



Planning and Transportation Committee

Date: FRIDAY, 31 JULY 2015

Time: 10.30 am

Venue: LIVERY HALL

Members:

Michael Welbank (Chairman)	Graeme Harrower
Marianne Fredericks (Deputy Chairman)	Christopher Hayward
Oliver Lodge	Gregory Jones QC
Randall Anderson	Deputy Henry Jones
Alex Bain-Stewart	Alderman Professor Michael Mainelli
David Bradshaw	Paul Martinelli
Dennis Cotgrove	Brian Mooney
James De Sausmarez	Deputy Alastair Moss
Revd Dr Martin Dudley	Sylvia Moys
Peter Dunphy	Graham Packham
Emma Edhem	Judith Pleasance
Alderman Peter Estlin	Deputy Henry Pollard
Deputy Kevin Everett	Alderman William Russell
Sophie Fernandes	Tom Sleigh
Deputy Bill Fraser	Graeme Smith
George Gillon	Angela Starling
Alderman Timothy Hailes	Patrick Streeter
Deputy Brian Harris	Deputy James Thomson

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Lunch will be served in Guildhall Club at 1pm.

N.B: Part of this meeting may be subject to audio visual recording.

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

- a) To agree the public minutes and summary of the meeting held on 13 July 2015

For Decision
(Pages 1 - 8)

- b) To receive the minutes of the Streets and Walkways Sub Committee meeting held on 22 June 2015

For Information
(Pages 9 - 12)

4. RESOLUTIONS OF GRAND COURT OF WARDMOTE

To consider Orders of the Court of Common Council of 25 June 2015 referring to the Committee resolutions of the Grand Court of Wardmote.

For Information
(Pages 13 - 14)

5. TOWN PLANNING AND DEVELOPMENT APPLICATIONS

Report of the Chief Planning Officer and Development Director.

For Information
(Pages 15 - 34)

6. VALID APPLICATIONS LIST FOR COMMITTEE

Report of the Chief Planning Officer and Development Director.

For Information
(Pages 35 - 38)

7. REPORTS RELATIVE TO PLANNING APPLICATIONS

- a) **6 - 8 Bishopsgate & 150 Leadenhall Street**

For Decision
(Pages 39 - 106)

- b) **19 - 20 Liverpool Street**

For Decision
(Pages 107 - 124)

- c) **46 - 47 Cheapside**

For Decision
(Pages 125 - 140)

d) Blackfriars Bridge & Paul's Walk - FULL

For Decision
(Pages 141 - 174)

e) Blackfriars Bridge & Paul's Walk – Listed Building Consent

For Decision
(Pages 175 - 182)

8. 20 FENCHURCH STREET - SKY GARDENS

Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 183 - 256)

9. FLEET STREET CONSERVATION AREA CHARACTER SUMMARY AND MANAGEMENT STRATEGY

Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 257 - 336)

10. CAR PARK AT 181 QUEEN VICTORIA STREET, EC4 - DECLARATION THAT SITE IS SURPLUS FOR THE PURPOSE FOR WHICH IT WAS ACQUIRED.

Report of the City Surveyor.

For Decision
(Pages 337 - 344)

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

12. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

13. 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.

Part 2 - Non-public Agenda

14. THAMES TIDEWAY TUNNEL - LAND DISPOSAL AT VICTORIA EMBANKMENT/BLACKFRIARS BRIDGE FORESHORE

Report of the Comptroller and City Solicitor.

For Information
(Pages 345 - 366)

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

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

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PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 14 July 2015

Minutes of the meeting of the Planning and Transportation Committee held at Guildhall on Tuesday, 14 July 2015 at 10.30 am

Present

Members:

Michael Welbank (Chairman)	Gregory Jones QC
Marianne Fredericks (Deputy Chairman)	Alderman Professor Michael Mainelli
Oliver Lodge	Paul Martinelli
Randall Anderson	Brian Mooney
Alex Bain-Stewart	Deputy Alastair Moss
David Bradshaw	Sylvia Moys
Dennis Cotgrove	Graham Packham
Revd Dr Martin Dudley	Judith Pleasance
Peter Dunphy	Deputy Henry Pollard
Sophie Fernandes	Alderman William Russell
Deputy Bill Fraser	Tom Sleigh
George Gillon	Graeme Smith
Alderman Timothy Hailes	Angela Starling
Deputy Brian Harris	Patrick Streeter
Christopher Hayward	Deputy James Thomson

