b>	1.89	0.83	0.14	0.03	0.22	0.52	3.64
<b>Amenity Green Space</b>	0.08	-	-	0.24	-	0.06	0.38
<b>Natural and Semi-Natural Urban Green Spaces</b>	-	-	-	-	-	-	-
<b>Provision for Children and Teenagers</b>	0.01	-	-	0.1	0.02	-	0.14
<b>Outdoor Sports Facilities</b>	0.04	-	-	-	-	-	0.04
<b>Green Corridors</b>	-	-	-	0.08	0.18	-	0.26
<b>Total</b>	12.02	2.73	1.06	1.09	5.32	3.44	25.66

3.4.6 The Audit demonstrates that the level of overall provision of publicly accessible open space within the City itself is low at just 0.06 hectares per 1000 week day day-time population. This is an insignificant change compared to the ratio in the 2008 City of London Open Spaces Strategy of 0.062 hectares per 1000. There has been an increase in the number of open spaces, but no change in the proportion of space available to the City's communities due to the increase in the City's day-time population.

3.4.7 The ratio of existing publicly accessible open space to 1,000 people varies considerably across the City. Figure 4 demonstrates that the Eastern Cluster is most deficient in open space, due to the high concentration of office workers in the tall buildings in a small geographic area. In contrast Figure 5 illustrates that the Aldgate Key City Place is most deficient in open space in terms of the City's residential population.



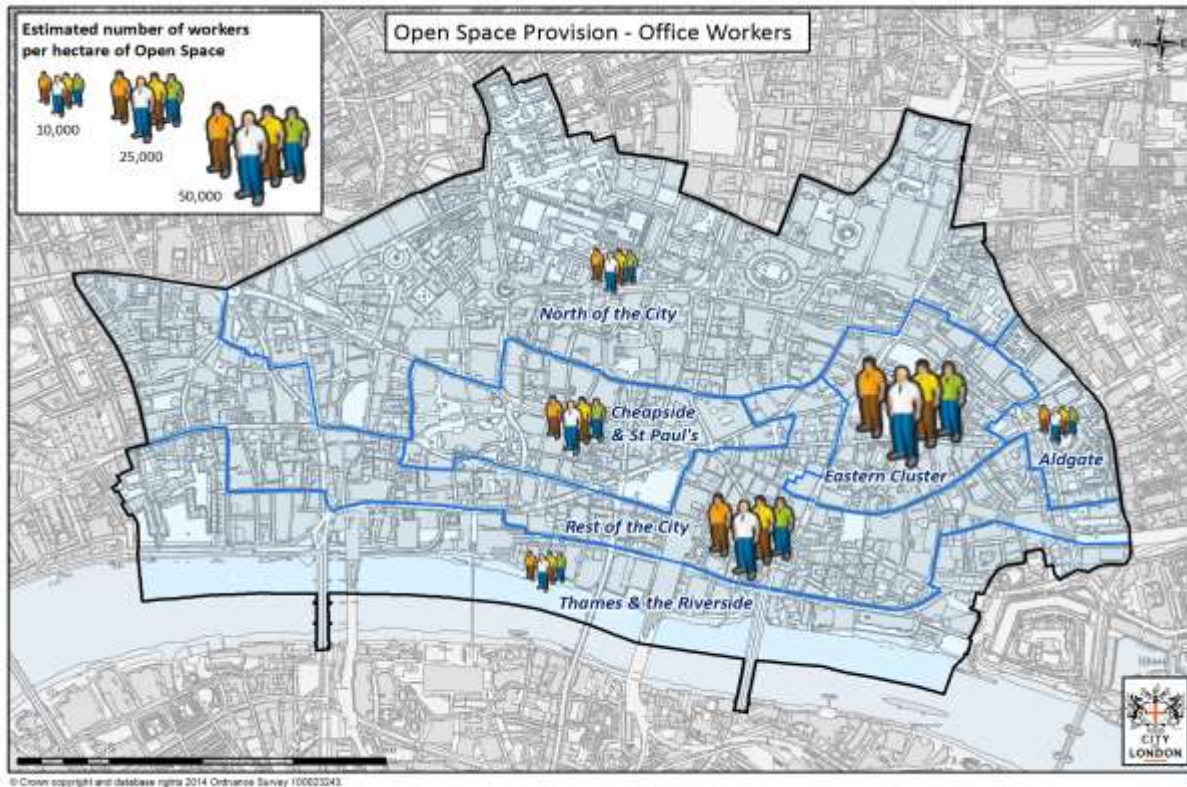


Figure 4: Open Space Provision – Office Workers

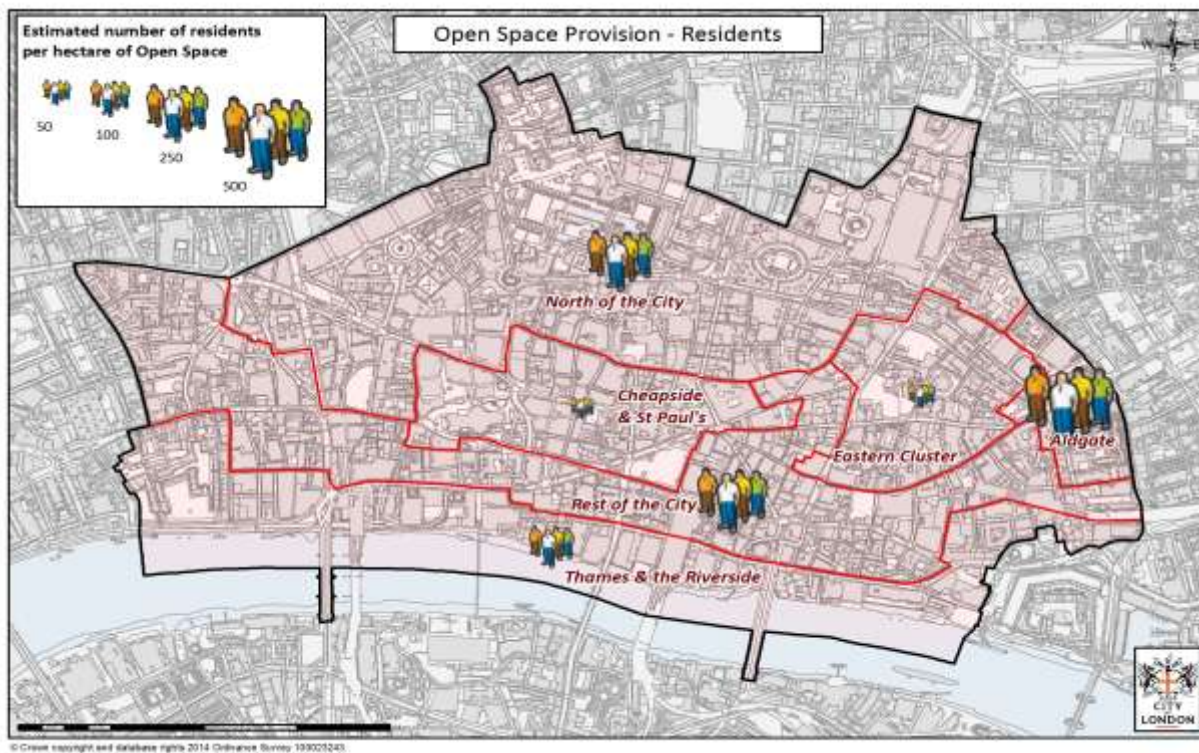


Figure 5: Open Space Provision –Residents

### 3.4.8 Disabled Access

- 3.4.9 The legibility and predictability of spaces, together with accessible signage and clarity of information (including visual contrast and tactile finishes), contribute to making spaces easy to find, navigate and enjoy by everyone, including people with a range of mobility, physical, sensory and/or cognitive impairments. Step-free access should be achieved where practicable, and the suitability of materials and finishes should meet diverse user needs, including ergonomic design of seating, visibility and means of appropriate handrail support for steps and ramps, and ensuring there are even light levels across principal walkways and circulation areas after dusk.
- 3.4.10 There is a continuing programme of auditing City Corporation-owned sites to identify and address open space accessibility issues, in line with the requirements and duties of the Equality Act 2010. These audits remain living documents to be reviewed regularly. At each enhancement or planned refurbishment, the opportunity is taken to review the current level of accessibility to see if any further improvement is possible or desirable.
- 3.4.11 The Open Spaces Audit found 29% of the City's open spaces are fully accessible to people with disabilities while 71% had partial or no access. All primary civic spaces, amenity green spaces and public outdoor sports facilities in the City provide the minimum of 800mm width access required for disabled people; for secondary civic space the percentage was 99%. The greatest deficiency was found in the parks and gardens, with only 51% meeting this requirement.
- 3.4.12 The assessment for disabled access is primarily based on whether the open space has sufficient wheelchair access, with the exception of secondary civic spaces, which has been assessed on whether a wheelchair user can easily travel from one point to another (e.g along a footpath), since their primary purpose is for pedestrian movement. To be considered accessible a space should have an entrance point at least 800mm wide and have steps no higher than 15mm; alternatively, this can be avoided by use of level ground or provision of either ramps or lift access. Future audits will assess the City's open spaces using enhanced criteria to gather more comprehensive data on accessibility.
- 3.4.13 In recent years there have been significant numbers of green roofs developed on top of buildings in the City of London. Green roofs have the potential to contribute to climate change adaptation by reducing surface water run-off and by improving building insulation, urban greening and biodiversity as well as providing amenity space. Extensive green roofs provide a more natural biodiverse environment and have environmental benefits while intensive roofs provide planting and can be used to provide landscaped amenity space for workers and visitors. Both types of roof contribute to the reduction of water run-off which assists in minimising local flooding

- 3.4.14 There are approximately 30 green roofs and 4 green walls in the City, as listed in Table 4. There are approximately 28 green roofs in the development pipeline which are expected to be built in the next few years.

<b>Green Roofs</b>		
120-122 Cheapside	Office	
5 Fleet Place	Office	
201 Bishopsgate	Office	
107 Cheapside	Office	
Bow Bells House, 1 Bread Street	Office	
125 Old Broad Street	Office	
22 Chancery Lane	Office	
Riverbank House 2 Swan Lane	Office	
1 New Change	Retail	
Guildhall North Block, Basinghall Street	Office	
Faraday Building, 136-144 Queen Victoria Street	Office	
King House, 2 Copthall Avenue	Office	
New Court, 7-9 St. Swithin's Lane	Office	
7 Copthall Avenue	Office	
125 Old Broad Street	Office	
200 Aldersgate Street	Office	
7 Pepys Street	Hotel	
Museum of London, 150 London Wall	Leisure	
52-56 Minories	Student Housing	
Finsbury Circus House, 12-15 Finsbury Circus	Office	
Milton Court, Barbican	Residential/education	
24 Monument Street	Office	
1 Poultry	Restaurant	
10 Queen Street Place	Office	
150 Cheapside	Office	
201 Bishopsgate	Office	
St. Bartholomew's Hospital	Hospital	
78 Cannon Street	Office	
2 King Edward Street	Office	
Unilever House, Victoria Embankment	Office	
1 Angel Lane	Office	
<b>Green Walls</b>		
4 New Street Square	Office	
52-56 Minories	Student Housing	

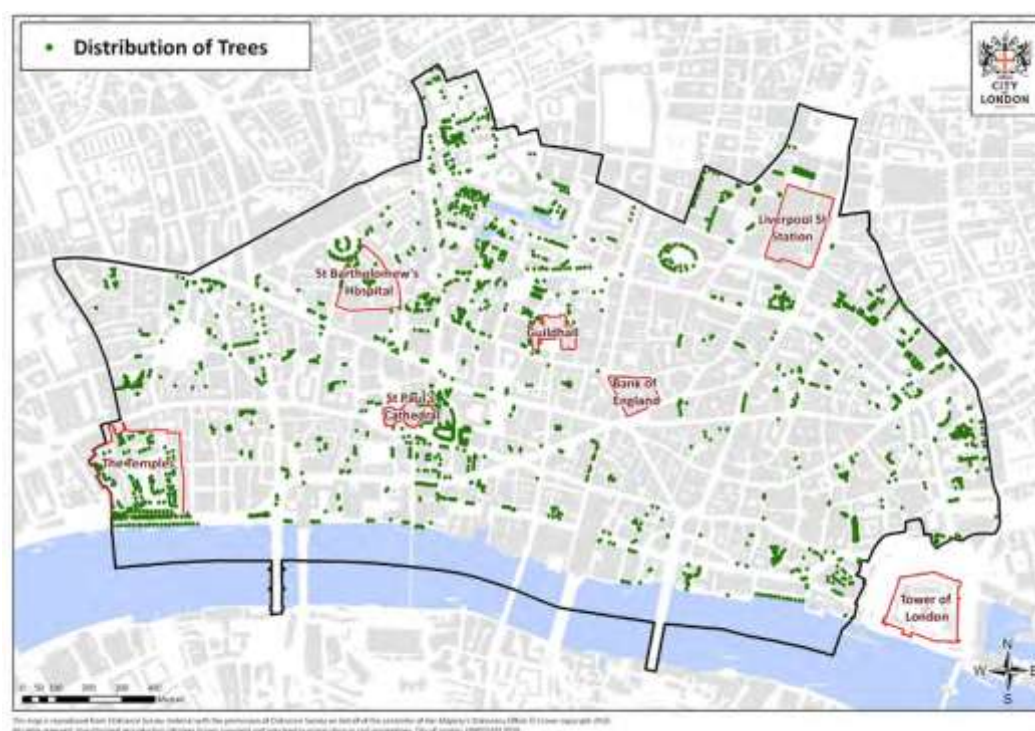
7 Pepys Street	Hotel	
20 Fenchurch Street	Office	

**Table 4: Green roofs and walls**

3.4.15 Green walls can bring many of the benefits of green roofs, and can improve the appearance of locations where there is limited opportunity for planting. To be successful they require careful design and installation and regular maintenance. There are 4 green walls in the City.

#### 3.4.16 Trees

There are approximately 2,413 trees in the City on both public and private land, many of which are important in terms of visual amenity and biodiversity. Whilst there are about seventy different genera present, six of these account for about half of all the City trees. These include Platanus (Plane), Tilia (Lime), Prunus (cherry), Acer (Maple), Carpinus (Hornbeam) and Betula (Birch). One in seven of all trees is a London Plane, mostly *Platanus x hispanica*. 'The right tree in the right place' is crucial to ensuring that trees of appropriate species are planted.



**Figure 6: Existing tree cover across the City**



### 3.4.17 Nature Conservation

Ten of the City's open spaces have been identified as Sites of Importance for Nature Conservation using the criteria and procedures set out in the Mayor of London's Biodiversity Strategy. Of the ten sites, listed below, the Thames Foreshore is a Site of Metropolitan Importance, Temple Gardens, the Barbican and St. Alphage's Gardens are identified as Sites of Borough Importance (Grade II), while the remaining sites are identified as being of local importance.

#### Sites of Metropolitan Importance for Nature Conservation

- |   |   |
|---|---|
| 1 | River Thames (area within the City of London) |
|---|---|

#### Sites of Borough Importance for Nature Conservation

- |   |                                     |
|---|-------------------------------------|
| 2 | The Middle and Inner Temple Gardens |
| 3 | The Wild Garden at Fann Street      |
| 4 | The Barbican Estate (various sites) |
| 5 | Barber-Surgeons' Hall Garden        |
| 6 | St. Alphage Gardens                 |

#### Sites of Local Importance for Nature Conservation

- |    |  |
|----|--|
| 7  | St. Paul's Cathedral Churchyard  |
| 8  | St. Mary Aldermanbury Church Garden<br>(including Heminge and Condell Memorial Garden) |
| 9  | Cleary Gardens, Queen Victoria Street  |
| 10 | St. Botolph-without-Bishopsgate Churchyard   |

### **3.4.18 Sports Facilities**

The City has the following public sports facilities:

- Golden Lane Leisure Centre (City Corporation run public facility providing a 20m x 8m swimming pool, 1 court sports hall, club rooms offering various uses and 2x outdoor tennis/netball courts);
- Sir John Cass Primary School (providing playgrounds with limited markings and a small sports hall. These facilities are currently used for sports development work, including coaching, but are not suitable for wider community use);
- City of London School (limited use by local schools and available to external hirers providing a 25m x 10m swimming pool, 2x court indoor facility and a large outdoor playground area);
- City of London School for Girls (limited use by external hirers providing a 25m x 10m swimming pool, diving pit, 2x court indoor facility and outdoor courts for tennis and netball);
- St Botolph's Churchyard (available for public use) providing 1 x tennis/netball court;
- Barbican (resident only multi-use area with lining for netball and tennis court, plus a cricket net);
- Ice rink and croquet lawn in the Broadgate office development (seasonal);

3.4.19 A review of public sports facilities in summer 20xx [update] by the City Corporation's Community and Children's Services Department revealed that most sites are well used and are operating at near capacity levels.

### **3.4.20 Play Provision**

In terms of children and young peoples' play facilities, the City of London Open Space Audit (2013) considered the qualitative, quantitative and accessibility elements of play and informal recreation facilities in the City. The Audit found that there is 0.8 hectares (7,840 square metres) of open space provision for children and young people. Because the focus is on provision of amenities for residents and schools, 75% of this open space is closed to the public.

- 3.4.21 Most of the equipped play areas are on the City's housing estates and are not intended for use by the general public. Provision on the City's four residential estates is as follows:
- Barbican Estate – equipped playground in Thomas More Garden (multi-use play unit with slide, cradle seat swings, flat seat swings, roundabout, hopscotch, two spring animals, boat themed multi-play unit, see-saw and a ball court);
  - Barbican Estate – equipped play area in Speed Garden (cradle seat swing and multi-use play unit with slide);
  - Golden Lane Estate – small equipped play provision adjacent to Cullum Welch House (1 x multi-use play unit and spring bike within a 'play pit');
  - Mansell Street Estate – equipped play area next to estate car parking (multi-use play unit with slide, cradle seat swings, flat seat swings, seated roundabout, hopscotch, two spring animals plus an outdoor ball court, which is used by Millwall Football Club for coaching sessions; and
  - Middlesex Street Estate – small equipped play area (multi-use play unit and 'play mushrooms') plus outdoor ball court.
- 3.4.22 Play areas in open spaces open to the public can be found at Smithfield Rotunda, Tower Hill Gardens and Portsoken Street Gardens.
- 3.4.23 The reinstatement of Finsbury Circus offers an opportunity to incorporate play into the landscape by encouraging informal temporary play facilities rather than static play equipment. Across the City, stakeholders and partners will be encouraged to offer play opportunities in the form of organised play sessions and activities. For example, a Victorian Games Day will be held in July in Bunhill, paid for by external funding and delivered by professional play leaders. The purchase of a pool of non-fixed play equipment such as; hoops, croquet, giant Jenga that can be laid out temporarily at weekends and holiday periods in Finsbury Circus will be purchased when funding becomes available.

#### **3.4.24 Tranquil Areas**

- 3.4.25 The City's many open spaces provide an opportunity for rest and relaxation for workers, visitors and residents and the City Corporation is keen that the City's open spaces offer a tranquil environment for users. Opportunities will be identified for improving and enhancing the tranquillity and soundscape of open spaces during the planning or enhancements of new spaces.
- 3.4.26 The World Health Organisation (WHO) recommends that noise levels in gardens and recreation areas, which would include the City's open spaces, should be less than 55 dB LAeq during day time. Noise monitoring at selected locations in the City has revealed that only a few areas of the City fall below this level. These include Thames Walk, the centre of the Barbican and inside the boundary of the Mansell Street estate.
- 3.4.27 When considering what makes an open space tranquil, people's perception of the space, as well as noise levels can have an impact. Research by the City of Amsterdam has revealed that an area can be considered to be 'quiet' when it is around 6dBA lower than its surroundings. The absolute noise level seems less important. St Dunstan's in the East, has a noise level during the day of 63.7dB LAeqT. This is almost 9dB LAeq higher than the WHO recommended level yet the space scored very highly for tranquillity during monitoring.
- 3.4.28 In 2010, Environmental Protection UK published a report for the City of London called Quietening Open Spaces, Towards Sustainable Soundscapes for the City of London. The document details many suggestions for improving the tranquillity of a selection of open spaces in the Square Mile. The report details that the tranquillity of an area can be improved in a number of ways:
- 3.4.29 Reducing the noise at source**  
Examples include using quiet vehicles and machinery, encouraging non-motorised transport such as walking and cycling, smoothing traffic flow, redesigning street layout, traffic calming measures, quieter road surfacing and restricting traffic at sensitive times of day.
- 3.4.30 Modifying the sound pathway**  
This can be achieved in a variety of ways such as altering openings and entrances to block or attenuate sound pathways, enclosing noise sources, installing physical noise barriers as illustrated), earth bunds, or very dense (low) vegetation.

#### **3.4.31 Mitigation at the receiver**

Mitigation at the receiver could be achieved by reducing the area of acoustically reflective surfaces using materials that create sound, e.g. gravel paths that emphasise footfall, planting to attract insects and birds, the installation of water features and the installation of sculpture with sound.

#### **3.4.32 Atria and Sky Gardens**

Tall buildings have led to an increase in urban densities. Due to their size and scale, the impacts of tall buildings on their surroundings are greater than those of more conventionally sized buildings. The lack of public space in densely built areas can be counteracted in tall buildings through the use of sky gardens, atrium spaces and terraces. These structures can successfully extend high quality public amenity space. Given the projected rise in London's population and increasing moves to mixed use tall buildings, the use of these spaces is pertinent.

#### **3.4.33 Smart working in Open spaces**

Technological advances in recent years have resulted in different ways of working, including working on laptops and tablets out of the office environment utilising WiFi connections in cafes and open spaces. The City provides a free WiFi network and increased use of 3G and 4G mobile networks, which make working outdoors feasible.

Open spaces in the City could embrace these changes and allow for comfortable seating arrangements which would assist in "out of office" working practices. Open spaces in the City could be designed with the following features to maximise the ability for people to work on mobile devices.

- providing access to high speed wireless connection and touch screen information boards
- hard wearing swivel seats equipped with electrical outlets
- mini tables attached to the seats to rest a laptop or book

### **3.5 Supply of Proposed Open Space**

- 3.5.1 The City Corporation has established the Environmental Enhancement Programme to enhance the street environment and create additional publicly accessible civic spaces. This initiative is discussed in some detail in Section 4 (Vision, Strategy and Delivery). Suffice to say here that it has a number of schemes under construction and others where funding and other pre-requisites have been secured and new civic spaces are due to be created.

### **3.6 Demand for Open Space: The City's Existing Population**

- 3.6.1 The characteristics of the City mean that it has a very large influx of workers and students during the working week (Monday to Friday), with visitors also coming into the area throughout the week, and a relatively small resident population. This is an unusual situation which presents a number of unique challenges to assessing need and strategy development.
- 3.6.2 During the working week, workers, students, visitors and residents compete for access to and use of open space and sports and recreation facilities. Competition is at its peak at lunchtimes and after work during the summer months. For the purposes of this strategy, the week day day-time population has been used to identify the existing situation and assess need as this represents the 'busiest' scenario in terms of demand for open space.
- 3.6.3 The existing weekday day-time population has been estimated at around 424,000. The basis for this estimate is set out in Appendix 1: Methodology. In summary, this figure comprises:
- 370,000 workers
  - 29,000 students
  - 23,000 visitors; and
  - 2,000 day time residents.
- 3.6.4 No information is available on the profile of students and visitors in the City. However, assessment of the 2011 Census reveals the following characteristics of the City's workforce and total resident population (City of London Residential Population Census 2011; Published May 2013).