Officers:

Lorraine Brook	Town Clerk's Department
Julie Mayer	Town Clerk's Department
Deborah Cluett	Comptrollers and City Solicitor's Department
Philip Everett	Director of the Built Environment
Annie Hampson	Department of the Built Environment
Paul Beckett	Department of the Built Environment
Gwyn Richards	Department of the Built Environment
Ian Hughes	Department of the Built Environment
Paul Monaghan	Department of the Built Environment
Iain Simmons	Department of the Built Environment
Martin Rodman	Open Spaces Department
Alan Rickwood	City of London Police
Alexander Williams	City of London Police
Bella Longman	Public Relations Office

1. APOLOGIES

Apologies were received from Alderman Peter Estlin; Deputy Henry Jones and Deputy Kevin Everett.

Retirement of the Director of the Built Environment

The Chairman opened the meeting by paying tribute to retiring Director, Mr Philip Everett. Mr Everett had worked at the City of London Corporation since 2001 and been a Director since 2006. The Chairman commended Mr Everett for his extensive experience and professional delivery on all manner of issues; from pot-holes to high level debates on vast and complex developments. Furthermore, Mr Everett had always remained calm, courteous and direct.

The Chairman then welcomed the new Director, Carolyn Dwyer, who would take up her position 19th August 2015.

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

- Ms Sophie Fernandes expressed a non-pecuniary (personal) interest in respect of agenda item 6 (a) 5-7 Ireland Yard, as she has a personal friendship with a developmental lead in this project. Ms Fernandes therefore left the meeting when this item was discussed and voted on.
- Mr Randall Anderson expressed a pecuniary interest in respect of item 6 (b) Barbican Trade Centre, Golden Lane, as he is a tenant of the Barbican Estate. Mr Anderson therefore left the meeting when this item was discussed and voted on.

3. MINUTES

RESOLVED – That the Minutes of the meeting held on 23rd June 2015 be approved.

4. TOWN PLANNING AND DEVELOPMENT APPLICATIONS

The Committee received a report of the City Planning Officer and Development Director in respect of the development and advertisement applications dealt with under delegated authority since the last meeting.

- In response to a query in respect of the externally illuminated commercial advertisement at St Paul's Churchyard, Members noted that this had been refused.
- In response to a query in respect of the refurbishment of the Pathology Building at St Bartholomews' Hospital, Members noted that the substantive application had been approved by the Committee. The application set out in the report was for alterations to a previously approved scheme and the full report was available to Members on request.

RESOLVED – That the report be noted.

5. VALID APPLICATIONS LIST FOR COMMITTEE

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

RESOLVED – that the report be noted.

6. REPORTS RELATIVE TO PLANNING APPLICATIONS

6.1 5 - 7 Ireland Yard, London EC4V 5EH

Proposal: Alterations to the façade including: 1) replacement of external cladding at ground floor level; 2) replacement of existing windows with double glazed steel framed windows throughout the building; 3) new double glazed steel framed entrance door to Friar Street; 4) replacement double glazed steel framed entrance doors to Ireland Yard.

The City Planning Officer advised the Committee that one of the objectors had provided a measurement of the width of Friar Street (of 2.87m) which she accepted.

Ms Ann Holmes and Mr Simon Barnes spoke in objection to the scheme; their concerns related to noise, residential amenity, traffic and highways (i.e. the extremely narrow width of Friar Street) and the location of an additional door onto the street.

The Agent, Mr Matt Thorley was present to answer questions and the following matters were raised during the ensuing debate:

- The additional entrance would increase the flexibility of use of the proposed office space; it was expected that 22 workers could use the door. At present, the agent could not specify the number of workers that would be housed in the building.
- Low level noise confined to office hours was generally considered to be acceptable.
- Employers generally do not allow their workers to congregate and smoke near doorways.
- The correct notification had been displayed and residents duly notified.
- Members accepted and empathised with the concerns of residents but understood the need to strike a balance with the business community in the City and the need for high quality office accommodation.

On being put to the vote, 14 voted in favour, 5 against, with 3 abstentions and the application was approved.

RESOLVED – That the above application, for the above proposal, be granted in accordance with the details set out in the attached schedule.

6.2 **15/00203/FULL Barbican Trade Centre Golden Lane London EC2Y
8DS**

Proposal: alterations to the ground and first floor elevations and podium level floor of Exhibition Hall 1, in association with the occupation of the premises by the London Film School.

The City Planning Officer advised of an amendment to the printed report whereby permission for use of this part of the Barbican Trade Centre, as an exhibition hall, was granted in February 1980 and not October 1980.

Members were reminded that there had been a number of objectors, primarily in respect of change of use (D1), which was not a material change of use. The Conditions would be amended to include odour control and wording to deal with matters in the email from Markets and Consumer Protection Department set out on pages 131/132 of the report.

Mr John Whitehead and Mr Bruce Badger spoke in objection to the application and set out residents' concerns in respect of noise, changes to the listed fabric of the Barbican (i.e. the new plant room), light from the frontage, smells from smokers and the café.

The Director of the London Film School, Jane Roscoe, spoke in support of the application, setting out the drivers behind the decision to relocate. The Architect, Mr James Taylor, advised Members that all consultation feedback had been carefully considered and he had twice met the Barbican Association to discuss aspects of the lease. There would be no odour from ventilation plants; just air circulation. In response to a question, the Architect advised that there had been no application for a late licence at the coffee bar.

The Chairman asked the Town Clerk to write to the City Surveyor, setting out the above concerns and particularly that the regular maintenance pursuant to the planning condition should include noise testing to ensure that there was no deterioration in the noise performance of plant and equipment installed.

Whilst understanding the concerns of residents, Members generally felt that the development was attractive and would enhance the amenity of the local area.

Upon being put the vote, the application was approved unanimously.

RESOLVED - That the above application for the above proposal be granted in accordance with the details set out in the above schedule.

6.3 **15/00204/LBC Barbican Trade Centre Golden Lane London EC2Y
8DS**

Proposal: alterations to the ground and first floor elevations and podium level floor of Exhibition Hall 1 in association with the occupation of the premises by the London Film School.

RESOLVED – That listed building consent be granted for the above proposal, in accordance with the details set out in the attached schedule.

7. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT

7.1 Department of the Built Environment Business Plan 2014/17: End of Year Update and Financial Outturn Report

The Committee considered a report of the Director of the Built Environment, which set out progress against the 2014/17 Business Plan and the Financial Outturn Report for the Department of the Built Environment.

Members suggested that the approach to road danger reduction might need more joined up thinking and asked for a further report, with particular focus on the 20mph speed limit. Members commended the Awards received by the Transportation Team.

7.2 Future City - Outlook to 2025

The Committee received a report and presentation of the Director of the Built Environment, which provided an overview of how the City was evolving; now and over the next 10 years. Members noted that an Officer/Member Working Party would be set up, after recess, in order to consider the drivers for change. The Chairman of the Health and Wellbeing Board was in attendance and emphasised the Board's commitment to this project and the significance of healthy office environments in workers' happiness and wellbeing.

RESOLVED – that the report be noted.

7.3 Foster Lane and Finsbury Circus draft Conservation Area Character Summaries and Management Strategy SPDs

The Committee received a report of the Chief Planning Officer in respect of draft Supplementary Planning Documents (SPDs) for Foster Lane Conservation Area and Finsbury Circus Character Summaries and Management Strategies. The documents were issued for public consultation in March/April 2015 and in response to comments received, a number of amendments were set out in the report.

RESOLVED – That:

1. The amendments to the Foster Lane and Finsbury Circus Conservation Area SPDs, as set out in Appendix B to the report, be agreed.
2. Members resolve to adopt the amended Foster Lane and Finsbury Circus Conservation Area SPD's.

7.4 **Revenue Outturn 2014/15**

The Committee received a joint report of the Chamberlain, the Director of the Built Environment, the City Surveyor and the Director of Culture, Heritage and Libraries, which compared the revenue outturn for the services overseen by the Planning and Transportation Committee in 2014/15 with the final budget for the year.