### **City Workers:**

- There are significantly more male than female workers;
- The workforce is biased towards younger workers (20-29 and 30-39 age groups), especially amongst women;
- The workforce is overwhelmingly white
- There is a very high proportion of workers in managerial or professional occupations;

### **Resident Population:**

- There are slightly more males than females living in the City;
- There are relatively few families and children in the City. The majority of households are small and many comprise single persons.
- The City has a relatively old resident population which is expected to increase rapidly in the next decade.
- Life expectancy is expected to remain high amongst City residents.
- The City's population comprises a relatively large number of white people with low proportions of Asian or Asian British people and Black or Black British people;
- Unemployment levels are relatively low;
- A relatively high percentage of dwellings are not the household's main residence. Many view their City property as a second home, living there 5 days a week and at their family home at the weekend;

3.6.5 The City of London is a relatively affluent area ranking as the 88<sup>th</sup> least deprived area in the country and 6<sup>th</sup> least deprived in London in terms of the Index of Multiple Deprivation. In contrast, all seven boroughs bordering the City (the City Fringe) are within the 10% most deprived boroughs in England. However, within the City boundaries, the distinct residential populations show a marked disparity in deprivation levels. According to the Government's Index of Multiple Deprivation (2010) both districts of Barbican (East and West) are in the 15% least deprived areas in England. Golden Lane (comprising the Golden Lane local authority estate) is in the middle of the index and Portsoken (comprising the Middlesex and Mansell Street housing estates) is amongst the 25% most deprived areas.

### 3.7 Demand for Open Space: The City's Future Population

3.7.1 The City's week day day-time population is projected to increase by approximately 52,000 to around 476,000 by 2019. The basis of this projection is set out in Appendix 2: Methodology. In summary, the projected population will comprise:

- 414,000 workers (+44,000);
- 29,000 students (no change);
- 30,000 visitors (+7,000); and
- 3,400 residents (+1,400)

3.7.2 No information is available on the likely changes in the profile of workers, students and visitors. However, the projected increase in the overall resident population suggests an aging population.

**Table 5 – Projected week day day-time population by 2019**

	City
Existing Population	424,000
Projected growth	52,000
Projected Population	476,000

Note: Projected Population figures rounded to nearest thousand

### 3.8 Demand for Open Space: Local Opinion

#### 3.8.1 Overall Approach

The City Corporation has sought to use and interpret the results of a number of recent consultation exercises; most linked with the preparation of other strategies, rather than duplicate effort and run the risk of causing consultation fatigue. Local opinion from the following community engagement events has been captured and has helped inform this strategy:

- Local Plan Consultation (2013);
- City Gardens (November 2012); and
- Residents Events (annually);

3.8.2 A summary of the results of this consultation is set out in Appendix 2.

#### Conclusions

The key conclusions that can be drawn from consultation are that the City's communities are generally satisfied with the City's public gardens and spaces but would like to see:



- More 'green' areas and trees;
- An increase in lawn areas for sitting;
- More natural planting to help biodiversity;
- More children's play equipment and opportunities for natural play;
- More sports equipment;
- More opportunities for volunteering including 'green gym' (biodiversity and gardening activities) activities;

3.8.3 This SPD has been the subject of consultation with a range of local people and other stakeholders. Consultation ensured that all sections of the City's communities had the opportunity to comment. An Equalities Impact Assessment and a Health Impact Assessment were carried out to measure the impact of this strategy on the City's communities.

### **3.9 Assessment Findings**

#### **3.9.1 Quantitative**

As outlined above, the level of overall provision of publicly accessible open space is just 0.06 hectares per 1000 week day day-time population. This is low in both absolute and relative terms. The best comparison in London is the City of Westminster, which has a ratio of approximately 0.54ha per 1,000 week day day-time population (Westminster City Council Open Space Strategy, February 2007). However, this is in part due to the large royal parks that are a feature of the West End.

#### **3.9.2 Qualitative**

The quality of publicly accessible open space in the City is generally high. The City Gardens Team won consecutive Gold Awards in London and Britain in Bloom Royal Horticultural Society Awards as well as gold and silver awards for several pocket parks in the Small Parks Category in 2012. Middle Temple garden was awarded a prize for the Best Business Garden in the Discretionary Business Award.

3.9.3 Despite the high quality of the City's gardens, an annual London-wide benchmarking exercise undertaken by the London Parks and Green Spaces Forum demonstrated that the City Corporation's service costs were amongst the most efficient when compared against a number of other high profile open spaces throughout London.

3.9.4 Whilst the standards of horticulture are undoubtedly high, the audit also flags up present and future problems with garden infrastructure. Changes in legislation relating to disabled people, shrinking revenue budgets and wear and tear over time mean that

paths, steps and railings at some sites are beginning to show their age. Ongoing changes within the nature and population of the City in recent years have also highlighted a lack of play provision suitable for children of varied ages. Finally, ongoing maintenance costs of open space coupled with the need to meet continuously changing legislation also has had a further impact on green space provision.

### **3.9.5 Areas of Deficiency**

The dense but scattered pattern of existing open spaces in just one Square Mile means that traditional techniques such as sieve maps and catchment areas do not help in identifying particular areas of quantitative open space deficiency. Therefore analysis of need has concentrated on the City as a whole and the six Key City Place sub-divisions.

3.9.6 The Mayor of London's SPG All London Green Grid Framework (2012) identifies the whole of the City as being in the indicative deficiency areas in relation to District Parks, Local Parks and access to nature.

3.9.7 Appendix 1: Typology sets out the amount of open space for the City as a whole and its six Key City Place areas. This demonstrates that the Eastern part of the City is relatively poorly provided for in terms of workers in the Eastern Cluster and residents in Aldgate. The projected growth in employment and residential growth shown in Appendix 2 means that the Eastern Cluster will be under more pressure for open space provision, as much of the increased employment will be located in the Eastern Cluster.

## **3.10 Future Spatial Priorities**

3.10.1 The key spatial messages that emerge from this assessment are as follows:

- The need for all types of publicly accessible open space throughout the City
- The particular need for publicly accessible open space in the eastern part of the City;

### **3.10.2 Standards**

It would clearly be inappropriate to seek to apply nationally recognised residential standards such as the National Playing Fields Association standard of 1.6 hectares per thousand people in the City context. However, there are benefits in setting an overall standard for publicly accessible open space in terms of (a) providing a quantitative standard for open space provision for new development (b) providing a target for overall provision across the City and (c) monitoring progress in meeting the target.

3.10.3 London Plan policy 2.18 is clear that that open space standards are best set locally. The City is perhaps the clearest example of the need for a locally derived standard. The expected growth in workers, visitors and residents will increase the demand for open

space in a place which has some of the highest land values anywhere in the UK. In this context, the most appropriate standard is considered to be the maintenance of the existing City-wide ratio of publicly accessible open space per 1000 week day day-time population at 0.06 hectares. In the context of a growing week-day population this is considered to be a challenging yet achievable local standard.

## 4. Vision, Strategy and Delivery

### 4.1 Introduction

- 4.1.1 This section draws on the previous sections and sets out a vision for open space provision in the City and establishes a medium term strategy for achieving this vision. It then sets out how the strategy will be delivered and monitoring arrangements. A Five Year Delivery Plan is available in a separate document.

### 4.2 Vision

- 4.2.1 The vision for open space in the City is as follows:
- “The creation of a network of high quality and inspiring open spaces which helps ensure an attractive, healthy, sustainable and socially cohesive place for all the City’s communities and visitors.”

### 4.3 Strategy

- 4.3.1 The vision is to be delivered by the following 10 strategic objectives:

**1. Maintain and increase public access to existing open spaces and enhance the quality of these spaces, in terms of both design and management.**

- 4.3.2 The first priority is to maintain and make the most of existing open space in the City, which is such a scarce and valuable resource. The City is the subject of intense development pressure and the City Corporation needs to use its powers as Local Planning Authority to manage change in ways that ensure open spaces are maintained and enhanced or provided in a better way.
- 4.3.3 A relatively large number of the Square Mile’s open spaces are either not open to the general public or are open only at certain times. For example, Temple Gardens provides a fantastic visual amenity for people working in, living in or visiting the area, but the gardens are only able to be used during a limited lunchtime period. Furthermore, some of the City Corporation maintained publicly accessible open spaces are only open during daylight hours and are closed at weekends during the winter. The challenge is to identify means of securing public access, on agreed terms, to more private open spaces and to increase the opening times of City Corporation maintained open spaces, particularly those close to residential areas.
- 4.3.4 Opportunities should continue to be taken to improve the quality of existing open space in the City by way of imaginative design solutions, the use of high quality and robust materials, the incorporation of public art, play and other features of interest and careful management. There is still considerable scope to rationalise the design and use of publicly accessible and private open spaces by working with users and owners to re-design and consolidate spaces to create more useful and attractive places.

- 4.3.5 Works to and the management of existing spaces need to be informed by a clear analysis of their context and an understanding of their historic value and historic associations. This will be particularly important for Gardens of Special Historic Interest and open spaces in conservation areas, but is an important consideration for all existing open spaces.

**2. Increase the amount of high quality publicly accessible open space in order to maintain the existing City-wide ratio of 0.06 ha per 1000 week day day-time population and focus efforts on creating additional publicly accessible open space in the east of the City, particularly in the Eastern Cluster and the Aldgate area.**

- 4.3.6 Established national and London-wide standards relating to open space and play provision are not appropriate for the particular circumstances of the City. The most realistic target in terms of the amount of publicly accessible open space is to use the existing level of provision as a benchmark and to aim to maintain the existing ratio of space to the day-time population. This is a challenging target given that the growth in employment anticipated in the City will require the creation of additional publicly accessible open space if the current ratio of 0.06 ha per 1000 week day day-time population is to be maintained up to 2019.
- 4.3.7 There are two main sources of increasing the amount of publicly accessible open space; securing public access to existing private space and securing additional publicly accessible space as part of new development. The first will entail a license or access agreement between the City Corporation and a private owner and may involve the need to carry out enhancement works and ensure suitable liability insurance cover against any future claims. The second will involve ensuring that, where appropriate, development schemes incorporate additional areas of publicly accessible open space and/or make a financial contribution through the Community Infrastructure Levy towards the creation of new civic spaces as part of the City Corporation's Environmental Enhancement Programme. There is a potential synergy between growth and open space provision; since taller buildings with small footprints provide opportunities for additional open space – helping to ensure that it is provided in locations where it is most needed.
- 4.3.8 The design and management of new publicly accessible spaces need to be informed by a clear analysis of their current context, both physical and social, and the area's historical value and associations.
- 4.3.9 There may be cases where the provision of temporary open space is possible, for example in larger phased developments where there is the opportunity to lay out

part of the site as temporary open space pending its redevelopment. This would be welcomed.

- 4.3.10 The existing distribution of publicly accessible open space and predicted distribution of growth in the week day day-time population (as set out in Section 3) demonstrate the need to concentrate efforts on increasing the amount of publicly accessible open space in the Eastern part of the City.

**3. Ensure that all open spaces are designed and managed to be safe and accessible to all and, where appropriate, enabling opportunities for different activities at different times of the day and year.**

- 4.3.11 In 2003, an accessibility audit was undertaken at all open space sites to address issues of compliance with the (then) forthcoming Disability Discrimination Act (2005). Whilst the audit praised good practice on many issues, it also highlighted a number of simple but key improvements that need to be made to many of the everyday items that form part of open space in the City. These include the height of seating, clarity of path/step edges, the addition of well-designed handrails and the installation of additional lighting. Although these issues are now being addressed at existing sites, each enhancement and new open space scheme will need to incorporate the principles of 'inclusive design' to ensure that spaces can be enjoyed by everyone, whatever their access needs. The principles of 'inclusive design' require open spaces to take account of all access needs by, for example, incorporating features that enable independent wheelchair users to access the space and incorporating tactile surfaces, scented plants and water features for blind and partially sighted users, i.e. diverse planting schemes. A recent example of where inclusive design principles have been adopted is the refurbishment of Cleary Gardens, which has been transformed into a sensory wine 'drinking' experience with the planting of scented flowers, shrubs and climbers to evoke the bouquets of wines from the Loire Valley in France.
- 4.3.12 All types of open space are in demand in the City and it is important that, where appropriate and viable, open spaces are designed and managed in ways which maximise the use of this scarce resource and facilitate different activities at different times for example volunteering, relaxation and informal play. An additional consideration is the need to raise the quality of certain existing open spaces by refurbishing hard landscape infrastructure and replacing over mature planting.
- 4.3.13 The City Corporation recognises the importance of both formal and informal play opportunities. The greatest pressure on City open spaces is during the working week, particularly at lunch time and early evening. Outside of these times, many

publicly accessible open spaces are relatively underused and provide an opportunity for children to make use of them for informal play. This is particularly important for spaces in or near the City's residential areas.

- 4.3.14 Open spaces should feel comfortable, safe and secure for all users, and contribute to a wider sense of safety and security at all times of the day and night. Misuse of, and damage to, open spaces can be mitigated by crime prevention through environmental design. Close joint working with the City of London Police Architectural Liaison Officer, and the application of the Association of Chief Police Officer's "Secured by Design" principles at the concept and design stages of all new open spaces, and early in the redesign of existing ones, will make for high quality, easier to manage open spaces for the City and the community. Continued cooperation with police in the management of these spaces will only enhance this.
- 4.3.15 Opportunities should be taken to incorporate features that encourage workers and residents to adopt a healthy lifestyle. In addition to spaces being conducive to children's play, opportunities should be taken to include facilities that help adults stay healthy. Wider promotion of self-guided and organised walks and green gym volunteering activities would assist health and well-being benefits.
- 4.3.16 The incorporation of sculptures, lighting and practical street furniture can help raise the quality of spaces and make them more distinctive and special. These features will be encouraged wherever practicable. Functional art work can also provide play-sensory (i.e. sight, touch, sound) equipment, offering alternative play where traditional play equipment may be inappropriate.
- 4.3.17 All new publicly accessible open spaces need to be 'fit for purpose'; that is to comprise suitably robust features and materials whilst maintaining comfort for the user, to benefit from acceptable levels of sunlight and a comfortable pedestrian wind environment, be physically accessible to all and to have appropriate management arrangements.
- 4.3.18 The high levels of use of spaces places a heavy demand on their maintenance. The long-term maintenance costs (including soft and hard landscaping and infrastructure services) of new open space must be considered at the design stage and sources of funding need to be identified and secured at this stage. Planning applications for proposals that involve the creation of additional open space should be accompanied by a 'Quality and Management Statement', demonstrating how these prerequisites are to be delivered for the particular spaces that are proposed to be provided.

- 4.3.19 The on-going 'Environmental Enhancement Programme', and other initiatives to increase the amount of publicly accessible open spaces will add to the maintenance responsibilities of the City Corporation. Following completion of each project, the City Corporation's Open Spaces Department takes on responsibility for maintaining the soft landscaping aspects of each scheme. Whilst every effort is made to reduce the eventual maintenance cost of new schemes at the design stage by, for example, introducing irrigation schemes and ensuring the careful choice of more drought-resistant plants to maximise water efficiency, this increases the burden of the maintenance budget and there is presently no additional budget provision for this following the initial five year establishment period. The City Corporation will consider the use of appropriate CIL receipts to part fund longer term maintenance of these spaces following the initial five year establishment period.
- 4.3.20 Ensuring a consistent and planned approach to hard landscape and infrastructure maintenance throughout the City of London's open spaces is a key issue. It is therefore essential that the City of London City Surveyors Department identifies at the earliest opportunity a realistic and prioritised plan to address the planned maintenance and refurbishment of hard landscape features within open spaces including the need to address accessibility issues.

**4. Provide, where appropriate, additional play opportunities (including equipped play areas) that are accessible to all, including disabled children, in existing and new spaces.**

- 4.3.21 In addition to ensuring that, where appropriate, new open spaces provide a safe and stimulating environment and informal opportunities for children to enjoy imaginative play, there is the need to improve formal play opportunities. The City Corporation's Play Partnership seeks to improve the provision of public play areas for children and young people. A number of opportunities exist for new or enhanced provision of formal equipped play areas on private (housing estate) land and in publicly accessible open spaces close to residential areas. These opportunities are to be pursued further under the auspices of the City of London Play Partnership. The potential sites that are identified are as follows:
- The Aldgate Plaza will provide informal play features in the form of water features.
  - Finsbury Circus will provide informal play in the form of sculpture, water and trails.



**5. Ensure that existing and new spaces make a positive contribution to the biodiversity value of the City through appropriate plant choice and habitat creation.**

- 4.3.23 When asked for their opinion, workers and residents consistently prioritise the provision of green space (as opposed to ‘hard’ landscaping). Evidence shows that green infrastructure reduces stress and supports a sense of well-being. The City will prioritise the provision of green publicly accessible open space and protect and promote the provision of green private open space where practicable.
- 4.3.24 Likewise, trees can help ‘lift’ the quality of spaces and will be incorporated into the design of schemes wherever practicable, taking account of the difficulties in planting trees when above utilities infrastructure. There is a need to ensure that when planting street trees, both species and size are appropriate to the location, and that species choice is informed by the City Tree Strategy SPD, particularly with regards to deficiencies of certain species or a lack of succession in certain areas of the City. Although an instant impact is often desirable and large trees (up to 90cm girth) are sometimes specified by landscape architects, such specimens are unlikely to thrive long-term. The intense maintenance for these specimens necessitated by poor substrata and growing conditions within the City make them an unrealistic long-term prospect. For these reasons, the Open Spaces Department specify a maximum planting girth of 35cm (Diameter at Breast Height or DBH) where auto-irrigation is installed, and 25cm DBH at any other locations. Every opportunity should be made to ensure that trees are planted in ‘*Mother Earth*’ in order to reduce watering and to maximise benefits and enhanced appearance of the final specimen.
- 4.3.25 Around 40% of trees in the City are in private gardens or other privately owned and managed land and the City Corporation will encourage owners to maintain and care for these trees. The City Corporation has powers as a Local Planning Authority to control works to trees covered by a Tree Preservation Order and trees in Conservation Areas. Trees may also be the subject of planning conditions.
- 4.3.26 In terms of biodiversity, the priority is to enhance the value of existing City Corporation managed sites of Local Importance and improve the biodiversity value of three additional sites so that they too can become sites of Local Importance. The three sites are: Postman’s Park, St. Dunstan’s in the East and Whittington Garden. This will be achieved by increasing the number of bird and bat boxes and appropriate wildlife feeders in these gardens, increasing the amount of native and wildlife-enhancing planting and habitats such as natural water features, adopting

maintenance practice to avoid disturbing wildlife at key times of the year and constructing log piles for Stag Beetles. Not restricted to the areas named above, these good practice measures (additional bird and bat boxes, water features for bathing birds, bird feeding stations and even small apiaries where feasible) will be implemented at other City Open Spaces sites.

- 4.3.27 Enhancing biodiversity will be a key consideration for the City Corporation when improving existing open spaces that it manages and in approving the design and management of additional spaces, including the specification for additional trees. The City Corporation will be guided by its Biodiversity Action Plan (2010-15) for habitats (City Gardens, Vertical Habitats – walls, balconies, terraces and roofs - and the Thames foreshore) and species (black redstart, peregrine and sparrow) which set out practical measures for improving wildlife in the Square Mile. It is also important to enhance and create linkages (i.e. ‘green corridors’) between open spaces in the City and with open spaces in neighbouring boroughs to facilitate the movement of plants and animals between these spaces. This is relevant to Strategic Objectives 1, 2 and 9. Key to the delivery and monitoring of these objectives will be the use and support of volunteers and expert organisations, in order to advise on, and implement, regular survey work.
- 4.3.28 Around 25% of existing open space is private or has restrictive use. Individual private residents and businesses can make a big contribution to enhancing the biodiversity value of the City by improving the way they manage their gardens and roof spaces.
- 4.3.29 Wherever possible the City Corporation will favour the use of tree species which help to sustain wildlife. All trees support insect life which provides food for birds and some species of bat. Native tree species are of most value as they will have evolved together with animals which depend on them, but some non-native species are also successful in attracting insects. For birds, trees provide places to nest and staging posts for migrant species.

**6. Ensure that enhanced and additional open spaces accord with high standards of sustainable and inclusive design, construction and management and take account of the potential changes to the City's climate, particularly the urban heat island effect.**

- 4.3.30 The City Corporation's Sustainability Policy (2006- updated 2012) and Climate Change Adaptation Strategy (2007- updated 2010) provide important guidance for existing and proposed open spaces. The design, construction and management of all

open spaces need to ensure that high standards are achieved in terms of environmental sustainability. To ensure a robust approach, a Sustainability Audit should be undertaken for all major projects. This will help take into consideration the following:

- Specifying hard landscaping materials (such as paving) that is both sustainably sourced, and permeable;
- Ensuring the careful choice of more drought-resistant plants to maximise water efficiency, but balancing this with the requirement for native species in order to encourage diversity of wildlife;
- Ensuring that all new 'enclosed garden' schemes incorporate automatic irrigation and where possible, simple irrigation systems are 'retro-fitted' into existing open spaces areas, utilising harvested water where feasible;
- Continue to replace all free-standing wooden planters with more long-lived materials in order to cut down on the use of timber preservatives;
- Ensuring that new planters include reservoir tank irrigation systems and water retentive granules to cut down on watering;
- Incorporating porous paving and other forms of Sustainable Drainage where appropriate;
- Creating areas of shade to maximise *cooling through planting*;
- Continuing to use falconry as a tool for controlling the numbers of pigeons; and
- The use of materials from renewable sources

**7. Increase the provision of private and communal residential amenity space (balconies and roof terraces) and communal amenity green space for office workers (including indoor and outdoor gardens) in appropriate locations.**

- 4.3.31 The clear priority is to provide more and better quality publicly accessible open space. Such space provides an important place for different people to meet and socialise, helps social cohesion and should be encouraged. However, the provision of private and communal residential amenity space and communal amenity space for office workers would help take the pressure off the limited amount of publicly accessible space and should be increased, subject to amenity and security considerations.

**8. Effectively manage the temporary loss of any open space during construction projects and ensure that high quality open space of equivalent or greater size is established as soon as possible following the necessary works.**

- 4.3.32 The Crossrail Project, which commenced in 2010, will bring much benefit to the City and is strongly supported by the City Corporation. However, the proposals have

resulted in the 'temporary' loss of Finsbury Circus for at least five years whilst it is being used as a works site. The City Corporation will continue to work closely with local stakeholders and the Crossrail Project to minimise the adverse effects of works on existing trees and to agree with the Crossrail Project an appropriate detailed design and specification for a replacement open space and an appropriate timescale for the reinstatement of the facilities.

**9. Manage open spaces to recognise their potential contribution to the improved health and well-being of City and wider communities.**

- 4.3.33 There are several ways in which open spaces can help improve the health of the City's communities. These include designing planting to mitigate the effects of air pollution, allowing people to relax and exercise and providing opportunities for community cohesion through volunteering activities.

**10. Increase public awareness and understanding of the different types of open space in and around the City and encourage the City's communities to make the most of open spaces and to help maintain and improve them.**

- 4.3.34 Open spaces in the City are the focus of a number of events during the year and the City Corporation already supports programmes to encourage communities to make use of these spaces and sports facilities and to adopt a healthy lifestyle.
- 4.3.35 The location and variety of open space available in the City will continue to be promoted extensively. This will include explaining the value of the growing number of civic spaces to help people appreciate the role such spaces have in the City's network of spaces and the opportunity there is for them to help increase the overall amount of open space. At present, this is achieved through the City of London website, information signs at each City Corporation-maintained open space, a bi-monthly newsletter, the provision of free site leaflets and self-guided walks leaflets. The City Corporation will continue to work with its partners to do this and will look to further support volunteering projects so that City workers and residents can take an active role in maintaining and improving their own environment.
- 4.3.36 Ongoing consultation and engagement with both users and non-users of open space in the City is also an essential element in understanding demand for certain types of open space and the perception of its quality. In addition to the City-wide residents, workers and City executive surveys undertaken by the City Corporation, it is important that the Open Spaces Department continues with its existing engagement programme through on-site comments cards, dedicated site surveys and its annual satisfaction questionnaire.

- 4.3.37 Continue to raise public awareness and challenge standards through entry into regional and national competitions such as *In Bloom*, *London Garden Squares* and *Green Flag*.

There are approximately 26 open spaces within 400m of the City in neighbouring Boroughs. The City Corporation is currently working in partnership with neighbouring Boroughs and Transport for London at;

Aldgate: The reconfiguration of the current Aldgate Gyratory to include a new landscaped green space and additional tree planting has come about as a result of wide consultation and partnership working with Transport for London and the London Borough of Tower Hamlets.

Bunhill Fields: This site is located in the London Borough of Islington and requires additional funding to restore areas of the burial ground as well as extending and enhancing amenity opportunities for users of the site. Consultation and partnership working with local residents and the London Borough of Islington will take place to seek external funds.

## **4.4 Delivery**

- 4.4.1 This part of the section looks in detail at issues relating to implementing the Strategy.

### **4.4.2 Enhancing Existing City Gardens**

The Open Spaces Department maintains a rolling work programme for the refurbishment and improvement of their open spaces throughout the City, subject to available funding. Although this includes a wide spread of sites throughout all areas of the City, phasing will be reviewed to ensure the plan reflects the spatial priorities outlined in this strategy. Typically, the refurbishment of at least two open spaces is achieved each year through the work plan.

- 4.4.3 The Open Spaces Department (City Gardens Team) is to develop its work plan into a delivery strategy, setting out priorities for different parts of the City and identifying sources of funding to deliver these priorities.

### **4.4.4 Enhancing the Streetscene**

This initiative was introduced briefly in Section 3, when outlining proposed additional open space. Originally established with £1 million funding from the City Fund (see

below), the Environmental Enhancement Programme will be funded from financial contributions secured by way of the Community Infrastructure Levy and Section 106 funds recovery.

- 4.4.5 Working in partnership with businesses, developers and other agencies, the Environmental Enhancement Team in the City Corporation's Department of the Built Environment manages the delivery of enhanced streets and spaces and the creation of additional 'civic spaces'. The Team is proactive in its delivery of high quality, challenging and contemporary new public space projects ensuring the highest quality public realm for the City's communities. To date, over 95 schemes have been successfully implemented.
- 4.4.6 The Environmental Enhancement Team has divided the City into 16 sub-areas and is developing Public Realm Enhancement Strategies for each of these areas. To date, ten Strategies have been prepared and the intention is to develop a Strategy for all of the sub-areas.
- 4.4.7 **Securing Public Access to Private Spaces through Access Agreements**  
Publicly accessible space of all types are heavily utilised in the City. It is important, therefore, that the City Corporation continues to negotiate public access to existing and proposed new private spaces. Access to new private spaces should be secured as part of granting planning permission for new development and the negotiation of formal maintenance agreements for all churchyards maintained by the City Gardens team provides the opportunity to increase public access.
- 4.4.8 **Developing Planning Policy and Managing Development**  
Section 2 sets out the existing and emerging planning policy framework for protecting and creating open space and leisure facilities in the City.
- 4.4.9 The City Corporation, as local planning authority, will use the development management process to protect existing spaces from inappropriate development and facilitate the creation of additional open spaces. This will include entering into agreements with developers when granting planning permission for new development to:
- Secure improvements to existing open spaces as part of new development;
  - Secure the provision of new open space as part of new development;
  - Ensure public access to new open space where appropriate;
  - The Community Infrastructure Levy will be used to provide financial contributions towards the improvement of existing open spaces and/or the creation of new publicly accessible open spaces 'off-site' and the maintenance of soft landscaping of new on-site publicly accessible spaces.

#### **4.4.10 Continuing to work in Partnership with others**

The City Corporation will continue to use its funding to best effect and work in partnership with specific businesses and developers, regional, national and international organisations, to lever in additional funding and expertise to deliver this Strategy. Key partnership organisations include:

- City of London Children and Young People's Strategic Partnership;
- City of London Play Partnership;
- Safer City Partnership;
- City Fringe Partnership;
- City of London Police
- Proactive East London;
- London Marathon Charitable Trust;
- Bridge House Estates Trust;
- The Mayor of London's agencies (Greater London Authority and Transport for London);
- Department for Communities and Local Government;
- European Union.

#### **4.4.11 Increasing Volunteering**

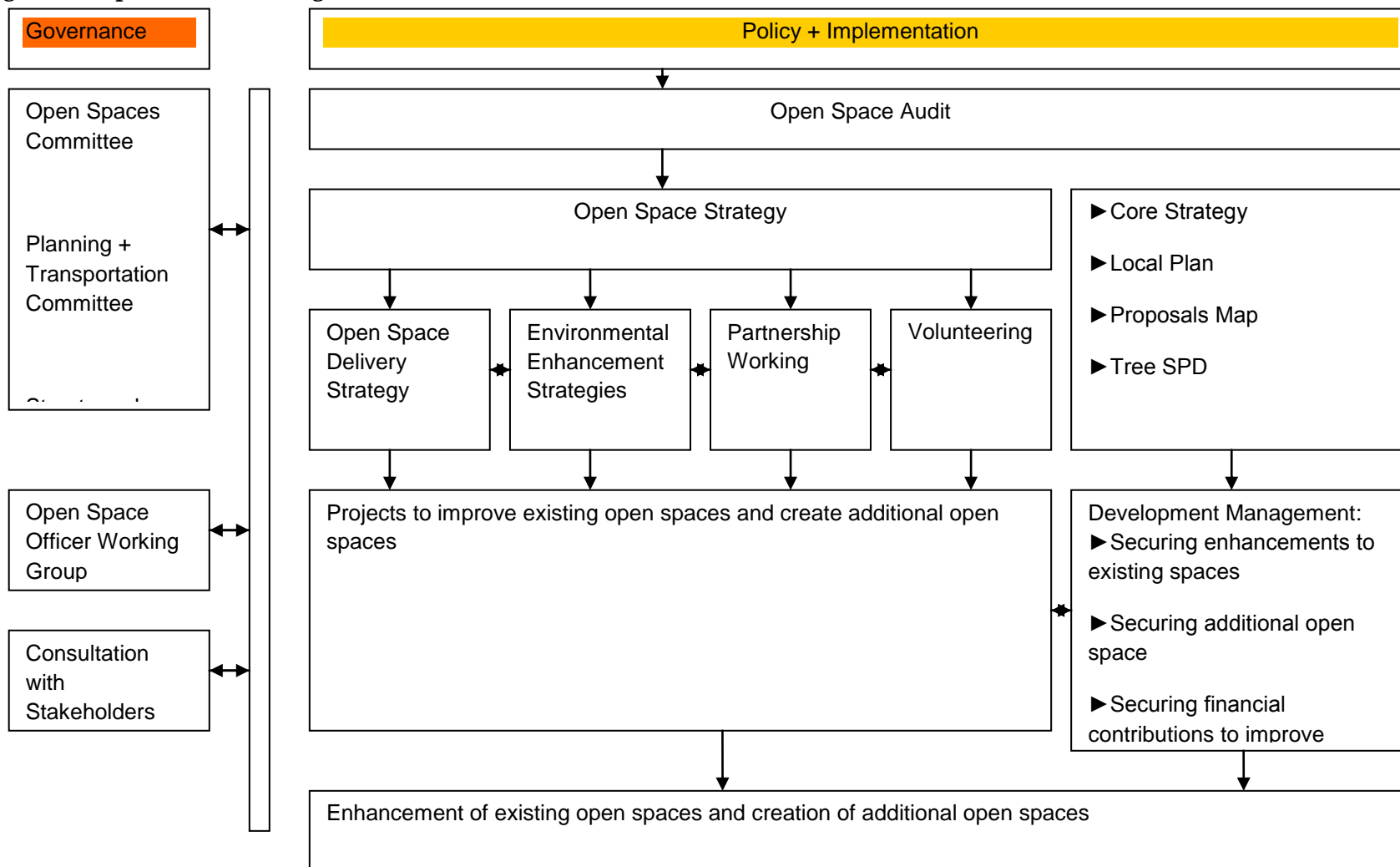
The City Corporation currently works closely with and supports the work of the Friends of City Gardens whose core aim is to promote and enhance the City's gardens and open spaces in line with the City Corporation's own aims and objectives. Since the groups inception in 2013 the friends have successfully secured external funds from small grant schemes and sponsorship as well as engaging a variety of different user groups to take part in a range of activities and events in the City's gardens. 2014 will be the first year the group will lead on the City in Bloom campaign, (part of the wider Royal Horticultural Society in Bloom Campaign) which encourages schools, businesses and the wider community to actively take part in enhancing and celebrating the green spaces within the 'Square Mile'. The City Corporation continues to assist the Barbican Wildlife Group to carry out enhancement projects in Fann Street Garden and supports corporate volunteering organisations, on an ad hoc basis, particularly in relation to biodiversity enhancement projects. The only restriction that now applies lies in the very nature of the sites themselves; not having the large scale parks projects enjoyed by neighbouring boroughs, volunteering opportunities are limited to small scale projects and garden maintenance.

#### **4.4.12 Implementation with other policy areas**

Figure 7 below illustrates how this Strategy relates to other policy and implementation mechanisms to help secure enhancements to existing open spaces and the creation of additional open space.



Figure 7: Implementation Diagram



#### **4.5 Action Plan**

- 4.5.1 A five year action plan has been prepared separately to develop the commitments set out in the 10 Strategic Objectives into identified Actions and Milestones over the medium term.

#### **4.6 Implementation, Monitoring and Review**

- 4.6.1 The Open Spaces Department will be responsible for driving forward the Strategy and its Action Plan, monitoring progress against identified milestones and targets and reporting to the Open Spaces Committee annually. Appropriate mechanisms and checks need to be put in place to ensure that the work of the group is reflected positively in delivery of projects on the ground.
- 4.6.2 The supply of open spaces is monitored by the Department of the Built Environment through the monitoring of planning permissions and subsequent losses and gains of open space. An update to this Strategy will be carried out in 2018/19 and the Open Space Audit will be updated annually.

# City of London - Open Space Strategy

## Appendix 1: Typology

### 1. Open Space Typologies

Open space typologies are set out in Table A1 below and are contained in the City of London Open Spaces Audit 2013.

**Table A1: Open Space Typologies**

	<b>Typology</b>	<b>Primary Purpose</b>
<b>Greenspaces</b>	Parks and Gardens	Accessible, high quality opportunities for informal recreation and community events.
	Natural and semi-natural greenspaces,	Wildlife conservation, biodiversity and environmental education and activities
	Local Green corridors	Walking, cycling or horse riding, whether for leisure purposes or travel and opportunities for wildlife migration
	Outdoor Sports Facilities	Participation in outdoor sports, such as pitch sports, tennis, bowls, athletics or countryside or water sports
	Amenity Greenspace	Opportunities for informal activities close to home or work or enhancement of the appearance of residential or other areas.
	Provision for children and young people	Areas designated primarily for play and social interaction involving children and young people, such as equipped play areas, ball courts, skateboard areas and teenage shelters.
	Cemeteries and churchyards	Quiet contemplation and burial of the dead, often linked to the promotion of wildlife conservation and biodiversity
<b>Civic Spaces</b>	Primary civic spaces	Provides open space amenity. Includes civic and market squares and other hard surfaces designed for pedestrians.
	Secondary civic spaces	Provides both open space amenity and facilitates pedestrian movement.
<b>Under construction</b>	Sites awaiting development.	

Source: City of London Open Spaces Audit (2013).

## Appendix 2. Key Relevant Statistics and Population Figures

Table A2-1: Existing estimated week day day-time population

Source	Populations	2011
2011 Census Office for National Statistics	Workers	370,000
City of London Student Estimate	Students	29,000
City of London Visitor Estimate	Visitors	23,000
2011 Census	Residents not in employment	2,000
	<b>Total</b>	<b>424,000</b>

Notes: (1) Total figures rounded to nearest thousand (2) only residents 'not in employment' were used to avoid double counting.

## 2. Projected estimated week day day-time population

Table A2-2– Projected week day day-time population

	City
Existing Population	424,000
Predicted growth	52,000
Predicted Population	476,000

Note: Predicted Population figures rounded to nearest thousand

This is broken down as follows:

Table A2-3: Projected week day day-time population

Source	Populations	2011	2019
2011 Census Office for National Statistics	Workers	370,000	414,000
City of London Student Estimates	Students	29,000	29,000
City of London Visitor Estimates	Visitors	23,000	30,000
2011 Census Office for National Statistics	Residents not in employment	2,000	3,400
<b>Total</b>		<b>424,000</b>	<b>476,000</b>

Note: (1) Total figures rounded to nearest thousand (2) No new Higher Education facilities expected (3) 'Residents not in employment' increased by 70% from existing, in line with predicted growth of the overall resident population.

### 3. Employment and Residential Growth

The data below shows that both office and residential floor space will increase during medium term.

**Table A2-4: Office Growth 2014-2019**

	Office floor space
2014	8,600,000
Growth between 2014-2019	980,000
Projected Office floor space	9,580,000

**Table A2-5: Housing Growth 2014-2019**

	Residential units
2014	1,107
Additional units between 2014-19	781
Projected residential units	1,888

### 4. Summary of Results of Consultation

The following is a summary of the consultation that has helped inform this draft Strategy.

**Local Plan Consultation 2013/14.** The following comments were made as a result of the consultation.

- Respondents felt there is a need to encourage enhancement of space within the public realm and green spaces need to be actively managed to encourage biodiversity and promote the health and well-being of residents, workers and visitors. There was also large support for securing public access to private open spaces. There was support for green roofs and walls as well as balconies which enhanced green space.
- While green spaces and recreational facilities were encouraged there was also concern that care should be taken when siting these uses near residential areas to minimise disturbance to residents.
- There was support for the creation of green corridors throughout the City, making it more pleasant to travel on foot and creating more green areas in which to sit during the summer with more amenity and recreational uses and to increase biodiversity.
- There was concern about the lack of facilities for children and teenagers in the City. However there is a need to balance these uses with quiet areas.

- There was recognition of the high demand for use of open spaces throughout the City, therefore the potential for spaces to be multi-purpose should be fully explored. It was felt that there is an unfulfilled demand for sports areas in the City, also office developments should provide cycling parking with shower and changing facilities and also explore the opportunities for multi-use as sports facilities for inter-firm provision.

### **City Gardens Customer Survey (2012)**

The City Gardens section also conducts its own site specific research. For example, over 1015 face-to-face interviews were carried out at most of the City Garden sites during 2012 in order to help inform the design and provision of green space.

### **Resident Events (twice annually)**

Residents meetings are conducted twice a year. There is a central meeting held at Guildhall in January and June, as well as meetings on each of the four estates held in May and November. In addition there is also a resident meeting held in the West of the City to reflect the growing population in that part of the City. The Open Spaces Department always have a stand at each event so that residents can feed any concerns or raise any issues.

Although residents sometimes use these forums as an opportunity to enquire about ongoing works, they rarely raise maintenance or other garden issues. Of more importance to residents is the overall lack of open space in general and opportunities to provide more, as well as the climate change and sustainability issues associated with open space.

## **5. Types of Existing Open Space by Key City Place.**

Table A2-6 sets out the amount of open space (by open space typology) for the City as a whole and its six Key City Locations.

Table A2-6: Types of Open Space by Key City Place (All figures are in hectares)

Type of Open Space	North of the City	Cheapside & St. Paul's	Eastern Cluster	Aldgate	Thames & the riverside	Rest of the City	Total
Primary Civic Space	4.29	0.6	0.8	0.4	0.5	0.9	7.5
Secondary Civic Space	4.57	0.76	0.08	0.23	2.22	1.28	9.14
Parks and Gardens	1.19	0.52	0.05	-	2.63	0.8	5.18
Cemeteries and Churchyards	2.19	0.83	0.17	0.09	0.26	0.8	4.35
Amenity Green Space	2.07	0.06	0.07	0.24	0.18	0.27	2.88
Natural and Semi-Natural Urban Greenspaces	1.24	-	-	-	-	-	1.24
Provision for children and Teenagers	0.22	0.07	-	0.29	0.19	-	0.78
Outdoor Sports Facilities	0.62	-	-	-	-	-	0.62
Green Corridors	0.14	-	-	0.08	0.18	-	0.4
<b>Total Space</b>	<b>16.53</b>	<b>2.84</b>	<b>1.18</b>	<b>1.33</b>	<b>6.17</b>	<b>4.04</b>	<b>32.09</b>

### Appendix 3: Five Year Action Plan (2014-2019) (Will not be included in final SPD).

Strategic Objective	Action	Milestone	Lead Department(s)	External Partners	Monitoring (Target + Indicator)
1. Maintain and increase public access to existing open spaces and enhance the quality of these spaces, in terms of both design and management.	Adopt Local Plan Open Space Policies DM19.1, DM19.2, DM19.3, DM19.4	January 2015	DBE (Policy)		See Action + Milestone
	Adopt Public Realm Enhancement Strategies for 15 areas of the City.	April 2015	DBE (Environmental Enhancement)		See Action + Milestone
	Review the 10 approved Public Realm Enhancement Strategies.	April 2015	DBE (Environmental Enhancement)		See Action + Milestone
	<b>Action</b>	<b>Milestone</b>	<b>Lead Department(s)</b>	<b>External Partners</b>	<b>Monitoring (Target + Indicator)</b>
2. Increase the amount of high quality publicly accessible open space in order to maintain the existing City-wide ratio of 0.06 ha per 1000 weekday	Adopt an Open Space 5 year Action Plan	December 2014	OS Department (City Gardens)		See Action + Milestone
	Continue to secure the creation of additional publicly accessible open space in development schemes.	As development opportunities allow	DBE (Development Management)	Developers + Agents	Hectares of publicly accessible open space to rise in proportion with population growth.



day-time population and focus efforts on creating additional publicly accessible open space in the east of the City, particularly in the Eastern Cluster and the Aldgate area.	Continue to implement Environmental Enhancement Projects	As development opportunities allow	DBE (Environmental Enhancement)	Developers + Agents  TfL	Hectares of publicly accessible open space to rise in proportion with population growth.
Strategic Objective	Action	Milestone	Lead Department(s)	External Partners	Monitoring (Target + Indicator)
3. Ensure that all open spaces are designed and managed to be safe and accessible to all and, where appropriate, enabling opportunities for different activities at different times of the day and year.	As funding becomes available, complete improvement works to all City Corporation sites and ensure accessibility issues are taken into account.	April 2019	OS Department (City Gardens)		See Action + Milestone
	Agree formal maintenance agreements for churchyards maintained by the City Corporation when and where applicable.	April 2019	OS Department (City Gardens)  City Solicitor		See Action + Milestone

	Ensure an appropriate work plan is implemented for hard landscape areas.	April 2019	CS Department (Landscape Infrastructure)  ES Department (Highways + unenclosed spaces)		See Action + Milestone
	Implement local enhancement schemes to improve access to open spaces (signage, footway improvements, dropped kerbs, tactile paving, cycle lanes, traffic calming measures etc)	Ongoing	OS Department (City Gardens)  DBE (Environmental Enhancement)	Neighbouring Boroughs  City Fringe Partnership	See Action + Milestone
Strategic Objective	Action	Milestone	Lead Department(s)	External Partners	Monitoring (Target + Indicator)
4. Provide, where appropriate, additional play opportunities (including equipped play areas) that are accessible to all,	Ensure that new spaces have the potential to offer 'play experiences' for children, either by securing CIL agreements or the delivery of temporary informal sessions delivered	Ongoing	Community + Children's Services Department  DBE (Environmental Enhancement)	Developers + Agents  Play Partnership	See Action + Milestone

including disabled children, in existing and new spaces.	by stakeholders.		OS Department (City Gardens)		
<b>Strategic Objective</b>	<b>Action</b>	<b>Milestone</b>	<b>Lead Department(s)</b>	<b>External Partners</b>	<b>Monitoring (Target + Indicator)</b>
5. Ensure that existing and new spaces make a positive contribution to the biodiversity value of the City through appropriate plant choice and habitat creation.	Incorporate planting and tree species that provide biodiversity value.	As development opportunities allow	OS Department (City Gardens)  DBE (Development Management)	Developers  Volunteers	Hectares of publicly accessible open space to rise in proportion with population growth.
	Effectively manage trees maintained by the City Corporation and control the felling, lopping or pruning of private trees where possible.	Ongoing	OS Department (City Gardens)  DBE (Development Management)	Developers + Landowners	To maintain and manage the current number of mature trees in the City in accordance with the CoL Tree Strategy
	Continue to manage the City's gardens identified as Sites of Local Importance	April 2017	OS Department (City Gardens)	GLA	See Action + Milestone

	for Nature Conservation (SLINC) and increasing the number as the opportunity arises.				
	Review and implement the second revision of the City of London's habitat and species Biodiversity Action Plans.	January 2020 then actions ongoing	OS Department (City Gardens)  DBE (Development Management)	Developers + Landowners	Complete 100% of all identified projects in accordance with the outcomes and timescales set in the individual Action Plans.

Strategic Objective	Action	Milestone	Lead Department(s)	External Partners	Monitoring (Target + Indicator)
6. Ensure that enhanced and additional open spaces accord with high standards of sustainable and inclusive design, construction and management and take account of the	Ensure all new green spaces take account of the latest technology and expertise when specifying appropriate materials, planting and features into enhancement schemes and designs for new open spaces.	Ongoing	OS Department (City Gardens)  DBE (Environmental Enhancement)  DBE (Development Management)	Developers + Landowners	100% of all new and refurbished spaces to be tested against the Corporate sustainability framework to ensure that all features, including their long term maintenance, are as sustainable as

potential changes to City's climate, particularly the urban heat island effect.					possible whilst satisfying user needs.
<b>Strategic Objective</b>	<b>Action</b>	<b>Milestone</b>	<b>Lead Department(s)</b>	<b>External Partners</b>	<b>Monitoring (Target + Indicator)</b>
7. Increase the provision of private and communal residential amenity space (balconies and roof terraces) and communal amenity green space for office workers (including indoor and outdoor gardens) in appropriate locations.	Adopt Local Plan policies DM 10.2 and DM10.3	January 2015	DBE (Policy)		See Action + Milestone
	Secure the creation of amenity space, where appropriate, as part of development schemes.	As development opportunities allow	DBE (Development Management)	Developers	See Action + Milestone

Strategic Objective	Action	Milestone	Lead Department(s)	External Partners	Monitoring (Target + Indicator)
8. Effectively manage the temporary loss of any open space during the construction of projects and ensure that a high quality open space is established as soon as possible following the necessary works.	Finsbury Circus Garden: Maintain with the Crossrail Project the detailed specification for a replacement open space and ensure the garden is installed within the agreed timescale.	April 2018	OS Department (City Gardens)  DBE (Transport)	Crossrail Project Team	See Action + Milestone
	Continue to identify any necessary mitigation measures for nearby open spaces.	October 2019	OS Department (City Gardens)	LB Islington  City Fringe Partnership	See Action + Milestone
Strategic Objective	Action	Milestone	Lead Department(s)	External Partners	Monitoring (Target + Indicator)
9. Manage open spaces to recognise their potential contribution to the improved health and well-being of the City and wider communities.	Investigate possible funding and partnerships to deliver activities within City Gardens to assist with improved physical and mental health and well-being.	April 2019	OS Department (City Gardens)	Community and Children's Services  Volunteers  Third Sector	See Action + Milestone

Strategic Objective	Action	Milestone	Lead Department(s)	External Partners	Monitoring (Target + Indicator)
10. Increase public awareness and understanding of the different types of open spaces in and around the City and encourage the City's communities to make the most of open spaces to help improve them.	Maintain and improve information on the City of London website, and e news correspondence.	Ongoing	OS Department (City Gardens)		See Action + Milestone
	Maintain information signs at each City Corporation open spaces and continue to provide site and self-guided walks leaflets via the information centre and in key gardens.	Ongoing	OS Department (City Gardens) Public Relations		See Action + Milestone
	Carry out residents, workers and City executive surveys.	Every 4 years	OS Department (City Gardens)	Residents and workers	Achieve a minimum of 80% average satisfaction rating with open spaces in the City
	Carry out dedicated site surveys and annual satisfaction questionnaires.	Annual	OS Department (City Gardens)	Residents, workers + visitors	Achieve average 150 per year
	Work with the Blue Badge Guides to ensure the quality of their information is up to date.	Ongoing	OS Department (City Gardens)	Blue Badge Guides	See Action + Milestone

	Provide corporate groups with meaningful volunteering activities that add value to the City Open Spaces. Support the Friends of City Gardens to fulfil their aims and objectives.	Ongoing	OS Department (City Gardens)	City Businesses + Volunteers	See Action + Milestone
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<p><b>Committee(s):</b>          Planning and Transportation – For decision  <i>Port Health and Environmental Services – For information and comment</i></p> <p><i>Policy and Resources Committee – For Information and comment</i></p> <p><i>Health and Wellbeing Board – For Information and comment</i></p> <p><i>Streets and Walkways – For Information and comment</i></p>	<p><b>Date(s):</b>  <b>10<sup>th</sup> June 2014</b>          13<sup>th</sup> May 2014</p> <p>5 June 2014</p> <p>30<sup>th</sup> May 2014</p> <p>9<sup>th</sup> June 2014</p>
<p><b>Subject:</b>          Advertising ('A') Boards in the City of London</p>	<p><b>Public</b></p>
<p><b>Report of:</b>          Director of Built Environment</p>	<p><b>For Decision</b></p>
<p>Summary</p> <p>This report considers current practices in relation to permitting Advertising Boards ('A' Boards) on the footway in the City and recommends that they are not permitted. In recommending this, regard has been given to the importance some traders place on 'A' Boards and therefore whether they could still be allowed in some locations.</p> <p>The report explains that in the recent past the City has not taken a rigid approach to enforcement in relation to 'A' Boards preferring instead a pragmatic view, balancing location, width of footway, numbers of pedestrians, and the desire for premises to market themselves.</p> <p>The City continues to receive a number of complaints every year regarding A' boards. These include complaints that the boards cause obstruction, complaints from traders in narrow streets that they are being disadvantaged by the City allowing 'A' boards in main/wider streets and most recently by GLA funded 'Travel Watch' who are promoting a zero tolerance to 'A' Boards on equality/ obstruction grounds ( particularly related to those with visual impairment).</p> <p>The report explains that against this backdrop officers have undertaken a review of current practise. This review has had regard to Highways legislation in relation to obstruction and the need in the City for increased unobstructed footway. The report also refers to current City planning policy in relation to advertising on City streets, which are not supportive of advertising.</p> <p>Despite the desire of some traders to retain the use of 'A' Boards which officers would wish to accommodate, this report seeks the Committee's approval to an approach whereby the placing of 'A' Boards on the public highway would not generally be allowed. In supporting this recommendation the report distinguishes 'A' Boards, from objects which enhance amenity or provide a public service or which are authorised or</p>	

required in connection with statutory, public benefit (Tables and Chairs) or public safety functions, such as traffic management and street works signage etc.