RESOLVED – That the Revenue Outturn Report for 2014/15 and the proposed carry forward of underspends to 2015/16 be noted.

8. **CITY OF LONDON AIR QUALITY STRATEGY 2015 - 2020 (AND UPDATE)**

The Committee received a report of the Director of Markets and Consumer Protection in respect of the Air Quality Strategy for 2015 – 20.

During the discussion on this item, the following matters were raised/noted:

- There should be more enforcement action on idling vehicles.
- Members strongly objected to the use of shredder vans.
- There was no reference to the number and size of refrigerated vehicles moving in and out of Smithfield.

Consideration be given to granting planning permission only when resultant pollutants from premises are neutral.

- It was understood that 80% of Air Pollution comes into the City but only 20% of Air Pollution is generated within the City, primarily by traffic.
- Planning Officers and the Chairman would meet with the Chairman of Port Health to share the Committee's views.
- The report could have gone to the Planning and Transportation Committee and the Health and Wellbeing Board for comments, before being presented to the Port Health and Environmental Services Committee for decision.
- Given that the City of London initiated the national legislation to control smog when the City Act in 1954 presaged the national Act in 1956, it should have a lead, strategic role with the current clean air campaign for London.

It was Proposed by Mr Streeter and Seconded by Mr Mooney that the Air Quality Strategy 2015-20 be considered inadequate in its current form, as it lacked pace and required a more radical approach.

RESOLVED – That:

1. The Port Health and Environmental Services Committee note the comments of the Planning and Transportation Committee as set out above and at Resolution 2 below.
2. The Strategy be considered inadequate in its current form as it lacked pace and required a more radical approach.

At 12.30, the Committee agreed to waive standing orders in order to complete the business on the agenda.

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

1. **The Mayor's Vision for Cycling – 'Quietways'**

Further to an article in Monday's Evening Standard on the Mayor's Vision for Cycling, officers provided Members with a summary of the report presented to Streets and Walkways Sub Committee, the previous day, in respect of a Gateway 3/4 Options Appraisal Report : 'The Mayor's Vision for Cycling – Quietways'. Members noted that a press release was being prepared in response.

2. **Sugar Quay**

A Hearing date had been set for 20th July and documents exchanged.

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

The Chairman agreed to the admission of an item of urgent business, as follows:

City Fund Highway Declaration – Thames Tideway Tunnel Development at Blackfriars – Report of the Comptroller and City Solicitor.

The Committee considered a report of the Comptroller and City Solicitor in respect of the Thames Tideway Tunnel Development at Blackfriars. In response to a question about possible disruptions to pedestrians, the officers confirmed that there would be some occupation on the footpath. In response to a Member's question as to why a requirement for subsoil resulted in surface level highway being removed the Chairman asked for a plan or drawing to clarify the position to be provided to the Member.

RESOLVED – That an area of highway/river wall at Paul's Walk, Blackfriars, EC4 measuring in total approximately 1,451 ft² (134.81 m²) be declared surplus to highway requirements, in order to enable its disposal to Thames Water Utilities Limited, for incorporation into the Thames Tideway Tunnel permanent works at Blackfriars foreshore, upon terms to be subject to the approval of the Property Investment Board; the resolution to take effect upon the land ceasing to be a highway structure and following its incorporation into the Thames Tideway Tunnel permanent works.

11. **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 involved the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act.
12. **NON-PUBLIC MINUTES**
RESOLVED – That the non-public minutes of the meeting held on 23rd June 2015 be approved.
13. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
There were no questions.
14. **DEBT ARREARS - PLANNING & TRANSPORTATION PERIOD ENDING 31ST MARCH 2015**
Members received a report of the Director of the Built Environment
15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
There were no further items of urgent business.