Unauthorised 'A' Boards on the public highway would be regarded as giving rise to a highway obstruction, those responsible for displaying the 'A' Boards will be asked to remove them, and persistent offenders will risk prosecution. However, suitable publicity would be undertaken to raise awareness and understanding prior to implementation of any revised approach in accordance with the City's enforcement protocol.

The report also sets out further relevant matters. These include firstly the public sector equality duty under the Equalities Act 2010. This in itself could lead the City to consider not allowing any 'A' boards to be placed on any streets which would result in improving the user experience of those with sight and mobility impairments.

Secondly, that the City must also plan for the predicted growth in population over the coming years (e.g. as a result of Crossrail) where there could be more than 400,000 people competing on a daily basis for the use of the footways. As a result the City has increasingly been using design principles (e.g. Cheapside) and policies (e.g. restricting the periods when waste bags may be left on the street awaiting collection) to deliver wider and clearer footways.

The City must manage the street environment in a joined up holistic way. In doing so it seems logical that the conclusion and recommendation of this report would be to accept that an 'A' board placed on any footpath in the City constitutes an obstruction of the highway. The report notes that this is consistent with the City's general approach to related matters such as planning policy which resists excessive or obtrusive advertising.

This report recommends that this new approach be enforced through the provisions of the Highway legislation relating to obstruction.

This report will be presented to Port Health and Environmental Services Committee, Health and Wellbeing Board and Streets and Walkways sub-committee for information and comment before being presented to Planning and Transportation Committee for decision.

### **Recommendations**

Members are asked to consider and note the contents of this report and agree:

1. 'A' Boards on the public highway will normally be regarded as giving rise to a highway obstruction and those responsible for displaying the 'A' Boards be asked to remove them, with persistent offenders risking prosecution.
2. Implementing of the revised approach outlined in Recommendation 1 be subject to publicity first being undertaken to raise awareness and understanding amongst those using 'A' Boards.

## **Main Report**

### **Background**

1. 'A' boards are used by shops and businesses to advertise and promote their business. They generally consist of a solid 'A' frame structure which can display various forms of wording and/or picture advertisements. Their size and type differ across a broad range of business activities. On occasions 'A' boards are positioned where they are an obstruction to users of the highway, and in some cases they are placed quite a distance from the business they are advertising.
2. The issue of 'A' boards in the City has been around many years and some traders consider the advertising they give to be important to their business. On this basis officers would ordinarily try to accommodate traders' wishes but recently there appears to have been an increase in the use of 'A' Boards and the City has received more complaints.
3. Currently Officers adopt a practise of requiring the removal of 'A' Boards only in locations where the footway is narrow. To date the City has not sought to control 'A' boards on the basis of the control of advertising on City streets.
4. The historic layout of many City streets means that there are a number of areas where streets and lanes have very narrow footways. Redevelopment has resulted in a number of street design improvement projects to enhance the street environment which makes them a more usable pedestrian space. The City is expecting a significant increase in commuters, shoppers etc. with the construction of projects such as Crossrail, and therefore City streets are being altered to create more space for pedestrian movement. An example of this type of development is Cheapside where there has been a conscious design decision to both widen the footpaths and also to maintain a 'clear street' with minimal street furniture, creating more freedom of movement for all users.
5. Other initiatives that support removing clutter or obstructions from the highway include the introduction of Time Banding for Bagged Waste. This initiative, agreed by the Port Health and Environmental Services Committee in September 2011, restricts the times when waste bags may be placed on the highway for collection to avoid times of high footfall.
6. Given the likelihood of even greater pedestrian numbers, this approach should be maintained to enable the City to adequately plan for the challenges that growth will bring to the City. The current daily population of users of the City is estimated to be around 330,000 people and with the arrival of the 'Eastern Clusters' office developments, the construction of Crossrail, Bank upgrade and the ThamesLink upgrade etc. the City's daily population, over the next ten years, is predicted rise to well over 400,000. This will result in our streets becoming even more congested and public footpath space ever more precious. It is already evident from daily

observation that pressure on footways is leading pedestrians to walk 'in the road'.

7. Many traders report that the provision of 'A' Boards helps generate business which the City would want to support. However this needs to be balanced against continuing complaints, implications for planning policy and the view that 'A' Boards are a highway obstruction with particular concern to the visually impaired. Further, even small scale use of 'A' Boards by some traders can serve to encourage wider use as individual businesses seek to compete with neighbours. For these reasons, TfL have over recent years, revised their approach to 'A' Boards, moving to implement a zero tolerance policy on what they call 'prestige footways'. See appendix 1.
8. It is against the above backdrop that Members are asked to consider the City's approach as to not permitting 'A' Boards on the footway of City streets. The following paragraphs consider in some detail the range of issues relating to 'A' Boards which need to be balanced when considering whether it is practicable to agree some traders wish to utilise 'A' Boards to advertise their business.

## **ISSUES FOR CONSIDERATION**

### The City as Local Highway Authority

9. The City is the Local Highway Authority for most City streets and as such also has an obligation to ensure compliance with the Highways Act 1980. The relevant sections of this Act are:
  - a) Section 137 - if a person, without lawful authority or excuse, in any way wilfully obstructs the free passage along a highway it is an offence and liable to a fine on Level 3 of the Standard Scale (currently up to £1,000.00).
  - b) Section 148(c) - if, without lawful authority or excuse a person deposits anything whatsoever on a highway to the interruption of any user of the highway he is guilty of an offence and liable to a fine (again, Level 3 on the Standard Scale).
  - c) Section 149 – if anything is so deposited on a highway as to constitute a nuisance, the highway authority for the highway may by notice require the person who deposited it there to remove it forthwith. In the event of non-compliance, a court order may be obtained authorising the removal and disposal of the offending item. In the event that the highway authority considers the item to constitute a danger to users of the highway it can remove the item forthwith and, ultimately, seek a court order for its disposal.
  - d) Section 149 (3) of the Act allows a Local Authority to recover its 'expenses' incurred in removal, but not for storage. A charge of £40 for removal of item if owners come forward to claim it may be levied. This charge is to be treated as a measure of deterrence rather than securing an income from this service.

- e) Section 130 – the highway authority has a duty to assert and protect the rights of the public to use and enjoyment of the highway.
10. There is some case law where small structures placed on the highway have been held not to amount to an obstruction. This is where the structure has been deemed to be ‘de-minimis’ (insignificant) in relation to the available width of the highway where it was placed. However, the use of this principle cannot be considered in isolation, other factors must also be taken into account. For example where there is a high footfall, at shopping/ visitor areas and commuter pedestrian routes at peak times would mean that any sized structure would become an obstruction due to the volume of people using the footpaths. Accordingly, any claims of the “de minimis” exception applying must be considered on a case by case basis taking into account the above factors.
11. It must be noted that this ‘de-minimis’ exception is currently being challenged by some lobby group organisations that support pedestrians and disability groups, under the Equality Act 2010 as they feel that any structure placed on the highway obstructs all users.
12. There are some exceptions when the highway can be used for purposes other than the primary purpose of passing and re-passing. These include the temporary erection of scaffolding for building repairs, maintenance or development and other things such as signs and bollards. Additionally there are ‘Tables and Chairs’, which may be deemed an amenity or to be a public service and may be licensed under the Highways Act 1980. (Commercial ‘A’ Boards would not be considered to provide an amenity or public benefit and therefore would not be granted such a licence). Other permitted activities by the City as Local Highway Authority are the requirement to maintain, repair and clean the highway to the required standards using associated equipment. In addition, certain signage is permitted or required for public benefit or public safety purposes in connection with the exercise of statutory functions, such as traffic management, street works or polling station signage. Such signage is outside the scope of this report.

#### Transport for London’s Position

13. Transport for London (TfL) has for some time been advocating de-cluttering of the pavements and streets. With an initiative in 2001 ‘to return our pavements back to the pedestrian’ by clearing away unlicensed obstructions and advertising boards from the TfL Road Network. In 2009, the Mayor of London initiated ‘the better streets initiative’ which offered guidance to encourage the removal of ‘illegal’ ‘A’ boards. The London Plan followed and, TfL, taking forward the Mayor’s Transport Strategy - Accessibility Implementation Plan, stated how it intended to improve access for all.
14. TfL have produced a schedule of ‘prestige footways’ with a zero tolerance to ‘A’ boards, this can be found in Appendix 1 and includes Bishopsgate, Gracechurch Street, Upper and Lower Thames Street, Byward Street and Tower Hill within the City. TfL officers currently enforce on these streets within the City against ‘A’ boards being placed out on the highway.

### London TravelWatch

15. London TravelWatch is a watchdog organisation representing the interests of transport users in and around the capital. Officially known as London Transport Users Committee, they were established in July 2000. London TravelWatch is sponsored and funded by the London Assembly, which is part of the Greater London Authority, and is independent from the transport operators.
16. London TravelWatch promotes integrated transport policies and presses for better public transport, with higher standards of quality, performance and accessibility. They liaise with transport operators, providers, regulators and local authorities.
17. London Travelwatch have recently undertaken a campaign sponsored by the Royal National Institute of Blind People (RNIB) to highlight the problems caused by obstructions such as 'A' boards on the highway. This work found that street clutter was a major concern around the country affecting those with impaired vision and guide dogs. This is also an issue which affects those in wheelchairs and with mobility impairments and people with prams etc.
18. Following the campaign a report was published challenging authorities to carry out their obligations under legislation to clear the highway of such obstructions. This report is available on their website:

[http://www.londontravelwatch.org.uk/news/2013/11/passenger\\_watchdog\\_calls\\_for\\_the\\_removal\\_of\\_obstructions\\_on\\_london\\_s\\_pavements](http://www.londontravelwatch.org.uk/news/2013/11/passenger_watchdog_calls_for_the_removal_of_obstructions_on_london_s_pavements)

### Other London Boroughs

19. Within the above report the Royal Borough of Kingston upon Thames is held up as an exemplar in using its powers to keep the streets clear of 'A' boards and achieves a high level of compliance. Stating their public interest considerations are:
  - *The placing of street advertising boards ('A' boards) on the public highway is unlawful;*
  - *They cause street clutter/ nuisance;*
  - *They are a health and safety hazard to disabled and partially sighted people;*
  - *They may compromise the council's statutory duties under the Highways Act and the Equality Act 2010.*
20. The report also highlights some other London Boroughs that are positively tackling this issue, these include Greenwich, who do not permit 'A' boards, Barnet has a zero tolerance of 'A' boards and Hackney has recently agreed a no 'A' boards policy. All report having reasonable compliance.

Improvements for street signage to help direct people places of interest.

21. As an alternative the City may wish to improve signage in some areas where there are concentrations of shops and restaurants and install more 'way finders' information signs. These can help visitors find places of interest and can be useful in directing people to shopping areas etc. The Street Enhancement Team, within Department of Built Environment current identify areas where this might be appropriate and design and install such information boards/ way finders. An example of these can be found on Eastcheap directing people to the historical lanes of Lovat Lane with shops and restaurants. An image of these can be found in Appendix 2. These direct people to retail areas but cannot be used to identify particular traders.

## 22. Equalities Act 2010

Section 149 - Public sector equality duty - A public authority must, in the exercise of its functions, have due regard to the need to (advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

*This includes removing or minimising disadvantages suffered by people due to their protected characteristics (such as visual or mobility disabilities).*

23. The maintaining of clear and accessible pavements has particular importance in relation to the elderly and those with visual and mobility impairments.

24. It could be argued that 'A' boards placed on a highway of any width could potentially become a hazard and obstruction for people with sight impairment or mobility issues.

25. The City of London Corporation's Access Officer comments that 'A' Boards and their positioning can be very problematic for disabled people. For blind and partially sighted people it is essential to have as clear route as possible along footways. This is often made worse because 'A' boards are positioned randomly at different distances from the kerb and that white cane users often negotiate their way along footways by using the edges as an indicating guide. Colliding with an 'A' Board poses not only the potential for physical hurt but can also adversely affect a person's confidence even to the extent that they will avoid the particular area.

26. Equally for wheelchair/ mobility scooter users and parents with buggies, negotiating a footway which contains 'A' boards can be challenging. Poorly positioned 'A' boards leading to a lack of available footpath space can have far reaching impacts ranging from minimal inconvenience to major health and safety concerns. The fact that many of the footways in the City are of narrow width and an 'A' Board placed upon such a footway means there is often insufficient space to pass by without stepping into the carriageway.

## OTHER ISSUES

27. It is important that in considering the exercise of its Highway Authority powers, the City reaches its view based on Highway considerations as set out above.

However, Members will also wish to be aware of related non-highways issues to ensure that the City does not adopt inconsistent policies.

#### Advertising and Planning Control

28. A policy to remove 'A' Boards would also be consistent with planning policy which generally advocates restraint and resists excessive or obtrusive advertising (Core Strategy Policy CS10; Draft Local Plan Policy DM 10.6 see appendix 3). The policy has been successfully applied for many years including numerous successful appeal decisions, where advertising displays that may be considered acceptable in other areas have been held harmful to the generally restrained character and appearance of much of the City. This approach could easily be prejudiced by continuing and escalating use of 'A' Boards which introduce additional advertising causing visual clutter and incrementally eroding the restrained character of the streetscape. To date the City has not sought to control 'A' boards on the basis of the control of advertising on City streets due to resource constraints; therefore planning powers have not generally been used.

#### Viability of local services

29. It is a key strategic objective to maintain the City's position as a leading international business and finance centre and this includes ensuring the provision of high quality local services for those who live work and visit the area. The use of 'A' Boards are seen by traders who use them as a means of drawing attention to their business and the goods and services they offer. However, if this is correct, it could also be seen as giving an advantage to those businesses that use 'A' Boards, particularly more obtrusive ones (and encouraging their escalating use to avoid other traders being at a disadvantage as compared to those who use 'A' Boards). In addition, it is a perceived advantage that has not been available to businesses on narrower streets where 'A' Boards have been treated as an obstruction. It is considered that a "zero tolerance" approach would create a more level playing field by removing any perceived advantages of 'A' Boards currently enjoyed only by those who use them on wider streets.

### **ISSUES TO CONSIDER IN ENFORCEMENT**

#### Current arrangements for compliance

30. The Street Environment Officers (SEO), within Cleansing Services are responsible for monitoring compliance with the above highway legislation. Currently the SEOs use a set of 'A' board guidelines which follow the 'de-minimis' rule to ensure that 'A' boards do not significantly obstruct the highway. These stipulate a minimum width of 2 metres of available footpath which allows users to pass and re-pass on the highway. This width is an 'ideal minimum width' quoted within the industry. The guidelines prescribe a number of other criteria to ensure 'A' boards are not



an obstruction on the highway and aid the safe management of street furniture. A copy of these can be found in Appendix 4.

31. The current approach to enforcement of 'A' boards is that the SEOs do not aggressively target businesses using 'A' boards. However, when a complaint is received, SEOs will investigate using the above guidelines. If the business does not or cannot comply then they are asked to remove it. Failure to do so will result in the SEO removing it in accordance with the relevant highway legislation procedures.
32. These actions are taken using the highway legislation only, treating the 'A' board as an obstruction and not making any judgement about the display. The impact on amenity can only be considered by the local planning authority..

#### The impact of applying a de-minimis rule.

33. An assessment of the City's Street Asset Register suggests that some 302 streets have footpaths measuring 3m or more wide, out of the 752 recorded. This equated to 40% of the City's footpaths where, under highway legislation, and if the de-minimis rule is applied, 'A' boards could be considered 'acceptable'. The remaining 60% of the footpaths would be managed/ enforced through Highway obstruction legislation.

#### **Conclusion**

34. In conclusion, whilst it is recognised that some traders consider 'A' Boards important to their business the boards are becoming more problematic and the City has seen continued complaints relating to them. The City has sought to apply principles in design to maintain a clear street environment when developing new projects, as has been shown with the Cheapside redevelopment and with new initiatives such as the introduction of restrictions on when waste bags can be placed on the highway by means of the Time Banding Policy. These measures go to reinforce the need to keep the footpaths free from obstructions and clutter.
35. The City must also plan for the ongoing growth in population with more than 400,000 people predicted to be competing on a daily basis for the use of the footpaths to move around the City.
36. In the light of incrementally increasing demand for footway space it is considered that 'A' Boards can reasonably be considered to cause obstruction to free passage. As such it is considered appropriate to revise the current approach to 'A' Boards whereby those on wide footways have been tolerated and not generally subject to enforcement action.
37. It may be argued that allowing some 'A' boards disadvantages some businesses located in the narrower streets and lanes and does not create a level playing field for businesses to operate and compete.
38. Through the Mayor of London's strategies TfL have adopted a zero tolerance to 'A' boards on their 'prestige footways' which include streets within the City.

39. Momentum is growing with other London boroughs either adopting a zero tolerance e.g. Royal Borough of Kingston upon Thames or considering moving to this position.
40. The GLA funded TravelWatch group are actively championing to clear London streets of obstructions and clutter which is supported by the RNIB.
41. Given the above, whilst officers would ordinarily wish to accommodate those traders wanting to use 'A' Boards it is considered a revised approach is necessary whereby: (i) unauthorised 'A' Boards on the public highway will be regarded as giving rise to a highway obstruction, (ii) those responsible for displaying the 'A' Boards will be asked to remove them, and (iii) persistent offenders will risk prosecution.
42. This would be subject to publicity first being undertaken to raise awareness and understanding amongst those using 'A' Boards in line with the City's agreed enforcement policy approach.

#### Implications and implementation

43. Implementing the recommended revised approach is likely to be very challenging and in part unpopular amongst those that have used 'A' Boards for some time. It would therefore require careful communication with possibly a transition period of education and engagement to help support businesses to understand the reasons for this approach before any enforcement is taken. A similar approach was adopted for the introduction of the Time Banding Scheme restricting when bagged waste can be put out on the highway. This approach was generally successful. This could be undertaken by the Street Enforcement team within the Cleansing Services as they already monitor the City streets for compliance under the highway regulatory framework. It is proposed to prepare a Guidance Note for interested parties which can be circulated and placed on the City's web-site.
44. These principles are broadly in-line with the City's enforcement policy, education, engagement, support and only enforcement as a last resort.

#### **Financial and HR Implications**

45. There may be additional training required for the officers responsible for monitoring and enforcing compliance of all of the relevant legislation and policies.

#### **Legal Implications**

46. There will need to be a review of the delegated authority of officers who manage and enforce compliance to ensure that appropriate officers have the correct powers.
47. All other legal implications are contained in the body of the report.

#### **Property Implications**

48. None

### **Strategic Implications**

- 49. SA1 - To support and promote The City as the world leader in international finance and business services. Creating clean and attractive city environment to attract businesses.
- 50. SA2 - To provide modern, efficient and high quality local services within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes.
- 51. SA3 - To provide valued services to London and the nation.

**Contact:**

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The voice of transport users

# Inclusive streets

TfL schedule of prestige footways with „zero tolerance“ for „A“ Boards.  
A zero tolerance approach to advertising boards on these roads was agreed in November 2011 by TfL's Surface Transport Panel:

A200 Tooley Street

A200 Duke Street Hill

A 3 London Bridge

A3 King William Street

A10 Bishopsgate

A10 Gracechurch Street

A501 City Road (Moorefield Eye Hospital approaches)

A3211 Upper Thames Street

A3211 Lower Thames Street

A3211 Byward Street

A3211 Tower Hill

A4 Knightsbridge

A4 Cromwell Road

A4 Cromwell Gardens

A4 Thurloe Place

A4 Brompton Road

A3211 Victoria Embankment

The following have been described as additional areas to be covered.

**Already Established**

**Bishopsgate/Gracechurch Street**

Brompton Road  
Victoria Embankment  
Tooley Street

**City of London**

Kensington and Chelsea  
Westminster  
Southwark

**In Progress (i.e. prior to May 2013)**

Stoke Newington High Street  
Nags Head  
Clapham High Street  
Borough High Street  
Balham High Road

Hackney

Islington  
Lambeth  
Southwark  
Wandsworth

**May 2013 Rollout**

Camden High Street  
Edgware Road  
Whitechapel Road

Camden  
Westminster  
Tower Hamlets

**September 2013 Rollout**

Finchley Road  
Earls Court Road  
Kingsland High Street  
Upper Street  
Streatham High Road  
Peckham High Street  
Tooting High Street  
Wandsworth High Street

Camden  
Kensington & Chelsea  
Hackney  
Islington  
Lambeth  
Southwark  
Wandsworth  
Wandsworth



## Appendix 3

### The City as a Local Planning Authority

1. The City is the Local Planning Authority and has responsibility for planning policy and planning decisions the consideration of these policies in relation to advertising on City streets is important in developing our approach to 'A' Boards..
2. The installation and display of advertisements is controlled by the Town & Country Planning (Control of Advertisements) Regulations 2007.
3. An 'A' board on the public highway requires Express Consent under these Regulations. Subject to certain size and other conditions, an 'A' Board on private land (e.g. on a private forecourt) has Deemed Consent under these regulations and would not require the local planning authority's approval.
4. In making a decision on an application for Express Consent the Regulations require that the Local Planning Authority exercises its powers in the interests of amenity and public safety, taking account of the development plan and any other material considerations.
5. Planning policies have been developed to frame the City's planning decisions. These include policies to improve and maintain the quality of the City's environment and space for people to move around. The details of the relevant policy guidance of; The City's Core Strategy, section 3, Design, sections 3.10.3 and 3.10.4. The Core Strategic Policy CS10 and the Draft Local Plan policy DM 10.6 for advertisements Paragraph 3.10.32 and 3.10.33.
6. Under these regulations an application for Express Consent to display an 'A' board would need to be considered on an individual basis and considered on a case by case basis. Such displays are likely to be resisted, but the City would need to demonstrate that the proposed display would be detrimental to amenity or public safety. The impact of one 'A' board may not be detrimental to amenity in an appropriate location but the combined impact of a proliferation of 'A' boards in one street or location may be.
7. Where Express Consent is refused there is a right of appeal to the Secretary of State.
8. The Town & Country Planning (Control of Advertisements) Regulations 2007 provides the Local Planning Authority the powers to enable the discontinuance of the display of an unauthorised 'A' board where it is expedient to do so. There is a right of appeal to the Secretary of State against a discontinuance notice.