The meeting ended at 12.50 pm

Chairman

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 22 June 2015

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Monday, 22 June 2015 at 2.15 pm

Present

Members:

Marianne Fredericks (Chairman)
Randall Anderson
Alex Bain-Stewart
Deputy John Barker (Ex-Officio Member)
Revd Dr Martin Dudley
Alderman Alison Gowman (Ex-Officio Member)
Sylvia Moys
Graham Packham
Jeremy Simons

Officers:

Katie Odling	Town Clerk's Department
Olumayowa Obisesan	Chamberlain's Department
Anna Simpson	Comptrollers and City Solicitor's Department
Victor Callister	Department of the Built Environment
Iain Simmons	Department of the Built Environment
Ian Hughes	Department of the Built Environment
Alan Rickwood	City Police
Inspector Dave Aspinall	City Police

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Deputy Brian Harris, Christopher Hayward and Michael Welbank.

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

There were no declarations of interest.

3. MINUTES

RESOLVED – That the minutes of the meeting held on 18 May 2015 be approved.

Matters arising:

Item 7.1 – 2-6 Cannon Street Gateway 4

With regard to the exploration of a Public Space Protection Order for the highway, Members were informed that consideration was being given to the legislation which related to the enforcement against certain activities in a public space in respect of both 2 – 6 Cannon Street and Aldgate. This would allow spaces to be locked up during the evening. Members considered that it was always better to design issues out for example, skateboarding. A further report would be brought back to the Sub Committee for a decision.

4. OUTSTANDING REFERENCES

The Sub Committee noted the list of outstanding references.

The Sub Committee conveyed their deep sadness and expressed condolences to family and friends of the young cyclist who was killed in a collision at Bank Junction earlier that day.

Upgrade to Bank Station – Members were informed that much of the stakeholder and public engagement work was now taking place and thought was being given to the potential for change in that area.

Safer Lorries Scheme – The Sub Committee were informed that this new scheme was aimed at ensuring only lorries with basic safety equipment fitted will be allowed on London's roads in the future.

5. MUSEUM OF LONDON ROUNDABOUT - ROAD DANGER REDUCTION MEASURES - MONITORING OUTCOME

The Committee considered a report of the Director of the Built Environment regarding the Museum of London Roundabout.

RESOLVED – That,

- a) the outcome of the trial be noted and approval given to making the trial permanent; and
- b) the permanent lighting improvements at the roundabout be noted.

6. GATEWAY 5 AUTHORITY TO START WORK: SOUTHAMPTON BUILDINGS (40-45 CHANCERY LANE) - EE074

The Sub Committee considered a report of the Director of the Built Environment regarding Southampton Buildings (40-45 Chancery Lane).

RESOLVED – That,

- a) a revised implementation budget of £221,305, as set out in section 5 of the report be approved;
- b) the use of £56,291 from the 40-45 Chancery Lane Section 106 Transport Improvements contribution, and £25,425 from the underspend of the Rolls Building S106 LCEIW contribution be approved;
- c) the detailed design as set out in section 1 and Appendix 3 of the report be approved;
- d) the progression of the project to implementation, in line with the programme as set out in section 3 of the report be approved.

7. RECENTLY COMPLETED PROJECTS

The Sub Committee received a presentation from the Assistant Director, Environmental Enhancement regarding recently completed projects in the City.

The Chairman expressed thanks to the team for their excellent work.

Members were informed that the exhibition at the New London Architecture (NLA) was open until 11 July 2015. Furthermore, various schemes had been submitted to NLA as part of their annual awards which included the Riverside Walkway and the work undertaken in and around the Barbican Centre.

8. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

Swan Lane Pier – A question was raised regarding the ownership of Swan Lane Pier and what options were available to have it repaired. The Assistant Director, Environmental Enhancement advised the Sub Committee that the priority of this area had been raised and Officers were investigating ownership.

9. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The Chairman congratulated Officers and the past Chairman, Jeremy Simons for the production of a very impressive booklet regarding 'The Restoration of the Prince Albert, the Prince Consort 2014'.

10. 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.

11. LONDON BRIDGE STAIRCASE

The Sub Committee received a report of the Director of the Built Environment regarding London Bridge Staircase.

12. NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

There were no questions.

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.

The meeting ended at 3.45 pm

Chairman

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From the Ward of Farringdon Within

“It is a matter of considerable concern that, over the past few years, residents of Cloth Fair have been disturbed nearly every night of the week by vehicles- principally black cabs – parking outside their houses for several hours at a time. Disturbance and nuisance are caused by idling engines, doors slamming, conversations between drivers, and coming and going of drivers (to the nearby 24-hour café), and by some people using the alleyways and porches around Cloth Fair as spaces to urinate in. This is a narrow street, with residents’ rooms – including bedrooms- being very close to the carriageway, and undisturbed sleep is impossible in these conditions. The fact that the parking in Cloth Fair is currently governed by single yellow lines, allowing parking between 7pm and 7am, has made it virtually impossible to do anything about this problem, which residents have been raising with their Councilmen for several years.

The City of London Corporation is therefore urged:

- (i) to implement measures on an urgent basis to prevent vehicles parking in Cloth Fair between the hours of 11pm and 7am, Monday to Sunday inclusive and:
- (ii) to consider and consult on the range of options available for parking and vehicle access in Cloth Fair, taking into account the interests and reasonable requirements of residents, businesses and visitors to Cloth Fair and its vicinity.”

For information

From the Ward of Portsoken (ii)

“The residents of the Portsoken Ward are becoming increasingly concerned about the increase in rent and the aggressive approach shown by the City Surveyor’s Department and the lack of consideration given by the City Corporation to the mix of shop units to ensure that they are compatible with a predominantly residential community.”

For information

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Committee:	Date:	
Planning and Transportation	31 July 2015	
Subject: Delegated decisions of the Chief Planning Officer and Development Director		
Public		

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 or those so authorised 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.

DETAILS OF DECISIONS

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision
15/00315/MDC Aldersgate	YMCA 2 Fann Street London EC2Y 8BR	Construction & Logistics Method Statement, Construction Noise and Vibration Impact Assessment, Noise, Dust and Vibration Management Plan, Noise and Vibration Monitoring Proposals pursuant to condition 2 of planning permission dated 6th March 2015 (application reference: 14/00322/FULMAJ).	Approved 30.06.2015
15/00316/MDC Aldersgate	YMCA 2 Fann Street London EC2Y 8BR	Construction & Logistics Method Statement, Construction Noise and Vibration Impact Assessment, Noise, Dust and Vibration Management Plan, Noise and Vibration Monitoring Proposals pursuant to condition 3 of planning permission dated 6th March 2015 (application reference: 14/00322/FULMAJ).	Approved 30.06.2015

15/00317/MDC Aldersgate	YMCA 2 Fann Street London EC2Y 8BR	Deconstruction logistics plan pursuant to condition 4 of planning permission dated 6th March 2015 (application reference: 14/00322/FULMAJ).	Approved 30.06.2015
15/00432/MDC Aldersgate	YMCA 2 Fann Street London EC2Y 8BR	Construction logistics plan pursuant to condition 5 of planning permission dated 6th March 2015 (application reference: 14/00322/FULMAJ).	Approved 30.06.2015
15/00527/FULL Aldersgate	YMCA 2 Fann Street London EC2Y 8BR	Application under Section 19 of the Planning (Listed Building and Conservation Areas) Act 1990 to vary condition 4 of listed building consent (14/00323/LBC) dated 3 rd February 2015 to refer to a revised list of drawings amended to reflect alterations to the internal layout at 1 st basement to 17 th floor level and the insertion of four roof lights at 18 th floor level.	
15/00528/NMA Aldersgate	YMCA 2 Fann Street London EC2Y 8BR	Application under Section 96a of the Town and Country Planning Act 1990 for a non-material amendment to vary condition 19 (ref: 14/00322/FULMAJ) dated 6th March 2015 to refer to a revised list of drawings amended to reflect alterations to the internal layout at 1st basement to 17th floor level and the insertion of four roof lights at 18th floor level.	Approved 02.07.2015
15/00530/PODC Aldersgate	YMCA 2 Fann Street London EC2Y 8BR	Submission of Local Training Skills and Jobs Brokerage Strategy pursuant to paragraph 3.2, schedule 3 of S106 agreement dated 06 March 2015, planning permission 14/00322/FULMAJ.	Approved 30.06.2015
15/00531/PODC Aldersgate	YMCA 2 Fann Street London EC2Y 8BR	Submission of Local Procurement Strategy pursuant to Schedule 3 paragraph 2.1 of the S106 agreement dated 06	Approved 30.06.2015