### **The City's Core Strategy states in section 3, Design,**

*3.10.3 - Outdoor advertising has a strong impact on the appearance of buildings, the street scene and in particular the historic environment. The City's approach to the control of advertisements in terms of size, location and illumination is restrained to safeguard the high quality of the City's environment.*



3.10.4 The City has a large workforce whose numbers are expected to grow substantially. Most journeys within the Square Mile are on foot and this movement is particularly high during morning and evening peak times. Despite redevelopment throughout its history, the City has retained much of its dense street pattern, which provides convenient walking routes and allows for a high degree of pedestrian permeability. At the same time, the pattern of narrow streets and alleyways poses challenges in terms of accessibility, way-finding, safety and increased pressure on the pedestrian environment. The City has numerous small open spaces, which provide valuable amenities, and many are of historic importance. The location and design of these small spaces requires innovative and sensitive solutions which respect their settings and create high quality, accessible areas for all the City's communities. The City's streets also provide space for public enjoyment, and the City Corporation has an extensive programme of street scene projects to improve the quality, sustainability, inclusivity and amenity of the public realm.

**Core Strategic Policy CS10 is:**

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

- *Requiring the design and management of buildings, streets and spaces to provide for the access needs of all the City's communities, including the particular needs of disabled people.*
- *Ensuring that signs and advertisements respect the restrained character of the City.*

**Draft Local Plan policy DM 10.6 Advertisements is:**

- *To encourage a high standard of design and a restrained amount of advertising in keeping with the character of the City.*
- *To resist excessive or obtrusive advertising, inappropriate illuminated signs and the display of advertisements above ground floor level.*

Paragraph 3.10.32 states:

*"In order to protect and enhance the dignified character of the City's streets, the Corporation considers that advertising material should be restrained in quantity and form. It has for many years sought to exercise careful control over the display of advertisements and will seek improvements where appropriate. The City Corporation will exercise advertisement control having regard to the need to maintain visual amenity and public safety".*

Paragraph 3.10.33 states:

*Advertising hoardings and advertisements on street furniture will not normally be permitted as these detract from the restrained character of the City.*





# **CITY OF LONDON A-BOARDS GUIDANCE**

## **Section 149 Highways Act (1980)**

**A-Boards placed on the footway are subject to the following conditions;**

- Must be overall a maximum of 1200mm High X 800mm Wide x 500mm Base/Footprint
- Only one A-Board per business
- Footpath must have a minimum residual width (width of footpath not obstructed by A Board) of 2.0 metres left for the passage of pedestrians
- Must be placed against your building/business
- Must not cause an obstruction to pedestrians
- Must be placed on straight sight lines and not on any curved angles along the building line
- Rotating or swinging banner type signs are not permitted
- Boards must not be fixed or attached to any street furniture (lamp poles, sign posts etc.)
- All boards must be taken in/removed from the footpath when the business is closed

**A-BOARDS THAT DO NOT CONFORM TO THE ABOVE REQUIREMENTS WILL  
BE REMOVED WITHOUT NOTICE BY CITY OF LONDON STREET  
ENVIRONMENT OFFICERS**

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FROM: **PORT HEALTH & ENVIRONMENTAL SERVICES  
COMMITTEE**

**Tuesday 13<sup>th</sup> May 2014**

TO: **PLANNING & TRANSPORTATION COMMITTEE**

**Tuesday 10<sup>th</sup> June 2014**

**ADVERTISING ('A') BOARDS IN THE CITY OF LONDON**

The Committee received a report of the Director of Built Environment on the current practices in relation to Advertising Boards ('A' Boards) on the highway in the City.

Members noted that prior to the decision being taken by the Planning and Transport Committee; comments were being sought from all relevant committees.

In expressing support for the report, the Committee agreed that removal of 'A' Boards should be mandatory and a zero tolerance approach towards obstruction should be implemented. The Assistant Director of Street Scene and Strategy advised that enforcement would be in accord with the City's enforcement policy and that businesses with 'A' Boards would be made aware of the policy position before formal action was taken. This would be the same approach as that taken in the successful enforcement of the time banding of bagged waste being presented on our streets.

RESOLVED – That the Committee supports the recommendations of the report and that comments of the Committee be forwarded to the Planning and Transportation Committee.

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<b>Committee(s):</b>	<b>Date(s):</b>
Planning & Transportation	10 Jun 2014
<b>Subject:</b> City Fund Highway Declaration – 120 Fenchurch Street, EC3	<b>Public</b>
<b>Report of:</b> City Surveyor (CS.204/14)	<b>For Decision</b>
<p style="text-align: center;"><b>Summary</b></p> <p>Approval is sought to declare parcels of City Fund highway land (as shown in Appendix 1) at Billiter Square, Fenchurch Avenue, Billiter Street, Fenchurch Street and Fen Court, EC3, to be surplus to highway requirements to allow its disposal.</p> <p>The land is encompassed by a permitted development scheme to be undertaken by Saxon Land BV at 120 Fenchurch Street, EC3, for which you granted planning permission at your meeting of the 30th March 2012.</p> <p>Parts of the new building are to be constructed on highway land and there will also be oversailing by cleaning equipment, all affecting a total area of 2,561 ft<sup>2</sup> (237.92 m<sup>2</sup>) of City Fund highway.</p> <p>The City regularly grants suitable land interests to owners and developers whose permitted schemes encompass City owned highway, for the purpose of promoting long term development. However, in order to grant third party interests in City Fund highway land, the affected parts first need to be declared surplus to highway requirements.</p> <p>The construction on the highway land will require stopping-up, which is to be dealt with by Saxon Land as a wholly separate process.</p> <p>It is not intended that the area of highway beneath the cleaning equipment projections be stopped-up. The highway stratum has to remain intact maintaining a clear headroom of 2.75m above the footpath.</p> <p>The terms for the highway disposal are to be separately reported for approval of the Property Investment Board and Finance Committee subject to your approval to declare the affected area surplus to highway requirements.</p> <p><b>Recommendation(s)</b></p> <p>Members are asked to:</p> <ul style="list-style-type: none"> <li>• Resolve to declare City Fund highway land at Billiter Square, Fenchurch Avenue, Billiter Street, Fenchurch Street and Fen Court, EC3 measuring 2,561 ft<sup>2</sup> (237.93 m<sup>2</sup>) in total and encompassed by the permitted development at 120 Fenchurch Street (11/00854/FULEIA) to be surplus to highway requirements to enable it to be incorporated into the development scheme with the disposal terms to be subject to the approval of the Property</li> </ul>	

Investment Board and the Finance Committee.

- Note that insofar as part of the affected highway land is only to be used for oversailing such declaration is restricted to that vertical section as needed for the oversailing to operate and that the declaration excludes the highway stratum which is to be retained for highway purposes.

## **Main Report**

### **Background**

1. Saxon Land BV is proposing development of a 1 acre site bounded by Fenchurch Avenue, Billiter Street, Fenchurch Street and Fen Court, EC3, for which you granted consent at your meeting on the 30th March 2012 (11/00854/FULEIA).
2. The permitted scheme involves construction of a new building on highway land at Billiter Square, EC3, and cleaning equipment projections from it oversailing other parts of the highway. A plan of the affected highway is shown at Appendix 1.
3. The scheme will be subject to a statutory highways projection licence which is issued by the City in its capacity as highway authority to preserve its highway functions but does not create any permanent interest in the highway land.

### **Current Position**

4. Saxon Land BV has approached the City seeking a permanent interest in the affected highway land to assure retention of its proposed building projections.
5. Buildings where the construction and retention of habitable accommodation would be governed or is governed solely by a highway licence can be compromised as investments. Therefore for the purpose of promoting long term development, the City regularly grants suitable permanent interests where permitted schemes encompass City owned highway land.
6. Where City Fund highway is involved, before the City is able to dispose of any interests in it, the affected land must first be declared surplus to highway requirements.
7. Although the City can dispose of its highway land as a property owner, the highway stratum will nevertheless remain vested in the City as the highway authority until such time as it is stopped-up.
8. In this instance stopping-up will be required where new buildings are constructed on highway land, but will not be needed in respect of oversailing interests. Stopping-up is to be dealt with as a separate statutory process, and for which Saxon Land will need to apply. Such declaration as is now sought will not prejudice any subsequent highway stopping-up procedures.

9. However, it is intended that the highway stratum remains intact beneath the oversailing. The highway stratum is defined as being 2 'spits' depth beneath the footpath and having a clear headroom of 2.75m above it.
10. **Affected Highway** - The area of City Fund highway land encompassed by the scheme amounts to 2,561 ft<sup>2</sup> (237.95 m<sup>2</sup>).

## Proposals

11. Subject to your agreement to declare the area of City Fund highway surplus to requirements, it is proposed that the City disposes of a suitable interest in the highway land upon terms to be approved by the Property Investment Board and Finance Committee to enable the various structures that are required for the development scheme to proceed subject to any necessary stopping-up first being obtained.

## Implications

12. The disposal of highway land will support development and investment in the City, which inter alia ensures the supply of first class business accommodation in the City (A World Class City).
13. **Financial** - The financial implications of any disposal will be considered by the Property Investment Board and Finance Committee.
14. **Stopping-up** - The highway land upon which new buildings are intended will require stopping-up, which Saxon Land BV will need to undertake as a separate process. The cleaning equipment projections will oversail the highway but will not require stopping-up, thus the highway stratum will remain intact.
15. **Power of Disposal** - The transaction involves the disposal of City Fund land held by the City of London for highway purposes. Disposal of land held for highway purposes is authorised by Section 9 City of London (Various Powers) Act 1958, which allows the City of London Corporation to dispose of its land within or outside of the City in such manner and for such consideration and on such terms and conditions as it thinks fit.
16. **Property Investment Board / Finance Committee** - The terms of the negotiated highway disposal transaction are to be reported to the Property Investment Board and Finance Committee for consideration, subject to you declaring that the affected City Fund highway land will become surplus to requirements subject also to the necessary stopping-up being obtained.

## Conclusion

17. The necessary declaration to confirm that the highway is surplus to requirements subject to stopping-up being obtained where necessary, will enable the development according to the planning permission that has been granted and assist investment and regeneration in the City.

## **Appendices**

- Appendix 1 – Highway Plan

## **Background Papers:**

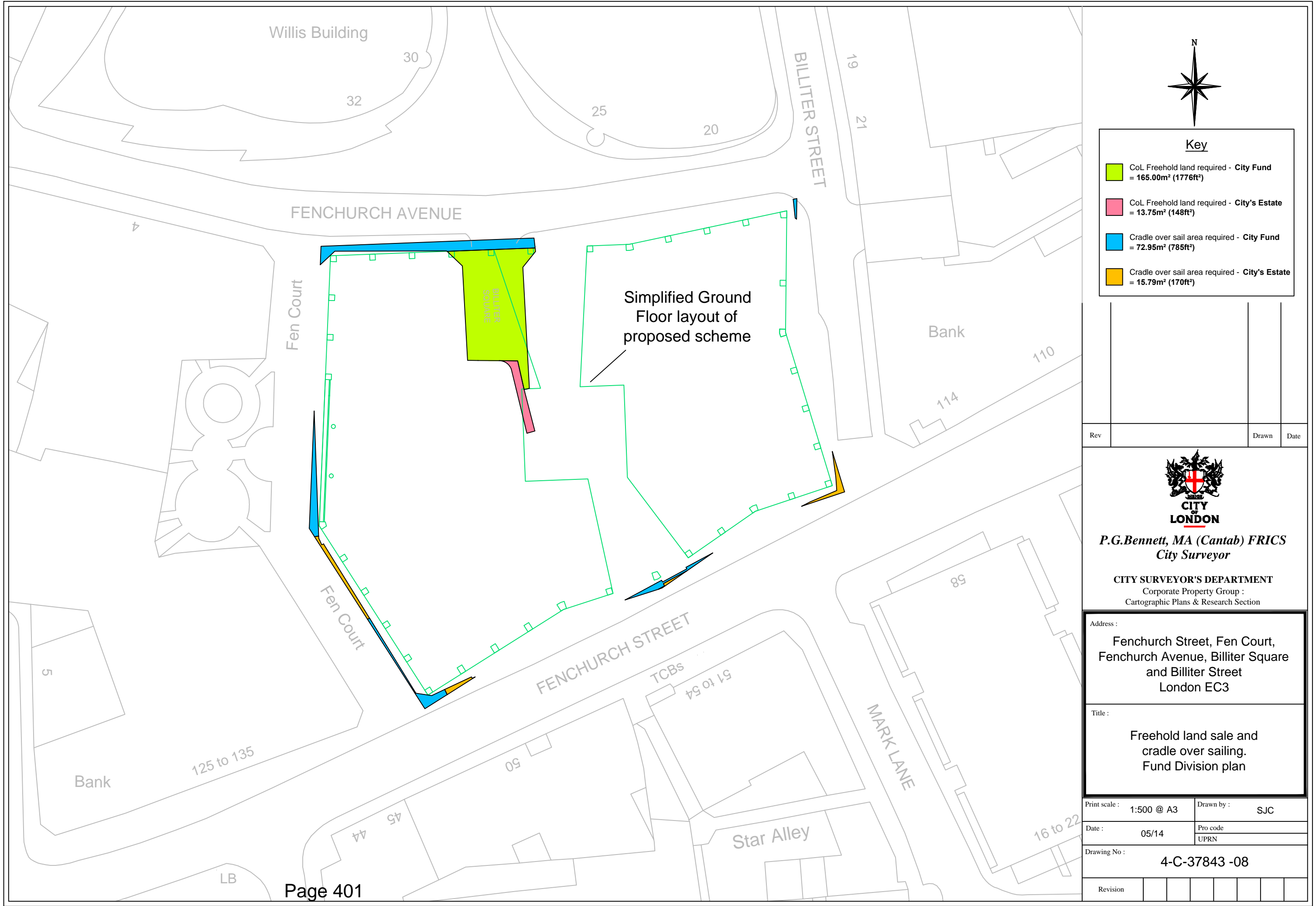
Planning Consent no. 11/00854/FULEIA (30th March 2012).

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Key

- CoL Freehold land required - **City Fund**  
= 165.00m<sup>2</sup> (1776ft<sup>2</sup>)
- CoL Freehold land required - **City's Estate**  
= 13.75m<sup>2</sup> (148ft<sup>2</sup>)
- Cradle over sail area required - **City Fund**  
= 72.95m<sup>2</sup> (785ft<sup>2</sup>)
- Cradle over sail area required - **City's Estate**  
= 15.79m<sup>2</sup> (170ft<sup>2</sup>)

Rev		Drawn	Date
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**P.G.Bennett, MA (Cantab) FRICS**  
**City Surveyor**

**CITY SURVEYOR'S DEPARTMENT**  
Corporate Property Group :  
Cartographic Plans & Research Section

Address :  
**Fenchurch Street, Fen Court,  
Fenchurch Avenue, Billiter Square  
and Billiter Street  
London EC3**

Title :  
**Freehold land sale and  
cradle over sailing.  
Fund Division plan**

Print scale :	1:500 @ A3	Drawn by :	SJC
Date :	05/14	Pro code	
		UPRN	
Drawing No :	<b>4-C-37843 -08</b>		
Revision			

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<b>Committee(s):</b>	<b>Date(s):</b>
Planning & Transportation	10 Jun 2014
<b>Subject:</b> City Fund Highway Declaration – Fore Street, EC2	<b>Public</b>
<b>Report of:</b> City Surveyor (CS.178/14)	<b>For Decision</b>
<p style="text-align: center;"><b>Summary</b></p> <p>Approval is sought to declare an area of 485 ft<sup>2</sup> of City Fund highway land at Fore Street, EC2 to be surplus to highway requirements, to allow its disposal and enable the permitted development scheme being proposed by the Salters Company to its premises.</p> <p>The highway land will be affected by construction of habitable accommodation projecting into the airspace from 1st to 4th floor levels, beneath an existing 5th floor projection.</p> <p>You granted planning permission for the development at your meeting of the 19th February 2009.</p> <p>In order to grant third party interests in City Fund highway land, the affected parts should first be declared surplus to highway requirements.</p> <p>It is not intended that the area of highway beneath the proposed projection be stopped-up. The highway stratum has to remain intact maintaining a clear headroom of 2.75m above the footpath.</p> <p>The terms for the highway disposal are to be separately reported for approval of the Property Investment Board subject to your approval to declare the affected area surplus to highway requirements.</p> <p><b>Recommendation(s)</b></p> <p>Members are asked to:</p> <ul style="list-style-type: none"> <li>• Resolve to declare City Fund highway land at Fore Street, EC2 measuring 485 ft<sup>2</sup> (45.05 m<sup>2</sup>) and to be oversailed by the permitted development of the Salters Hall (consent no. 08/00991/FUL) to be surplus to highway requirements to enable its disposal upon terms subject to the approval of the Property Investment Board, and such declaration excluding the highway stratum which is defined as being 2 spits depth beneath the footpath and at least 2.75m above it and which is to be retained for highway purposes.</li> </ul>	

## Main Report

## Background

1. The Master, Wardens and Commonality of the Art or Mystery of the Salters of London (Salters Company) has received planning consent to extend the 1st – 4th floors of its premises over the highway at Fore Street, EC2.
2. You approved planning consent (no.08/00991/FUL) for this structural oversail at your meeting of the 19th February 2009.
3. The works will be subject to a statutory highways projection licence which is issued by the City in its capacity as highway authority to preserve its highway functions but does not create any permanent interest in land.

## Current Position

4. The Salters Company has approached the City seeking a permanent interest in the affected land to assure retention of its proposed building projections.
5. Buildings where the construction and retention of habitable accommodation would be governed or is governed solely by a highway licence can be compromised as investments. Therefore for the purpose of promoting long term development, the City regularly grants suitable permanent interests where permitted schemes encompass City owned highway land.
6. Where City Fund highway is involved, before the City is able to dispose of any interests in it, the affected land must first be declared surplus to highway requirements.
7. Although the City can dispose of its highway land as a property owner, the highway stratum will nevertheless remain vested in the City as the highway authority until such time as it is stopped-up. In this instance stopping-up is not proposed.
8. The proposed structural projections between the 1st-4th floors are to be constructed beneath the existing 5th floor highway projection. This existing 5th floor projection was permitted by way of highway licence in 1972, but no land interests relating to it previously sold, thus no previous highway declaration has been made.
9. It is intended that the highway stratum remains intact. The highway stratum is defined as being 2 'spits' depth beneath the footpath and having a clear headroom of 2.75m above it.
10. **Affected Highway** - The area of City Fund highway land in Fore Street affected by the permitted building oversail amounts to 485 ft<sup>2</sup> (45.05 m<sup>2</sup>).

## Proposals

11. Subject to your agreement to declare the area of City Fund highway surplus to requirements, it is proposed that the City disposes of a suitable interest in the highway land upon terms to be approved by the Property Investment Board.

## Implications

12. The disposal of highway land will support development and investment in the City, which inter alia ensures the supply of first class business accommodation in the City (A World Class City).
13. **Financial** - The financial implications of any disposal will be considered by the Property Investment Board.
14. **Stopping-up** - The highway land to be oversailed by the approved structural projections is to be at such a height to ensure that the highway stratum remains intact, thus no stopping-up is intended or necessary.
15. **Power of Disposal** - The transaction involves the disposal of City Fund land held by the City of London for highway purposes. Disposal of land held for highway purposes is authorised by Section 9 City of London (Various Powers) Act 1958, which allows the City of London Corporation to dispose of its land within or outside of the City in such manner and for such consideration and on such terms and conditions as it thinks fit.
16. **Property Investment Board** - The terms of the negotiated highway disposal transaction are to be reported to the Property Investment Board for consideration, subject to you first declaring that the affected City Fund highway land will become surplus to requirements.

## Conclusion

17. The necessary declaration confirming the highway to be surplus to requirements excluding the highway stratum, will enable development of the property according to the planning permission that has been granted for extension of the Salters Hall.

## Appendices

- Appendix 1 – Highway Plan

## Background Papers:

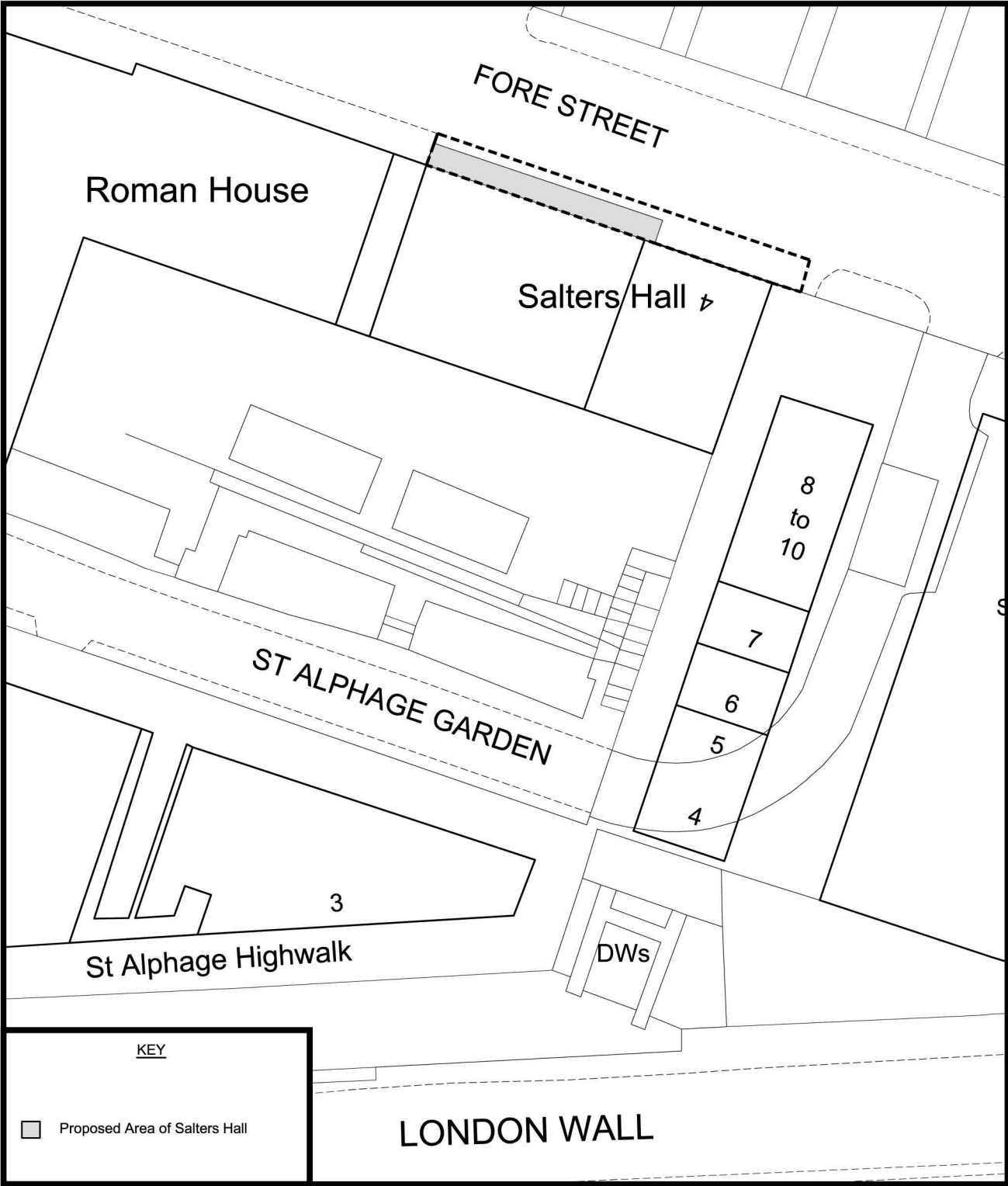
Planning Consent no. 08/00991/FUL (19 February 2009).