		March 2015 planning permission reference 14/00322/FULMAJ.	
15/00537/LBC Aldersgate	233 Shakespeare Tower Defoe Place Barbican London EC2Y 8DR	Internal alterations to flat including new kitchen, creation of window between kitchen and living room, addition of suspended ceilings in hallway and relocating of doors.	Approved 09.07.2015
15/00563/LBC Aldersgate	31 Lauderdale Tower Barbican London EC2Y 8BY	Internal alterations comprising (i) removal and installation of partition walls (ii) installations of suspended ceilings and spot lights throughout flat.	Approved 14.07.2015
15/00251/FULL Aldgate	71 Fenchurch Street London EC3M 4BR	New courtyard paving with amenity lighting, bench seating and new totem signs inside courtyard.	Approved 10.07.2015
15/00454/MDC Aldgate	11 Mitre Street London EC3A 5BU	Details of the position and size of green roofs, type of planting and contribution to biodiversity and rainwater attenuation pursuant to condition 17 of planning permission dated 9th June 2014(App No 13/01082/FULMAJ).	Approved 02.07.2015
15/00588/ADVT Aldgate	79 Leadenhall Street London EC3A 3DL	Installation and display of: i) one internally illuminated (letters only) fascia sign measuring 4.095m wide x 0.6m high situated at a height above ground level of 3.25m; ii) one internally illuminated (letters and logo only) projecting sign measuring 0.5m high x 0.6m wide at a height above ground level of 3.15m.	Approved 07.07.2015
15/00616/PODC Aldgate	40 Leadenhall Street, 19-21 & 22 Billiter Street, 49 Leadenhall Street, 108 & 109-114 Fenchurch Street, 6-8 & 9-	Submission of the first interference survey pursuant to paragraph 17.1, schedule 3 of the S.106 Agreement dated 29 May 2014, planning application ref 13/01004/FULEIA.	Approved 30.06.2015

	13 Fenchurch Buildings London EC3		
15/00416/MDC Billingsgate	2-4 Idol Lane London EC3R 5DD	Details of particulars and samples; windows and external joinery; new dormer windows; soffits, handrails and balustrades pursuant to condition 8 (a), (b), (c), (d) of planning permission 13/01223/FULL dated 6 May 2014.	Approved 16.07.2015
15/00141/FULL Bishopsgate	17 - 18 Widegate Street London E1 7HP	Change of use of upper floors from office (Class B1) use to residential (Class C3) use to provide 3 x 1 bedroom apartments. Associated external works.	Approved 30.06.2015
15/00158/MDC Bishopsgate	61 St Mary Axe, 80-86 Bishopsgate, 88-90 Bishopsgate, 12-20 Camomile Street, 15-16 St Helen's Place And 33-35 St Mary Axe (North Elevation Only), London EC3	Submission of details reserved by Condition 12 attached to Planning Permission 12/00129/FULL and previously approved ref 12/00981/MDC.	Approved 30.06.2015
15/00196/LBC Bishopsgate	Bishopsgate Institute 230 Bishopsgate London EC2M 4QH	Installation of lightning protection equipment to the roof and associated routing of lightning conductor tape on the Brushfield Street and Fort Street frontages.	Approved 01.07.2015
15/00378/NMA Bishopsgate	61 St Mary Axe, 80-86 Bishopsgate, 88-90 Bishopsgate,	Application for non-material amendment comprising revised lobby arrangement, provision of amenity terrace and enlarged cycle storage facility in respect of	Approved 03.07.2015