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Title :

Committee Plan,  
Fore Street EC2,  
Highway Transaction

Address :

Salters Hall,  
4 Fore Street,  
London, EC2

Pro code

UPRN



**P.G.Bennett, MA (Cantab) FRICS**  
**City Surveyor**

**CITY SURVEYOR'S DEPARTMENT**  
Property Projects Group :  
Plans & Research

Print Scale :  
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Date :  
May 2014

Drawn by :  
K.T.

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Committee(s):	Date(s):
Port Health and Environmental Services (For decision) Planning and Transportation (For Information) Culture, Heritage and Libraries (For Information) Licensing (For Information)	13 May 2014  10 June 2014  27 May 2014  21 July 2014
Subject: Street Trading Policy	Public
Report of: Director of Markets and Consumer Protection	For Decision
<p style="text-align: center;"><b><u>Summary</u></b></p> <p>The City of London (Various Powers) Act 2013 has made changes to the long established street trading regime within the City of London. The City Corporation will have the authority to issue temporary street trading licences so that commemorative and seasonal events will be able to include a street trading element.</p> <p>Powers of enforcement against illegal street trading have been strengthened with items used to facilitate illegal sales being subject to seizure. This includes vehicles such as ice cream vans.</p> <p>This report provides an introduction to the attached combined policy and procedure document. This report:</p> <ul style="list-style-type: none"> <li>• Explains the legislation affecting street trading in the City of London;</li> <li>• Sets out the City Corporation's policy in respect of the regulation of street trading, including its enforcement; and</li> <li>• Offers guidance as to the procedure to be followed in seeking a street trading licence</li> </ul> <p>The report outlines matters considered by the licensing service in setting the proposed temporary licence fees which follow legally established guidelines. The fees set out in the policy are designed to cover the costs associated with the licensing process. Authorities, including the City Corporation, are not able to include the costs of enforcement against unlicensed street traders within their fees.</p> <p><b>Recommendations</b></p> <p><b>Port Health and Public Protection</b></p> <p>It is recommended that your Committee:</p> <ul style="list-style-type: none"> <li>• Agree the proposed policy attached as Appendix 1 to this report.</li> <li>• Agree the fees, incorporated as part of the Policy document, and replicated as Appendix 2 to this report.</li> </ul>	

## **Planning and Transportation**

Members are invited to note the contents of this report

## **Licensing**

Members are invited to note the contents of this report

## **Main Report**

### **Background**

1. A report was considered by the Port Health and Environmental Services Committee on 11 March 2014 and the Planning and Transportation Committee on 18 March 2014 outlining the main changes introduced by the City of London (Various Powers) Act 2013. The present report concentrates on the City Corporation's policy response to the changes in the law.
2. Prior to the 2013 Act the only street trading permitted in the City of London was in part of Middlesex Street and only on Sunday mornings. Under the new measures, the City Corporation may issue temporary street trading licences for up to 21 days in any area of the City of London other than Middlesex Street. It remains the view of the City Corporation that street trading is generally not suitable within the City of London.
3. Where a temporary market is proposed, the Act provides for one person to apply on behalf of a number of traders. Provision is made by the Act for charging of fees for applications for and grant of temporary licences and for the imposition of licence conditions as to charges and the recovery of expenses.
4. A new seizure power applies to goods being unlawfully sold, and to equipment and vehicles used by unlawful street traders. This will enable, for example, an ice cream van operating in the City to be seized.

### **Current Position**

5. A prohibition on street trading in the City of London, other than in Middlesex Street, has been in force for many years. The 2013 Act liberalises the arrangements so as to permit street trading to take place for temporary periods in defined areas.
6. A combined policy and procedure document has been produced for the purpose of:
  - explaining the legislation affecting street trading in the City;
  - setting out the Corporation's policy in respect of the regulation of street trading, including its enforcement; and
  - offering guidance as to the procedure that should be followed in seeking a street trading licence.

The document can be seen as Appendix 1.

7. Of particular note is paragraph 4.3 of the document which establishes the type of occasion where a temporary licence will be acceptable i.e. as part of a one-off street festival or charity event, seasonal event or a specialist market.
8. Paragraph 4.4 looks at the criteria which will be considered prior to issuing a licence. The criteria are designed to ensure that before a temporary licence is issued environmental and public safety considerations will be taken into account, together with any other relevant City Corporation policies and strategies.
9. Also of note is paragraph 7.16 which ensures any receptacle has been approved by the City Corporation before being placed on the highway.
10. Before preparing the policy the views from a number of City Corporation services were sought including Planning, Highways, Cleansing, the Remembrancer's Office, the Comptroller's Office, and Environmental Health. Their comments were taken into consideration in the preparation of the policy.

## **Fees**

11. The City Corporation may charge such fees for applications for and the grant of temporary licences as it may determine and as may be sufficient in aggregate to cover the reasonable administrative or other costs it incurs in connection with street trading applications.
12. A high court case held on 16 May 2012 (*R (Hemming and Others) v Westminster City Council*) concluded that the amount of the fee is required to be determined every year and further that a local authority was precluded from making a profit from the licensing regime. A full account of the fee income and expenditure would therefore need to be considered to ensure a surplus is not being made.
13. In determining the proposed fee structure for temporary street trading licences the following factors have been taken into account:
  - Officer time spent on processing applications including site inspections and the issue of any licence
  - Officer time spent on the development and maintenance of processes and guidance notes
  - Training of staff as necessary
  - A percentage of the service costs such as accommodation and equipment
  - Officer time spent on inspections to ensure compliance with terms and conditions of any licence
14. Costs associated with the enforcement of unlicensed street trading activity have not been taken into account in setting the proposed fees, which are set out in Appendix 2.

## **Corporate & Strategic Implications**

15. The proposed policy and the introduction of temporary street trading in the City of London meets one of the City Corporation's aims, as stated in the Corporate

Plan 2013-2017, 'To provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes'.

16. It also meets one of the five key policy priorities KPP2, in that it seeks to 'support and promote the international and domestic financial and business sector.

## **Implications**

17. If fees are set lower than those recommended the result will be a deficit for 2014/15 as costs of administering the licence will not be fully met from income received. Fees set higher than those recommended will result in a surplus i.e. an income which exceeds the cost of providing the service.
18. Any such surplus or deficit for 2014/15 will be calculated after the end of that financial year and carried forward to be taken into consideration when fees are set for 2016/17. Ignoring a surplus or deficit could result in the City Corporation being subject to legal challenge.

## **Appendices**

*Appendix 1 – Street Trading policy and Procedure*

*Appendix II – Proposed fees*

## **Background Papers:**

Port Health & Environmental Services Committee Report 11 March 2014: 'City of London (Various Powers) Act 2013 London Local Authorities and Transport for London (No. 2) Act 2013'

*Transcript of (R (Hemming and Others) v Westminster City Council)*

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City of London Corporation

# POLICY & PROCEDURE

## Street Trading

(In accordance with section 16H of the  
City of London (Various Powers) Act 1987)

## CONTENTS

	Section	Page
1	Introduction	3
2	Definitions	3
3	Legislation	4
4	City Corporation's policy in respect of street trading	5
5	Terms and conditions of licences	8
6	Enforcement of street trading laws	9
7	Making an application for a street trading licence	10
8	Appeal Procedure	12
9	Fees and charges	13
10	Contacts	14

### Appendices:

1	Street trading bylaws	15
2	Measurement of available footpath	19
3	Standard conditions for Middlesex Street licences	21
4	Standard conditions for Temporary licences	23
5	Procedure for seized items	25
6	Application form for new Middlesex Street licence	28
7	Application form for renewal of Middlesex Street licence	30
8	Application form for temporary licence	32
9	Fees	35

## 1. Introduction

- 1.1. The purpose of this document is to:
  - explain the legislation affecting street trading in the City;
  - set out the Corporation's policy in respect of the regulation of street trading, including its enforcement; and
  - offer guidance as to the procedure that should be followed in seeking a street trading licence.
- 1.2. For many years street trading within the City of London was not permitted except for a Sunday market held in part of Middlesex Street. This general prohibition has now been amended by the City of London (Various Powers) Act 2013 which permits licences to be issued for street trading elsewhere in the City of London for limited periods.
- 1.3. Separate provision is made for ice cream trading outside food premises in the City. Please go to *[web link to be inserted]* for more information about this.
- 1.4. It is intended to review the Corporation's policy on street trading every three years although minor amendments may be made between general reviews.

## 2. Definitions

1965 Act: The City of London (Various Powers) Act 1965

1987 Act: The City of London (Various Powers) Act 1987

2013 Act: The City of London (Various Powers) Act 2013

Middlesex Street licence: A licence granted under section 8 of the 1987 Act.

Licensed street trader: A person, including a temporary licence holder, licensed to engage in street trading by a street trading licence granted under the 1987 Act. This includes both Middlesex Street traders and temporary licence holders.

Receptacle:	Includes a vehicle, trailer or stall and any basket, bag, box, vessel, stand, easel, board, tray or other structure or thing which is used as a container for, or for the display of, any article or thing.
Street trading:	The selling or exposing or offering for sale of any article or thing in a street.
Street trading licence:	A licence to engage in street trading granted under the 1987 Act. This includes both Middlesex Street licences and temporary licences.
Temporary licence:	A licence granted under section 11A of the 1987 Act which is valid for a period of up to 21 days.
Trading area:	An area which is specified in a temporary licence as the area within which street trading is permitted.

### **3. Legislation**

- 3.1. The legislation applying to street trading in the City of London is contained primarily in the City of London (Various Powers) Act 1987 as amended by the 2013 Act.
- 3.2. Licences may be granted under section 8 of the 1987 Act for street trading in the part of Middlesex Street between the junctions with Widegate Street and Sandys Row. Street trading under such a licence can only take place between the hours of 9 a.m. and 2 p.m. on Sundays (other than on Christmas Day when that day falls on a Sunday). Middlesex Street licences expire at the end of each calendar year.
- 3.3. Temporary licences may be granted under section 11A of the 1987 Act. Temporary Licences permit the licence holder to carry on street trading in a designated area set out in the licence for a maximum period of 21 days.
- 3.4. The City of London Corporation may make byelaws under section 21 of the 1965 Act (applicable to Middlesex Street trading only) and section 14 of the



1987 Act (applicable to all street trading) concerning, amongst other things, the manner in which street trading is carried on and the dimensions of receptacles. Applicable byelaws are attached as Appendix 1.

- 3.5. Sections 8(1) and 11A(4) of the 1987 Act provide that an application for a street trading licence must contain certain information. The grounds for refusing to grant or renew a Middlesex Street licence are set out in section 8 of the Act.
- 3.6. It is an offence under section 16(1) of the 1987 Act for any person to engage in street trading in the City of London other than in accordance with a street trading licence.

#### **4. City Corporation's policy in respect of temporary street trading**

- 4.1. As a global financial and business centre with a small resident population and a very large daily workforce, the City requires an environment which meets its special needs. This was recognised at the beginning of the 20<sup>th</sup> century with the enactment of the City of London (Various Powers) Act of 1911. This brought to an end the problems of maintaining order, safety and hygiene created by large numbers of street traders being crowded into the City's many narrow and winding streets.
- 4.2. With one exception to the prohibition, for that part of Middlesex Street which is within the City, the general City restriction on street trading has been maintained until the present day. It remains the view of the Corporation that street trading is generally not suitable within the City. However, the 2013 Act enables the prohibition to be lifted so as to permit street trading to take place for temporary periods in specified areas.
- 4.3. The intention is to enable limited street trading to take place in relation to one-off street festivals or charity events such as the 800<sup>th</sup> anniversary celebration for London Bridge in 2009, the annual Smithfield Nocturne, and, where appropriate, for seasonal events such as may occur at Christmas. This could also include, for example, the licensing of short term specialist markets.
- 4.4. In considering an application for a temporary licence, the City Corporation will have in mind environmental and public safety considerations, the public's

right to use and enjoy the highway, together with any other relevant City Corporation policies and strategies. Specific factors to be taken into account will include:

- The proximity and nature of any rail and tube stations, road junctions, and pedestrian crossing points;
- The volume of pedestrian footfall especially at peak times;
- Whether the proposed Trading area would enable continued free access to members of the public using the road, pavement, other footpath, footway or walkway or cause obstruction to e.g. pedestrians, prams and wheelchairs;
- The presence of existing street furniture;
- Any other factors which might put safety at risk;
- Whether the proposed street trading might have a negative effect on the character and appearance of the area in particular near heritage sites, conservation areas and listed buildings;
- The number of other temporary licences that have been issued for areas in or near the proposed trading area;
- Other events taking place within the City of London
- The nature of goods proposed to be sold;
- Any relevant factors relating to the applicant;
- Waste disposal arrangements;
- Any adverse impact on private rights – especially impacts on access to property/security of premises.

4.5. It is important that the public are able to pass along footpaths without the risk of coming into contact with vehicular and other traffic. In particular those using wheelchairs, mobility vehicles, pushchairs and buggies should be able to pass on pavements. As a guide, there should be a minimum width of unobstructed footway of two metres between the edge of a trading area and the edge of the footway. Where pedestrian flow rates are greater than 1200 persons per hour this distance may be increased, and such distances will need to take account of street furniture such as bollards, benches, cycle racks and bus stops etc. Permission will not be granted where the street trading might interfere with a fire escape. Further details of safe distances and how they should be measured are set out in Appendix 2.

4.6. Other potential hazards which will be considered include the impact on emergency services accessibility and whether the street trading would result in poor sight lines affecting vehicular or pedestrian traffic. In particular, street

trading will not normally be permitted within five metres of a pedestrian crossing.

- 4.7. To protect the attractiveness of the City's streets, it is important that the granting of a temporary licence does not result in detriment to the street scene. Street trading activity should not cause environmental problems or detract from the amenities of adjacent retailers/occupiers. Regard will be had to any potential problems associated with crime and disorder or anti-social behaviour. Street trading activity should not represent, or be likely to represent, a substantial risk of nuisance to the public or business from noise, particularly in residential areas and close to sensitive premises/areas e.g. schools, banks, listed buildings, conservation areas etc.
- 4.8. Where an event is to take place over a large area, such as a processional route, applications are more likely to be granted where they are along the route designated for that event or close to the event area. In these circumstances the number of temporary street trading licences granted in the same street or area, (where part of a single application), will be of less significance than in other cases. However, consideration will be given to the sufficiency of existing trading outlets to serve the needs of the event.
- 4.9. Temporary Licences will usually be connected with a particular event. It is expected that the duration of the licence will be the same as the duration of that event, up to the statutory maximum of twenty-one days.
- 4.10. In order to restrict the possibility of noise nuisance, the playing of amplified or non-amplified music is unlikely to be permitted unless it is an integral part of the event. Each application will be considered individually taking into account the likelihood of disturbance to residents, businesses and other sensitive premises. Further information can be obtained from the Corporation's Environmental Health Pollution Team or can be found on the Corporation's website *[web link]*. Under certain circumstances the playing of music may require a Temporary Event Notice. This would be in addition to the Street Trading Licence. For more information on Temporary Event Notices please go to *(insert web link)*.
- 4.11. The use of generators may be permitted subject to the consideration of noise and emissions. Applications must include a detailed location plan indicating full details of generators and associated noise control. Further information can

be obtained from the Corporation's Environmental Health pollution Team or can be found on the Corporation's website [*web link*].

- 4.12. Artificial lighting will only be permitted if it does not cause a public nuisance.

## **5. Terms and conditions of licences**

### **Middlesex Street Licences**

- 5.1. The conditions (or "prescriptions") which are applied to Middlesex Street licences are set out in section 9 of the 1987 Act. These include the position or place in Middlesex Street where the licensee may trade, the articles which may be traded and the nature of any receptacle or equipment which may be used. A standard set of conditions for a Middlesex Street licence is set out at Appendix 3.
- 5.2. A street trading licence is granted to an individual and may not be transferred, sold or sublet to another individual.
- 5.3. A completed indemnity certificate is required before a licence is issued giving evidence of public liability insurance to the minimum value of £2,000,000 per incident.
- 5.4. Failure to comply with any conditions of a Middlesex Street licence may lead to its revocation in addition to any enforcement action.

### **Temporary Licences**

- 5.5. Temporary licences will specify, in addition to the area and time of street trading, the terms and conditions in accordance with which any street trading must take place (section 11A of the 1987 Act). Conditions will include the licence holder's responsibilities to maintain public safety, prevent nuisance and generally preserve the amenity of the locality. The standard conditions for temporary licences, which may be subject to alteration in the circumstances of each case, are set out in Appendix 4.
- 5.6. Permission will not normally be granted for temporary street trading to begin earlier than 09:00 Monday to Friday and 10:00 Saturday or Sunday. The

terminal hour will not normally be later than 21:00 Monday to Friday and 20:00 Saturday or Sunday. In considering the trading times, the Corporation will take into account the need to service the pitch e.g. to stock and re-stock, and the time needed to set up and take down any stall or other receptacle against the likelihood of disturbance to nearby residents and businesses.

- 5.7. A street trading licence is granted to an individual and may not be transferred, sold or sublet to another individual.
- 5.8. Where applicable, waste transfer arrangements must be provided on request to a City of London authorised officer. Any arrangement must comply with the City Corporation's Time banding Regulations. Further details can be obtained by clicking *[insert web link]*.
- 5.9. The licence holder must ensure that there is no litter around his place of trading and in a 3 square metre immediate vicinity of the trading area (regardless of whether the litter emanated from his business). The licence holder will ensure any staining of the footpath is removed before the end of trading on each day to the required standards of the City Corporation. Failure to achieve this will result in the City Corporation arranging removal of any staining and recharging the licence holder. The expected rates for additional cleansing can be seen as part of Appendix 9.
- 5.10. A completed indemnity certificate is required before a licence is issued giving evidence of public liability insurance to the minimum value of £2,000,000 per incident. Where the trading area and/or receptacle is large e.g. a marquee, a trading area containing more than two receptacles, the minimum value of public liability insurance may have to be increased. If in doubt as to the amount of insurance required please consult the licensing team.

## **6 Enforcement of street trading laws**

- 6.1 It is an offence under section 16 of the 1987 Act for any person to engage in street trading in the City of London unless they are a licensed street trader who is:
  - trading in accordance with a Middlesex Street licence, or
  - trading in accordance with a temporary licence granted under section 11A of the 1987 Act.

- 6.2 Any person convicted of an offence under section 16 is liable to a fine up to Level 3 on the Standard Scale (£1000).
- 6.3 A police officer or authorised officer of the City Corporation may, where they have reasonable grounds for believing that a person has committed an offence of unlawful street trading, seize any article or thing being offered for sale (whether or not the items are displayed), or any receptacle or equipment being used.
- 6.4 The procedure to be followed for seizure, including information about how goods may be returned, is explained in Appendix 5. Special provision is made for perishable goods and motor vehicles.
- 6.5 The City of London Port Health and Public Protection Department's Enforcement Policy will always be taken into consideration before any enforcement action is taken. The City of London Corporation's general approach is to assist traders in meeting their legal obligations and to work with them in putting things right. Further information on the Enforcement Policy can be found at *[insert web link]*.

## **7. Making an application for a street trading licence**

### **General**

- 7.1 It is recommended that potential applicants contact a licensing officer prior to submitting an application.
- 7.2 In order to obtain a street trading licence, or renew an existing Middlesex Street licence, an application must be made in writing to the City of London Licensing Service.
- 7.3 An application for a Middlesex Street licence must be in the form set out in Appendix 6 (new) or 7 (renewal). An application for a temporary licence must be in the form set out in Appendix 8. There is no renewal process for a temporary licence.
- 7.4 An application form must be accompanied by two recent photographs of the applicant and the appropriate fee.

- 7.5 On receipt of an application form, licensing officers will check to ensure it is completed correctly and complies with all statutory requirements.
- 7.6 Street trading will not normally require planning permission. However the selling of articles on the highway may require planning permission or affect the current planning use of the premises where that premises is connected with the licensed street trader. In these circumstances planning permission must be obtained in the normal way. Similarly, where temporary street trading will involve the closure of a road, a closure order under the Road Traffic Regulation Act 1984 will need to be applied for. [*link to relevant parts of CoL website*]
- 7.7 Where an LPG fuelled appliance is to be used, a copy of an up-to-date competent person's form certifying that the appliance has been properly checked and is sound must accompany the application form.

### **Middlesex Street Licences**

- 7.8 Under section 8(2) of the 1987 Act, an application for renewal of a Middlesex Street trading licence should be made no earlier than three months, and no later than two months, before the date on which that licence, unless revoked or surrendered, will cease to be valid.
- 7.9 Late applications will be considered and processed so far as reasonably practicable. However, applicants should be aware that if the application is submitted late it may not be processed before the existing licence ceases to be valid. This may result in a period of time during which the applicant cannot carry on any street trading.
- 7.10 Where a renewal application has been made, and there have been no justified complaints or enforcement issues, and all fees have been paid on time, the licence will normally be renewed.
- 7.11 If an application for a Middlesex Street Licence is refused on the grounds that there is no available space, the applicant will be given the option of having his details added to a waiting list. When a suitable space becomes available, the person next in line on the waiting list will be contacted and invited to re-submit an application form for the now vacant position.

## **Temporary Licences**

- 7.12 Full details of the trader, the goods proposed to be traded and the area of trading must be included on the application form. The application form must be accompanied with a plan showing the proposed Trading area outlined in red.
- 7.13 Where a number of stall holders come together as part of a single market, event, commemoration, or similar, a single application may be made. Such an application must list the names and addresses of all proposed traders.
- 7.14 Applications should be made no earlier than six months before the date on which a licence is required, and no later than twenty-eight days before the start of the proposed licence. As with Middlesex Street applications, if the application is submitted late it may not be processed in time for the proposed first trading day.
- 7.15 Before the grant of a temporary licence a site visit will be carried out by Licensing Officers and/or other officers of the City Corporation.
- 7.16 The design and appearance of any receptacle which is to be used will need to be agreed with the Licensing team and/or planning officers. If a large structure, the receptacle may need to be inspected by the City Corporation's District Surveyors.

## **8 Appeal Procedure**

- 8.1 Any person aggrieved by the refusal of the City Corporation to grant or, in the case of a Middlesex Street licence, renew, a street trading licence, or by the revocation or variation of a street trading licence, or by any prescription of a Middlesex Street licence, may appeal to the magistrates' court.
- 8.2 Any appeal must be made within fourteen days from the date on which the refusal, revocation, variation or prescription which is the subject of the appeal is notified to such person.



- 8.3 Further details of the appeal procedure can be found in the Licensing section of the City of London website (*web link to be inserted*) or by contacting the licensing team.

## **9 Fees and charges**

### **Middlesex Street Licences**

- 9.1 The fee for an application for the grant or renewal of a Middlesex Street licence is set by section 10 of the 1987 Act at £5. The fee should be submitted with the application. In the case of a Middlesex Street application, the fee will be returned to the applicant if the application is refused.
- 9.2 In addition to the application fee a further fee will be charged (a 'licence' fee) to recover the City Corporation's costs in issuing and maintaining the licence. This fee is currently set at £780 per annum. Where a licence is granted part way through the year the 'licence' fee will be reduced on a pro-rata basis. For example, if a licence was granted at the beginning of April only 75% of the fee will be payable. The fee for a Middlesex Street licence can be paid on a quarterly basis at no additional cost to the licence holder.
- 9.3 A list of current fees and charges is set out in Appendix 9.

### **Temporary Licences**

- 9.4 The fee for an application for a temporary licence is determined by the City Corporation and is currently set at £300 plus an additional 'trading' fee dependant on the length of time the licence is granted and is currently set at between £73 and £370.
- 9.5 Where the application is for multiple traders and/or trading areas, the fee will be determined individually in each case.
- 9.6 In addition to the application fee, charges may be payable including for the removal of refuse or other services provided to licensees.
- 9.7 An application for a temporary licence must be accompanied by the relevant total fee. The fee is for the duration of the temporary licence.

9.8 A list of current fees and charges is set out in Appendix 9.

## 10 Contacts

Write to:     Licensing Service  
              Walbrook Wharf  
              Upper Thames Street  
              EC4R 3TD

Email:        [licensing@cityoflondon.gov.uk](mailto:licensing@cityoflondon.gov.uk)

Telephone:   020 7332 3406

You can also find more information and links to other sources of information on the City of London's website. Please click on the link below:

[Street Trading further information](#) *(link to be inserted)*

## BYELAWS AS TO STREET TRADING

**BYELAWS made by the Mayor and Commonalty and Citizens of the City of London acting by the Common Council with respect to Street Trading in the said City pursuant to Section 21 of the City of London (Various Powers) Act, 1965.**

1. In these Bylaws:-

“the Act” means the City of London (Various Powers) Act, 1965;

“the Act of 1911” means the City of London (Various Powers) Act, 1911;

“the Corporation” means the Mayor and Commonalty and Citizens of the City of London acting by the Common Council;

“licensed street trader” means a person licensed to engage in street trading by a licence granted under Part III of the Act;

“registered street trader” means a person registered as a street trader under Section 24 of the Act of 1911;

“receptacle” includes a vehicle or stall and any basket, bag, box, vessel, stand, easel, board, tray or other structure or thing which is used (whether or not constructed or adapted for such use) as a container for, or for the display of, any article or thing;

“article or thing” includes any living thing;

“street traders’ certificate” means a certificate issued to a registered street trader under Section 24 of the Act of 1911;

“street trading” means the selling or exposing or offering for sale of any article or thing in a street;

“street trading licence” means a licence to engage in street trading granted under Part III of the Act.

2. A licensed street trader shall not use a receptacle under the authority of a street trading licence unless it is so constructed as to be easily and immediately removable without the necessity of undressing the receptacle, and no accessories shall be attached thereto which would be likely to cause damage to the street.

3. A licensed street trader shall not, except for the purposes of supplying artificial light, cause or permit a receptacle used by him to be connected physically in any manner with any other receptacle, or any premises or property.

Provided that any connection for the purpose of supplying artificial light shall be readily detachable.

4. A licensed street trader shall not use a receptacle for street trading exceeding 7 feet in length, 4 feet 3 inches in width and 10 feet in height measured from the ground level.
5. *[no longer applicable]*
6. A licensed street trader shall not place a receptacle in such a manner as to project over the footway and where practicable shall place the receptacle along the curb-line. A receptacle may have an awning or roof projecting not more than 2 feet to the front and 2 feet to the rear of the receptacle (the front of the receptacle for this purpose is the side facing the footway).

Provided that any such awning or roof, including its supports, if any, shall insofar as they so project be in every part not less than 7 feet above the highway, and no articles or things shall be suspended from such awning or roof so as to reduce the headroom to less than 7 feet.

7. *[no longer applicable]*
8. A licensed street trader or a registered street trader shall not cause or permit any article or thing to project beyond or be placed alongside or around any receptacle used by him or be placed above the height of 10 feet measured from ground level.

Provided that the space immediately beneath the receptacle may be used for the deposit of articles or things, provided always that the street gullies are not obstructed thereby.

9. *[no longer applicable]*
10. *[no longer applicable]*
11. A licensed street trader or his assistant, shall when required by an officer of the City of London Police immediately remove his receptacle, articles or things temporarily, for so long a period as may be necessary from the space in front of any premises where their presence unduly obstructs or hinders the approach to or departure from such premises of persons or vehicles.

12. A licensed street trader or his assistant, or registered street trader, shall immediately remove his receptacle, articles or things temporarily for so long as may be necessary if required to do so by an officer of the City of London Police in the event of an emergency or in the exercise by the Corporation of any of their powers and duties.
13. A licensed street trader whilst engaged in street trading shall produce his street trading licence, [...], for inspection when requested to do so by an officer of the City of London Police or by an Inspector appointed by the Common Council of the City of London under the Shops Act, 1950.
14. *[no longer applicable]*
15. A licensed street trader shall cause all refuse, scraps, waste material, litter or rubbish arising from his street trading to be placed in suitable covered containers which shall be supplied by him and shall be kept exclusively for that purpose and he shall cause all such containers to be kept in a reasonably clean state, regard being had to the purposes for which they are provided, and shall cause such containers to be emptied as often as they are full into Refuse Containers provided by the Corporation.
16. A licensed street trader and any assistant shall demonstrate, offer for sale or sell goods only whilst standing at ground level or whilst sitting on a chair, box or other object placed at ground level, the height of such chair, box or other object not being in excess of 20 inches.
17. A licensed street trader shall not use or cause or permit to be used on any receptacle used by him for street trading, any system of lighting which includes any of the following types of equipment:-
  - (a) equipment not readily detachable.
  - (b) electricity leads exceeding five yards in length.
  - (c) candles or other naked lights unless the same are surrounded by a non- flammable and windproof shield.
18. The amount of the charges which the Corporation are authorised to make under Section 19 of the Act for the removal of refuse or other services rendered by them to licensed street traders, in respect of expenses incurred by them in the administration of Part III of the Act, and in the cleansing of that part of Middlesex Street in the City of London in which street trading takes place, shall not exceed *[£15 per week]*.

19. Any person who shall offend against any of the foregoing byelaws shall be liable on summary conviction to a penalty not exceeding [£500] and in the case of a continuing offence, to a further penalty not exceeding [???] for each day during which the offence continues after conviction therefor.

Examined.

(Signed) DESMOND HEAP,  
Comptroller and City Solicitor

The Common Seal of the Mayor and Commonalty and Citizens of the City of London was affixed to these Byelaws at a duly constituted meeting of the Court of Common Council held on the 29<sup>th</sup> day of June, 1967 and in my presence.

(Signed) E. H. NICHOLS.  
Town Clerk

The Secretary of State this day confirmed the foregoing Byelaws and fixed the date on which they are to come into operation as the first day of November, 1967.

(L.S.) (Signed) H. B. WILSON.  
An Assistant Under  
Secretary of State

Whitehall  
4<sup>th</sup> October 1967

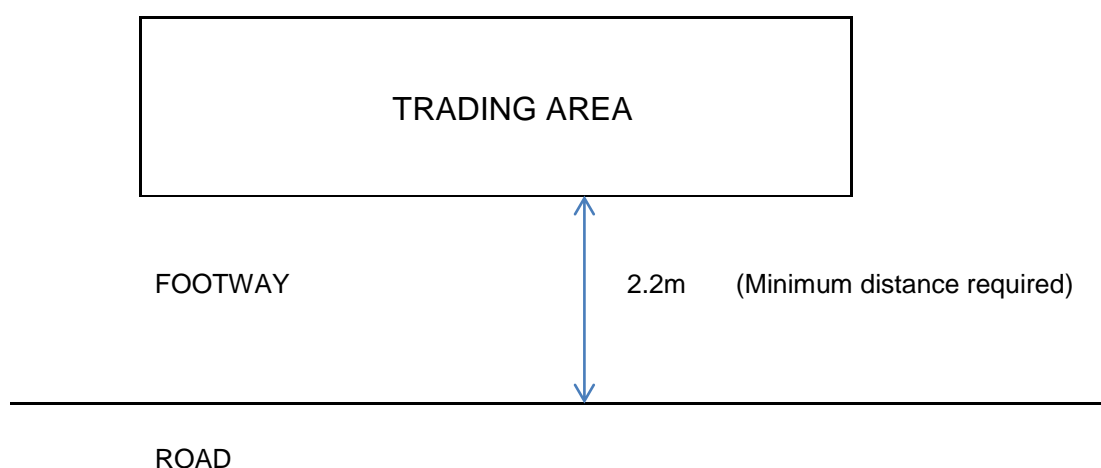
NOTE.

Section 13(2) of the City of London (Various Powers) Act, 1965, is in the following terms.

“(2) A person who is a licensed street trader may, subject to the provisions of this Part of this Act, engage in street trading in that part of Middlesex Street in the City which lies between the junctions of that street with Widegate Street and Sandys Row at any time between the hours of 9 a.m. and 2 p.m. on Sundays other than Christmas Day when that day falls on a Sunday.”

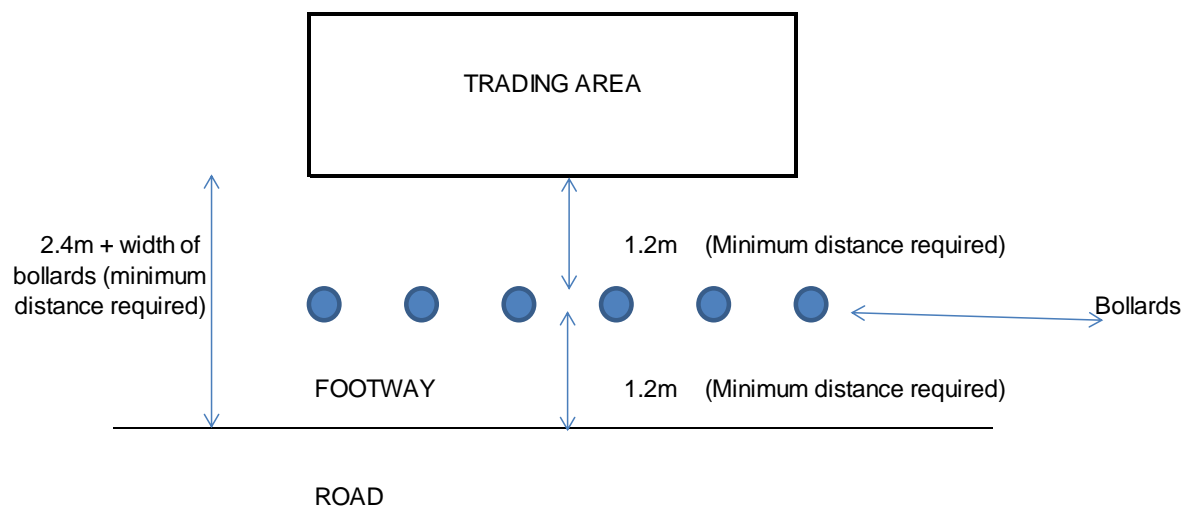
## Measurement of Available Footpath

- a) There must be a minimum width of unobstructed footway of 2.0 metres between the edge of the trading area and 200mm from the edge of the footway. The 200mm distance is to allow for the fact that pedestrians cannot be expected to walk on the edge of the footpath.



- b) Please note that the measurement is taken from the edge of the trading area and not the receptacle that may be used for trading. This is to allow for people browsing or queuing at the trader and not interfering with passing pedestrians.
- c) Where pedestrian flow rates are greater than 1200 persons per hour, particularly near a tourist attraction, this distance may be increased taking into consideration the likelihood of pedestrians stopping to observe shop fronts/the attraction etc. There is no exact formula for determining the minimum width of footpath and each case will be determined on its merits. The overriding factor will be the comfort of pedestrians and their ability to pass along the footpath safely.

- d) Where the footpath contains other street furniture such as lamp posts, bollards, parking meters, telephone booths, benches etc., the minimum unobstructed width will be measured between the edge of the trading area and 200mm from the item(s) in question plus the additional distance between the item(s) and 200mm from the edge of the footpath if each distance is not less than 1.2 metres.



- e) The positioning of the trading area should never discourage pedestrians from using the footway. The available pedestrian route must be straight, obvious and unobstructed and not pass through the trading area. An exception may be made where a street market occupies the whole of the Trading Area and the pedestrian route passes through the centre of that market.



## Standard Conditions for Middlesex Street Licences

1. The holder of any street trading licence, and any receptacle used for the purpose of street trading, must comply with all relevant road traffic and highways legislation.
2. The holder of any street trading licence, and any receptacle used for the purpose of street trading, must comply with all relevant food hygiene legislation.
3. The licensed street trader shall only trade from a receptacle approved by the Corporation in writing.
4. The licensed street trader shall maintain the receptacle in a clean condition and its structure, where appropriate, shall be kept in good order, repair and condition to the satisfaction of a licensing officer.
5. The licensed street trader shall conduct his business in such manner to ensure that he does not:
  - Cause a nuisance to the occupiers of adjoining property
  - Cause an obstruction to the vehicles or pedestrians using the highway
  - Cause a danger to occupiers of adjoining property or to users of the highway
6. A copy of the licence, suitably protected against the weather, shall be displayed in a prominent position on the stall or vehicle at all times when trading is taking place
7. No process or operation shall be carried out which would give rise to a nuisance by reasons of noise, vibration, smoke or smell.
8. No poster, advertisement, signage or decoration of an unsuitable material or nature shall be displayed, sold or distributed on or about the vehicle or premises. For the purpose of this condition, material is unsuitable if, in the

opinion of an authorised officer of the City Corporation, it is indecent, scandalous, offensive or likely to be harmful to any person likely to apprehend it. Material may also be considered to be unsuitable if it is of such a nature as to distract motorists driving on the highway.

9. Failure to comply with any condition attached to the street trading licence may result in the revocation of that licence

## Standard Conditions for Temporary Street Licences

1. The holder of any street trading licence, and any receptacle used for the purpose of street trading, must comply with all relevant road traffic and highways legislation.
2. The holder of any street trading licence, and any receptacle used for the purpose of street trading, must comply with all relevant food hygiene legislation.
3. The licensed street trader shall only trade from a receptacle approved in writing by the Corporation.
4. Trading shall only take place in the area specified on the licence.
5. The licensed street trader may only offer for sale the commodities specified on the licence.
6. The licensed street trader shall maintain the receptacle in a clean condition and its structure, where appropriate, shall be kept in good order, repair and condition to the satisfaction of a City Corporation licensing officer.
7. The licensed street trader shall conduct his business in such manner to ensure that he does not:
  - Cause a nuisance to the occupiers of nearby property
  - Cause an obstruction to the vehicles or pedestrians using the highway
  - Cause a danger to occupiers of nearby property or to users of the highway
8. Refuse storage must be provided adjacent to the trading area. The storage must be of substantial construction and waterproof. The trade waste must be removed at the end of each working day or, if the amount of refuse warrants it, when the container is full, whichever is the sooner.

9. A copy of the licence, suitably protected against the weather, shall be displayed in a prominent position on the stall or vehicle at all times when trading is taking place.
10. No process or operation shall be carried out which would give rise to a nuisance by reasons of noise, vibration, smoke or smell.
11. Nothing in any licence has the effect of granting to the holder any other licence or permissions needed under any other enactment or requirement and the licence holder is specifically advised to obtain such other approvals as may be required.
12. No poster, advertisement, signage or decoration of an unsuitable material or nature shall be displayed, sold or distributed on or about the vehicle or premises. For the purpose of this condition, material is unsuitable if, in the opinion of an authorised officer of the City Corporation, it is indecent, scandalous, campaigning, offensive or likely to be harmful to any person likely to apprehend it. Material may also be considered to be unsuitable if it is of such a nature as to distract motorists driving on the highway.
13. Failure to comply with any condition attached to the street trading licence may result in the immediate revocation of that licence.

## Procedure Relating to Seized Items

### **Goods other than vehicles or perishable goods**

- Goods (includes any articles or things) may only be seized if they are to be used as evidence in proceedings for illegal street trading or may be the subject to forfeiture in such proceedings.
- If legal proceedings **have not** been instituted within 28 days of seizure, the goods will be returned to the person from whom the goods were seized before the end of the 28 day period.
- Where legal proceedings **have** been instituted within 28 days of seizure, the goods will be returned to the person from whom they were seized following the conclusion of proceedings.
- If proceedings have been instituted within the 28 day period but discontinued, the goods will be returned to the person from whom they were seized once proceedings have been discontinued.
- Goods will not be returned if the person from whom they were seized, or the owner if different, cannot be identified or refuses to accept them. In these circumstances we will apply to the Courts for a disposal order.
- Goods will not be returned if a forfeiture order is made under section 16C of the 1987 Act.
- Where costs are awarded to the City Corporation following the conclusion of proceedings, and they have not been paid within 28 days of the order for costs being made, goods will not be returned until the costs are paid. In these circumstances, the City Corporation may dispose of the goods and secure the best possible price for them. Where the sum obtained from the disposal of the goods exceeds the costs awarded by the court, the excess shall be returned to the person to whom the goods belong.

### **Motor Vehicles:**

- Vehicles may only be seized if they are to be used as evidence in proceedings for illegal street trading or may be the subject of forfeiture in such proceedings.
- We will make a request to the Secretary of State within 14 days of seizure in order to ascertain the identity of the person from whom the vehicle was seized.

- Where the results of the above request **have been** received by the City Corporation within 14 days of seizure and legal proceedings **have not been** instituted within 28 days of seizure (the 'proceedings period'), the vehicle will be returned to the person from whom it was seized before the end of the 28 day period.
- Where the results of the above request **have not been** received by the City Corporation within 14 days of seizure the 'proceedings period' will be extended to 14 days following receipt of the requested results. In these circumstances, if legal proceedings have not been instituted within the 'proceedings period' the vehicle will be returned to its owner before the expiry of that period.
- Where legal proceedings **have** been instituted within 28 days of seizure, the goods will be returned to the person from whom they were seized, or the vehicle's owner, following the conclusion of proceedings.
- If proceedings have been instituted within the 28 day period but discontinued, the vehicle will be returned to the person from whom they were seized once proceedings have been discontinued.
- A vehicle will not be returned if the person from whom it was seized, or the owner if different, cannot be identified or refuses to accept it. In these circumstances we will apply to the Courts for a disposal order.
- A vehicle will not be returned if a forfeiture order is made under section 16C of the 1987 Act.
- If the vehicle is used for ice cream trading, the owner or registered keeper of the vehicle will be permitted to collect it within three days of notifying us of their intention in writing irrespective of whether legal proceedings are being instituted.
- However, the owner or registered keeper of an ice cream vehicle will not be permitted to collect it if they have been convicted of an offence under s.87 of the 1987 Act (illegal street trading) within three years of the seizure taking place.

## **Perishable Goods**

- Perishable Goods (includes articles or things) may only be seized if they are to be used as evidence in proceedings for illegal street trading or may be the subject of forfeiture in such proceedings.
- Where perishable goods are seized we will give to the person from whom they are seized a notice detailing how the goods may be collected from the Corporation.

- If perishable goods are not collected within 48 hours of seizure the City Corporation may dispose of them. In disposing of perishable goods the City Corporation will secure the best possible price for them. Whilst waiting for perishable goods to be collected the City Corporation will store them at an appropriate temperature.
- If legal proceedings **have not** been instituted within 28 days of seizure, the goods will be returned to the person from whom the goods were seized before the end of the 28 day period (unless disposed of as above)
- Where legal proceedings **have** been instituted within 28 days of seizure, the goods will be returned to the person from whom they were seized following the conclusion of proceedings (unless disposed of as above).
- If proceedings have been instituted within the 28 day period but discontinued, the goods will be returned to the person from whom they were seized once proceedings have been discontinued (unless disposed of as above).
- Goods will not be returned if the person from whom they were seized, or the owner if different, cannot be identified or refuses to accept them. In these circumstances we will apply to the Courts for a disposal order.
- Goods will not be returned if a forfeiture order is made under section 16C of the 1987 Act.
- Where costs are awarded to the City Corporation following the conclusion of proceedings, and they have not been paid within 28 days of the order for costs being made, goods will not be returned until the costs are paid. In these circumstances, the City Corporation may dispose of the goods and secure the best possible price for them. Where the sum obtained from the disposal of the goods exceeds the costs awarded by the court, the excess shall be returned to the person to whom the goods belong
- Where proceedings are not instituted within 28 days of their seizure, and the goods have been disposed of by the City Corporation following non-collection within 48 hours of seizure, compensation may be recovered from the City Corporation by any person who had a legal interest in the goods at the time of their seizure.



**CITY OF LONDON (VARIOUS POWERS) ACT, 1987 (PART III)**  
**APPLICATION FOR A MIDDLESEX STREET TRADING LICENCE**

I hereby apply to the City of London Corporation, under Part III of the City of London (Various Powers) Act 1987 for a licence to engage in street trading in Middlesex Street: to be valid until 31 December and supply the following information: -

*Please answer all questions in BLOCK CAPITALS*

**1) FULL NAME AND ADDRESS OF APPLICANT**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_ Postcode: \_\_\_\_\_

Tel No: (Home) \_\_\_\_\_ (Work): \_\_\_\_\_

2)	Date of birth: -----	
3)	Nature of articles and things to be sold or exposed or offered for sale. (These must be precisely defined).	
4)	Type of receptacle or equipment (i.e. stall, trailer, stand, etc.) to be used in connection with street trading. (Not exceeding 7ft x 4ft 3" / 2.13m x 1.30m per pitch)-	
5)	Location for storage when not trading;	
i)	of articles or things for sale:-	i)
ii)	of receptacle or equipment used in connection with street trading:-	ii)
6)	Do you hold a City of London Corporation Street Trading Licence at present? If so, state	
i)	Licence number	i)
ii)	Pitch number	ii)



7)	Do you hold any other Street Trading Licence or Licences at present?  If so, give full details	
8)	Have you ever been refused a Street Trading licence or consent in this or any other area?  If yes, give details.	
9)	Do you, or are you involved in any way with any Company or partnership that, own, operate or assist at any retail or wholesale premises at or near Middlesex Street?  If yes, give full details.	
10)	Do you understand that you will only be permitted to trade at the pitch prescribed by a Street Trading Licence which may be granted to you and only between the hours of 9am and 2pm on Sundays, and not when that day is also Christmas Day?	
11)	Do you understand that you must also comply with any other legislation which may affect your business, and with Bylaws for the time being in force, which govern street trading within the City?	
12)	I confirm that the £5.00 renewal/application fee has been paid.	

In the event of a street trading licence being granted to me I agree to conform to the conditions in the licence, and to pay such charges as the City of London Corporation may direct for the removal of refuse or other services, for the cost of administration and the cleansing of that part of Middlesex street where the market is held.

Any person who by wilful misrepresentation obtains a Street Trading Licence or the renewal of any such Licence shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale.

Any alterations desired by current traders from the terms and conditions of an existing City of London Corporation Street Trading Licence should be made in writing and enclosed with this application form.

**NEW APPLICATIONS** will require a £5.00 application fee to accompany this form.

**N.B.** *(The renewal application fee of £5.00 required from existing traders will be included in the next quarterly invoice and should be paid in the normal way).*

**ALL APPLICATIONS** will require two passport sized photographs (taken within the preceding twelve months and signed by the applicant on the reverse side), to accompany this form.

I declare that I have checked the information on this application form and to the best of my knowledge and belief it is correct. I further declare that the licence is for my use only.

Signed ..... Date: .....  
(Signature of Applicant)

**Completed forms and their enclosures should be returned to:-**

**City of London Corporation  
Department of Markets & Consumer Protection  
Port Health & Public Protection - Licensing Office  
P O Box 270  
Guildhall  
London, EC2P 2EJ.**

**Telephone: 020 7332 3406**



**CITY OF LONDON (VARIOUS POWERS) ACT, 1987 (PART III)**  
**APPLICATION FOR A MIDDLESEX STREET TRADING LICENCE (RENEWAL)**

I hereby apply to the City of London Corporation, under Part III of the City of London (Various Powers) Act 1987 for a licence to engage in street trading in Middlesex Street: to be valid until 31 December and supply the following information: -

*Please answer all questions in BLOCK CAPITALS*

**1) FULL NAME AND ADDRESS OF APPLICANT**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_ Postcode: \_\_\_\_\_

Tel No: (Home) \_\_\_\_\_ (Work): \_\_\_\_\_

2)	Date of birth: -----	
3)	Nature of articles and things to be sold or exposed or offered for sale. (These must be precisely defined).	
4)	Type of receptacle or equipment (i.e. stall, trailer, stand, etc.) to be used in connection with street trading. (Not exceeding 7ft x 4ft 3"/ 2.13m x 1.30m per pitch)-	
5)	Location for storage when not trading; i) of articles or things for sale:- ii) of receptacle or equipment used in connection with street trading:-	i)  ii)
6)	Do you hold a City of London Corporation Street Trading Licence at present? If so, state i) Licence number ii) Pitch number	i) ii)

7)	Do you hold any other Street Trading Licence or Licences at present?  If so, give full details	
8)	Have you ever been refused a Street Trading licence or consent in this or any other area?  If yes, give details.	
12)	Do you, or are you involved in any way with any Company or partnership that, own, operate or assist at any retail or wholesale premises at or near Middlesex Street?  If yes, give full details.	
13)	Do you understand that you will only be permitted to trade at the pitch prescribed by a Street Trading Licence which may be granted to you and only between the hours of 9am and 2pm on Sundays, and not when that day is also Christmas Day?	
14)	Do you understand that you must also comply with any other legislation which may affect your business, and with Bylaws for the time being in force, which govern street trading within the City?	
12)	I confirm that the £5.00 renewal/application fee has been paid.	

In the event of a street trading licence being granted to me I agree to conform to the conditions in the licence, and to pay such charges as the City of London Corporation may direct for the removal of refuse or other services, for the cost of administration and the cleansing of that part of Middlesex street where the market is held.

Any person who by wilful misrepresentation obtains a Street Trading Licence or the renewal of any such Licence shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale.

Any alterations desired by current traders from the terms and conditions of an existing City of London Corporation Street Trading Licence should be made in writing and enclosed with this application form.

**NEW APPLICATIONS** will require a £5.00 application fee to accompany this form.

**N.B.** *(The renewal application fee of £5.00 required from existing traders will be included in the next quarterly invoice and should be paid in the normal way).*

**ALL APPLICATIONS** will require two passport sized photographs (taken within the preceding twelve months and signed by the applicant on the reverse side), to accompany this form.

I declare that I have checked the information on this application form and to the best of my knowledge and belief it is correct. I further declare that the licence is for my use only.

Signed ..... Date: .....  
(Signature of Applicant)

**Completed forms and their enclosures should be returned to:-**

**City of London Corporation  
Department of Markets & Consumer Protection  
Port Health & Public Protection - Licensing Office  
P O Box 270  
Guildhall  
London, EC2P 2EJ.**

**Telephone: 020 7332 3406**



## CITY OF LONDON (VARIOUS POWERS) ACT 1987 (PART III)

### APPLICATION FOR A TEMPORARY STREET TRADING LICENCE

I hereby apply to the City of London Corporation, under Part III of the City of London (Various Powers) Act 1987 for a licence to engage in temporary street trading in the City of London.

Please answer all questions in BLOCK CAPITALS		
1.	<b>Full Name and Address of Applicant</b>  <b>Name:</b>  <b>Address:</b>  <b>Post Code:</b>	<b>Tel: No. Home</b>  <b>Mobile:</b>  <b>Work:</b>  <b>Email:</b>
2.	Date of Birth	
3.	Type of Street trading activity proposed and nature of articles and things to be sold or exposed or offered for sale.	
4.	Type of receptacle or equipment (i.e. stall, trailer, stand etc.) to be used in connection with street trading (photograph if possible).	
5.	Area in which it is proposed that street trading will take place (a location plan must accompany this application) See Note 1 below.	
6.	Period (not exceeding twenty one days) for which it is desired that the licence should have effect.	
7.	Particulars of days and times during which trading will take place.	

8.	Is there any proposal to permit by agreement, individuals other than the applicants, to trade under the provisions of any licence granted? See Note 2 below	
9.	Have you ever been refused a Street Trading licence or consent in this or any other area?  If yes, please give details	
10.	Do you intend to use generators, other noise making equipment, artificial lighting or intend to play music.  If yes, please give details	
11.	Do you understand that you must also comply with any other legislation which may affect your business, and with bylaws for the time being in force, which govern street trading within the City?	

In the event of a Temporary Street Trading Licence being granted to me I agree to conform to the conditions in the licence.

Any person who by wilful misrepresentation obtains a Temporary Street Trading Licence shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale.

**ALL APPLICATIONS** must be accompanied by i) two passport sized portrait photographs (taken within the preceding twelve months and signed by the applicant on the reverse side), and, ii) an application fee of £xx.

I declare that I have checked the information on this application form and to the best of my knowledge and belief it is correct.

Signed: ..... Date: .....

.....  
(signature of applicant)

**Notes**

1. The application must be accompanied by three copies of a site plan, to a scale of 1.50 or larger, which show the precise position of the proposed pitch or pitches to be used for street trading.
2. Where an agreement is proposed between the applicant and any person(s) that provides for such person(s) to become a temporary licence holder by virtue of the temporary licence to which this application relates, you must provide full details of the agreement on the continuation form provided.

**Completed forms and their enclosures should be returned to:-**  
**City of London Corporation**  
**Licensing Office**  
**P O Box 207**  
**Guildhall, EC2P 2EJ**

**CITY OF LONDON (VARIOUS POWERS) ACT 1987 (PART III)**

**CONTINUATION FORM**

**DETAILS OF AGREEMENT WITH PROPOSED  
TEMPORARY LICENCE HOLDER(s.11A(4)(f))**

Name of Applicant:

Proposed Trading Dates:

Name(s) of proposed temporary licence holder(s) if different:

Details of Agreement:

## FEES

### Middlesex Street Licence

Application Fee (statutory)	£5 (refundable if application not granted)
Annual Fee	£780 (payable by quarterly invoice)
TOTAL FEE	£785

(n.b. For persons renewing their licence the £5 application fee will be included in the first quarters invoice.)

### Temporary Street Licence

Application Fee	£300 (non refundable)
-----------------	-----------------------

In addition to the application fee a trading fee will be charged depending on the length of the licence (this fee is refundable if for whatever reason the licence is not granted):

Trading Fee	1 days	£73
	2 - 3 days	£106
	4 - 7 days	£172
	8 – 14 days	£271
	15 – 21 days	£370

TOTAL FEE (temporary licence for a single trader)\*:

1 day	£373
2 – 3 days	£406
4 – 7 days	£472
8 – 14 days	£571
15 – 21 days	£670

\*Where the application is for two or more traders, or for two or more trading locations, the temporary licence fee will be decided individually in each case. The fee will take into account the number of traders, the size and number of trading areas and the duration of the licence. The fee will cover the costs of administering the licence and ensuring applicable conditions are met..

The following is a **guide only** as to the fee for temporary licence applications for multiple traders/trading areas:

2 – 3 traders	Increase single trader fee by approximately 75%
4 – 5 traders	Increase single trader fee by approximately 100%
6+ traders	Increase single trader fee by approximately 150%

**Please contact licensing team to obtain a precise fee.**

N.B. In addition to the above fees, charges may be payable for the removal of refuse or cleaning the highway at the rate of £55 per hour.



## STREET TRADING FEES

### Middlesex Street Licence

Application Fee (statutory)	£5 (refundable if application not granted)
Annual Fee	£780 (payable by quarterly invoice)
<b>TOTAL FEE</b>	<b>£785</b>

(n.b. For persons renewing their licence the £5 application fee will be included in the first quarters invoice.)

### Temporary Street Licence

Application Fee	£300 (non refundable)
-----------------	-----------------------

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6+ traders	Increase single trader fee by approximately 150%

**Please contact licensing team to obtain a precise fee.**

N.B. In addition to the above fees, charges may be payable for the removal of refuse or cleaning the highway at the rate of £55 per hour.

<b>Committee(s):</b>	<b>Date(s):</b>
Planning and Transportation	10 June 2014
<b>Subject:</b> Annual Breakdown Report of Public Lifts and Escalators April 2013 to March 2014	<b>Public</b>
<b>Report of:</b> City Surveyor CS 218/14	<b>For Information</b>
<h1>NOT FOR PUBLICATION</h1> <p>By virtue of paragraph(s) 3 of Part I of Schedule 12A of the Local Government Act 1972.</p>	
<p style="text-align: center;"><b>Summary</b></p> <p>This report is to provide members with an annual performance report of the Public Lifts and Escalators. It details the level of operations for each Public Lift and Escalator from the 1<sup>st</sup> April 2013 to the 31<sup>st</sup> March 2014.</p> <p><b>Recommendation</b></p> <p>It is recommended that:</p> <ul style="list-style-type: none"> <li>Members note the contents of this report.</li> </ul>	

## Main Report

### Background

1. The City Surveyor manages 210 lifts and 7 escalators for the City, not including the Housing Estates. This portfolio includes 15 public Lifts/Escalators which are the responsibility of your committee.
2. Due to the interest in the performance of the public lifts and escalators it was agreed to demonstrate the continued performance of them by producing an annual report.
3. Appendix A is a map of the location of those 15 lifts and escalators.

### Current Position

4. Appendix B illustrates the performance for each lift and escalator over the twelve month period.

5. The public lifts and escalators have been separated into three areas for ease of representation on the graph, the three areas are:
  - a) – Barbican Estate Lifts
  - b) – Escalators
  - c) – Non Barbican Estate Lifts including the Millennium Inclinor
6. Each lift or escalator is represented by a different coloured line per graph.
7. The data has been obtained from the City Surveyor's service desk reports for each month. The dips on the graph highlight a period when a particular lift or escalator was out of service for a percentage time for that month.
8. The graphs illustrate that the main recurring and ongoing problem is with the Moorgate Escalator where, due to its age and the difficulty with sourcing parts it will continue to have dips in service until it is replaced by Crossrail in late 2015. The exact date is still to be confirmed. The remainder of the lifts and escalators have occasional breakdowns which are all attributed to different issues, these include faulty doors, misuse by the public, cleaning stoppages and faulty lift gear.
9. During the whole year, the worst breakdown situation occurred on the Moorgate Escalator during January 2014 where it was out of service for 9% or 2.79 days of the month.
10. To demonstrate progress over the year, the monthly operational figures have been averaged across all lifts and escalators to give a monthly average figure which is detailed below:

Month	Average % Lift or Escalator in Operation
April 2013	99.5
May 2013	99.0
June 2013	98.9
July 2013	98.9
August 2013	99.6
September 2013	99.1
October 2013	98.8
November 2013	99.2
December 2013	99.5

January 2014	98.7
February 2014	99.3
March 2014	99.4

11. To enable continual improvement, the following actions are being taken:

- Provision of a roaming APEX callout technician dedicated to the contract.
- Combined audits/checks carried out between APEX and the City Surveyor's lift engineer.
- APEX to continue to increase the range of critical spares held where required.
- A Forward Maintenance Plan for each lift is in place to ensure an effective maintenance plan is in place over the longer period to produce a pro-active approach rather than reactive.

### **Corporate & Strategic Implications**

12. The Apex Lift contract commenced operation in July 2012. One of the major benefits of this contract is the completion of a single and comprehensive lift/escalator Asset Register which will record the existing condition of equipment as well as monitor their condition and provide a central storage repository for all information to be held. The centralised monitoring of lifts over time will enable decisions to be made as to either action a repair or recommend replacement should the equipment be beyond economical repair. The replacement of this equipment will be funded through allocated budgets controlled by the committee.

### **Financial Implications**

13. When the various lift contracts were consolidated through PP2P, £1.2million of savings were made over 5 years of the contract through rationalisation to give us one corporate wide contractor that is responsible for the ongoing maintenance and breakdown service for all public lifts/escalators. The above figures demonstrate that there has not been a reduction in the service provided after these changes came into place. Budgets remain sufficient to maintain the lifts and escalators at the present time, but this will be kept under review by the City Surveyors Department.
14. The report in this list support the theme "Protects, promotes and enhances our environment" within the City Together Strategy.

## **Conclusion**

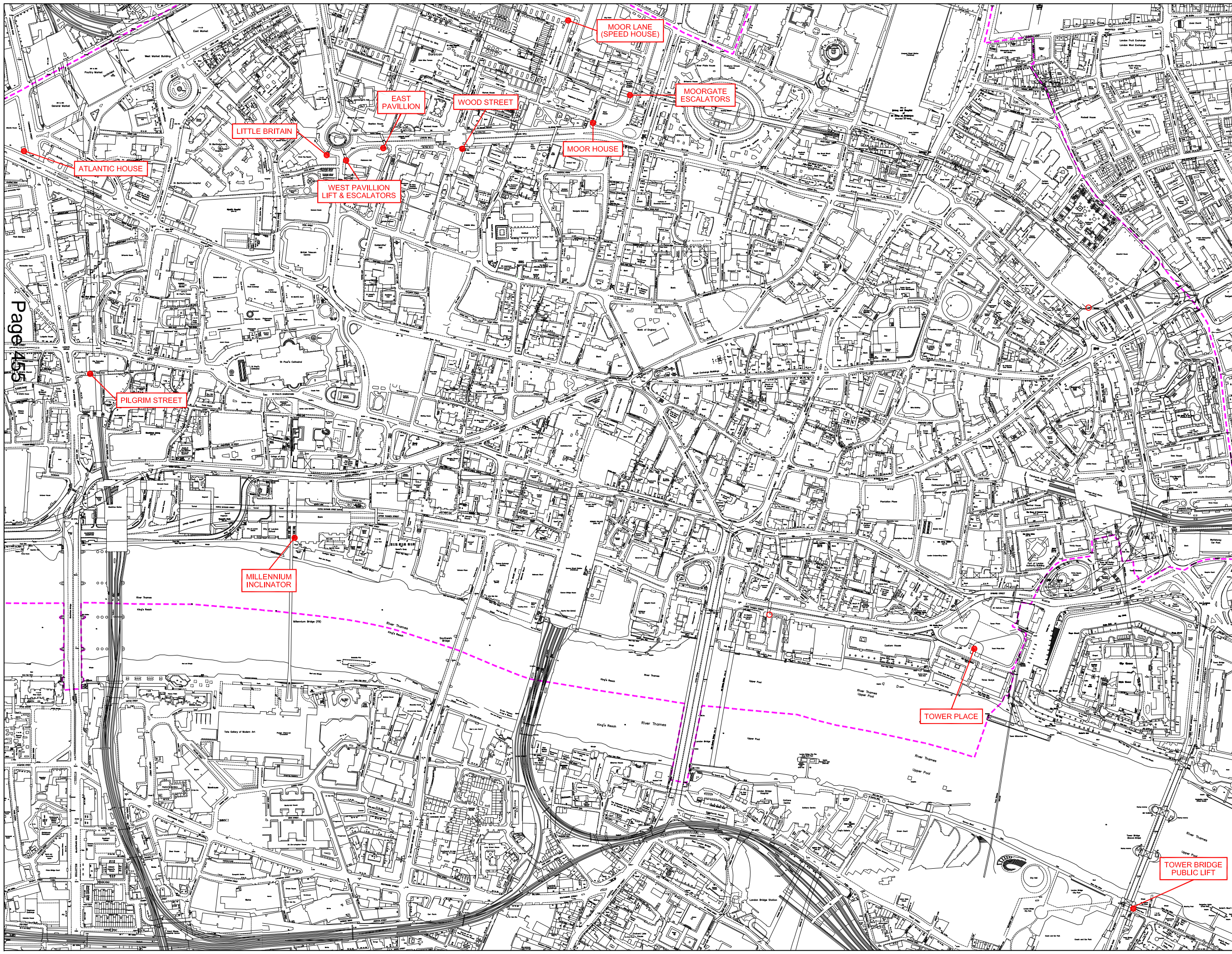
15. The attached graph illustrates the public lift and escalator performance for the previous 12 month period.
16. It highlights that the majority of public lifts and escalators are performing to a high standard, with one specific exception of Moorgate Escalator which is an already identified problem which will be resolved in late 2015 with the introduction of new escalators as part of the Crossrail project.
17. Officers will continue to manage the lift/escalator performance with the support of Apex with the objective of providing a fully operational service throughout the year.

## **Appendices**

- Appendix A – Geographic locations of the Lifts and Escalators
- Appendix B – Annual Breakdown Report for Public Lifts and Escalators

A Hurley  
Assistant Director – Corporate Property Facilities Management  
020 73321069  
[Alison.Hurley@cityoflondon.gov.uk](mailto:Alison.Hurley@cityoflondon.gov.uk)





Notes  
Do not scale. All dimensions to be checked on site.  
Errors to be reported to supervising officer.

Based upon the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. City of London 10002343 2014.

B	LIFT INFO UPDATED	D.M.	05/14
A	LIFT INFO UPDATED	S.B.	02/13
Rev		Drawn	Date

**CITY OF LONDON**  
CITY SURVEYOR'S DEPARTMENT  
P.G. Bennett, MA (Cantab) FRICS  
City Surveyor  
PO BOX 270, GUILDHALL, LONDON, EC2P 2EJ  
Tel : 020 7606 3030 Fax : 020 7332 1963

Project :	
CITY OF LONDON	
Drawing :	
PUBLIC LIFT LOCATIONS	
Scale at A1 :	NTS
Des :	JJ
Date :	MAR 2011
Drawing No :	PLL \ OS \ 01
Revision	A B

Drawn by : DRF

App :  
Pro code : UPRN



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Reporting Dates		Little	London	London	Moor	Wood	Speed
		Britain	Wall Lift Eastern Pavilion	Wall Lift Western Pavilion			
	Apr-13	100	98.8	99.3	100	100	99.6
	May-13	96.9	99.2	100	98.9	96.6	100
	Jun-13	97.4	98.1	96.7	100	100	93.3
	Jul-13	100	98.1	100	98.9	100	99.5
	Aug-13	100	99.7	100	99.6	100	99.6
	Sep-13	100	98.8	100	94.7	97	98.8
	Oct-13	99.6	98.7	97	98.5	99.6	100
	Nov-13	100	100	100	100	99.7	100
	Dec-13	100	100	100	100	100	99.7
	Jan-14	96.2	99.9	99.5	100	99.6	98.8
	Feb-14	100	100	100	100	100	100
	Mar-14	100	100	100	100	100	100

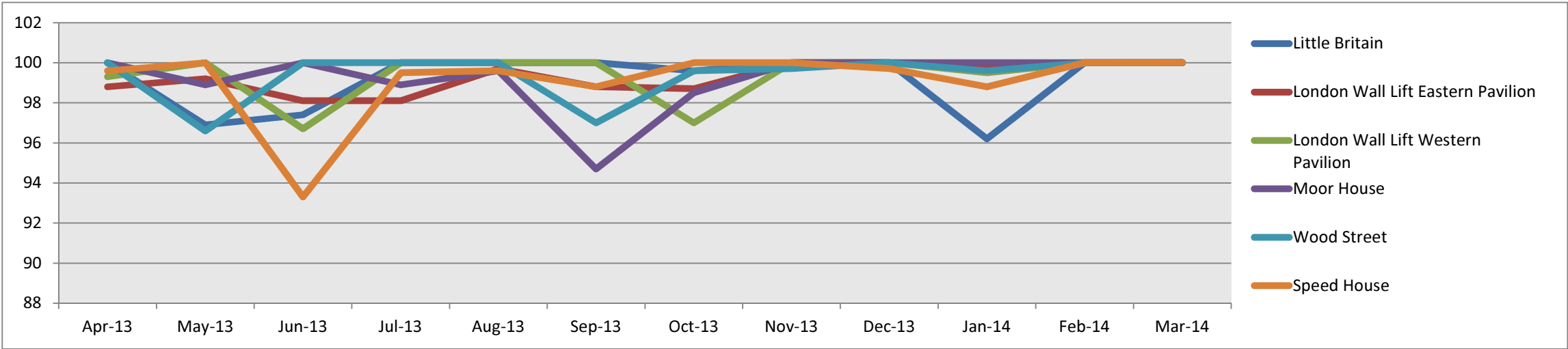
Reporting Dates		Atlantic	Millenniu	Pilgrim	Tower	Tower	Tower
		House	m Bridge Inclinators		Place - Public Lift	Place - Scenic Lift	
	Apr-13	100	100	100	100	99.4	100
	May-13	99.1	100	99.5	100	100	100
	Jun-13	100	100	99.9	98.5	99.2	100
	Jul-13	96.9	100	100	100	90.6	100
	Aug-13	99.7	100	100	99.8	100	100
	Sep-13	98.9	100	100	100	100	100
	Oct-13	99.1	100	99.7	100	99.2	100
	Nov-13	98	100	100	100	100	100
	Dec-13	99.9	100	100	100	99.3	100
	Jan-14	100	97.2	100	100	100	99.6
	Feb-14	99.4	95.2	100	100	99.7	98.7
	Mar-14	100	97.7	100	100	100	99.6

Reporting Dates		London	London	Moorgate
		Wall Western Pavilion Escalator (Down)	Wall Western Pavilion Escalator (Up)	
	Apr-13	97.2	99.2	99.3
	May-13	97.6	97.6	99.5
	Jun-13	98.9	100	100
	Jul-13	98.5	100	98.9
	Aug-13	96.9	100	98.7
	Sep-13	99.3	99.3	99.2
	Oct-13	95.4	96.4	99.2
	Nov-13	98.9	99.9	91.9
	Dec-13	96.6	97	99.6

Jan-14	98.4	100	91.1
Feb-14	98.8	100	98.2
Mar-14	96.3	99.2	98.4

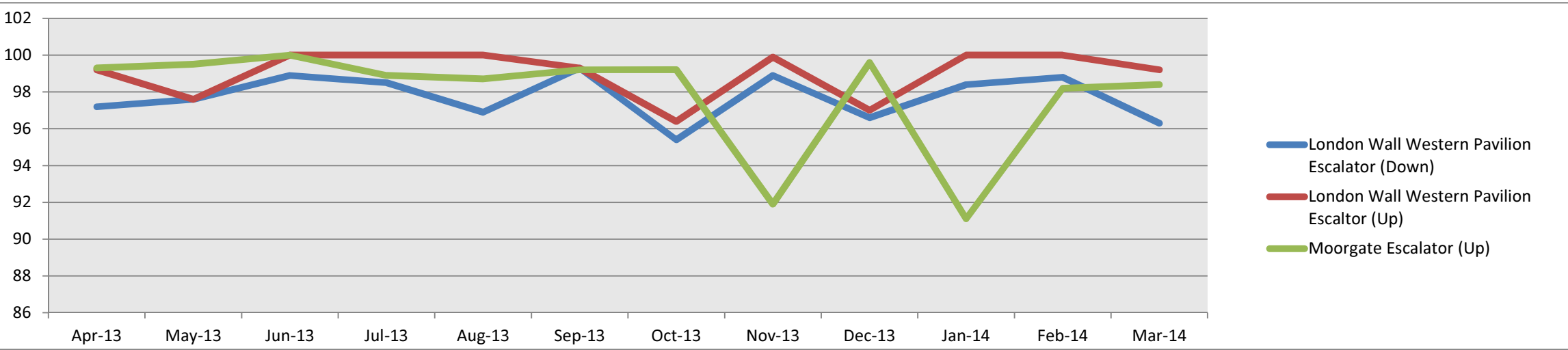
Appendix B - Public Lift and Escalator Annual Breakdown Report April 2013 to March 2014

A



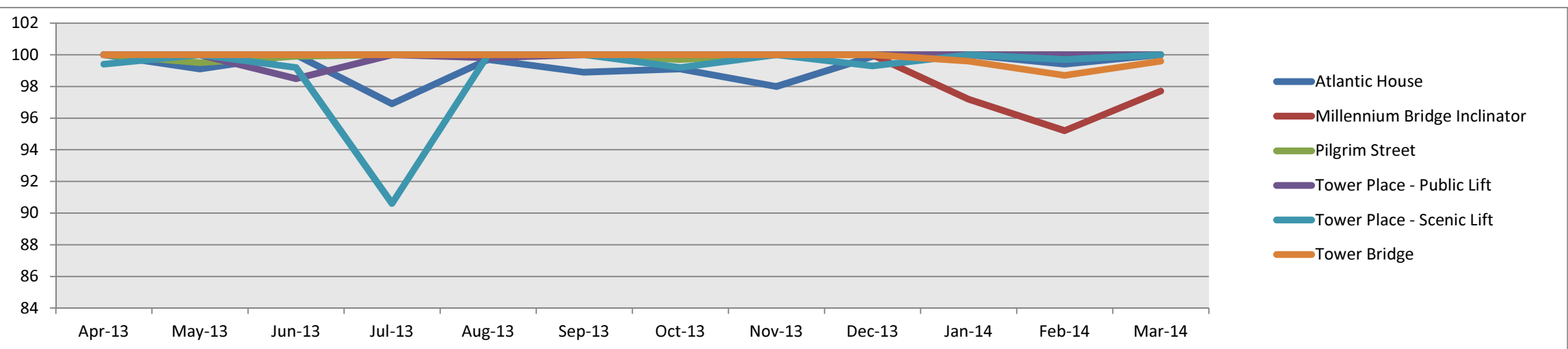
Identified Ongoing Problems

Page 459



Identified Ongoing Problems  
Moorgate escalator has periodic breakdown issues due to it's age and difficulty in sourcing parts

C



Identified Ongoing Problems

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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