	12-20 Camomile Street, 15-16 St Helen's Place And 33-35 St Mary Axe (North Elevation Only), London	planning permission ref: 12/00129/FULL	
15/00415/FULL Bishopsgate	Tower House 11 Artillery Lane London E1 7LP	Installation of new entrance door into ground floor unit.	Approved 14.07.2015
15/00461/PODC Bishopsgate	117, 119 & 121 Bishopsgate, Alderman's House, 34-37 Liverpool Street, 1 Alderman's Walk And Part of White Hart Court London EC2M 3TH	Submission of the Highways Schedule of Condition Survey pursuant to Schedule 3, paragraph 8.1 and 8.2 of the Section 106 agreement dated 23 June 2014, planning application reference 13/01199/FULMAJ.	Approved 09.07.2015
15/00491/ADVT Bishopsgate	2 Finsbury Avenue London EC2M 2PA	Installation and display of 2 internally illuminated fascia signs measuring 0.250m high x 2.555m wide located at a height of 2.919m above ground level.	Approved 30.06.2015
15/00523/FULL Bishopsgate	222 Bishopsgate London EC2M 4QD	Application under section 73 of the Town and Country Planning Act 1990 to vary condition 3 of planning permission dated 18/11/2014 (14/00530/FULL) for a revised position of the roller shutter headbox.	Approved 02.07.2015
15/00397/FULL Bread Street	1 Cheapside London EC2V 6AA	Installation of new shop front.	Approved 02.07.2015

15/00398/ADVT Bread Street	1 Cheapside London EC2V 6AA	Installation and display of: 2 internally illuminated advertisements measuring (i) 0.390m high x 0.483m wide situated at a height above ground level of 0.449m; (ii) 0.390m high x 1.506m wide situated at a height above ground level of 0.615m; and (iii) 5 non illuminated advertisements measuring 1.3m high x 3.5m wide situated at a height above ground level of 1.8m.	Approved 02.07.2015
15/00479/ADVT Bread Street	1 Paternoster Square London EC4M 7DX	Installation and display of 2 internally illuminated projecting signs measuring 0.706m high x 0.706m wide located at a height of 2.892m above ground level.	Approved 14.07.2015
15/00342/FULL Bridge And Bridge Without	9-10 Philpot Lane London EC3M 8AA	Application for a Minor Material Amendment under Section 73 of the Town & Country Planning Act 1990 to vary Condition 12 of a planning permission (application no. 14/00189/FULL) dated 12th June 2014 to incorporate alterations to include re-configuration to the restaurant entrance and bin store, coffee shop entrance, minor alterations to internal layout, flue extract terminating at roof level, relocation of roof plant and a new parapet wall set back 300mm from the existing wall.	Approved 02.07.2015
15/00411/FULL Bridge And Bridge Without	10 Eastcheap London EC3M 1AJ	Installation of an external terrace at 4th floor level.	Approved 02.07.2015
15/00534/PODC Bridge And Bridge Without	20 Fenchurch Street London EC3M 3BY	Submission of Travel Plan pursuant to Schedule 1, part 5, paragraph 8.3 of S106 agreement dated 06/10/2009 in relation to planning permission reference 08/01061/FULMAJ and 11/00234/FULL.	Approved 09.07.2015

15/00740/PODC Bridge And Bridge Without	33 King William Street London EC4	Submission of details of utilities connections programme pursuant to Schedule 3 Clause 13.1 of the S106 Agreement dated 17 January 2013 and associated planning permission 11/00933/FULMAJ.	Approved 16.07.2015
15/00497/MDC Candlewick	24 King William Street London EC4R 9AJ	Submission of a Deconstruction Logistics Plan pursuant to condition 2 of planning permission dated 11/05/2015 (14/01096/FULMAJ).	Approved 14.07.2015
15/00498/MDC Candlewick	24 King William Street London EC4R 9AJ	Submission of a scheme to protect neighbours from noise, dust and other environmental effects pursuant to condition 4 of planning permission dated 11/05/2015 (14/01096/FULMAJ).	Approved 02.07.2015
15/00535/PODC Candlewick	24 King William Street London EC4R 9AJ	Submission of details of Highway Schedule of Condition pursuant to Schedule 3, Paragraph 7.1 of the S106 Agreement signed in relation to planning permission 14/01096/FULMAJ dated 11 May 2015.	Approved 09.07.2015
15/00659/NMA Candlewick	1 King William Street London EC4N 8DH	Non-material amendment under Section 96A of the Town & Country Planning Act 1990 to planning permission dated 1 October 2013 (13/00366/FULMAJ) for minor changes to the roof plan and elevations.	Approved 14.07.2015
15/00699/MDC Candlewick	47 - 51 King William Street London EC4R 9AF	Particulars and samples of materials pursuant to condition 2 (a) of planning permission dated 10th March 2015 (App No 14/01007/FULL).	Approved 09.07.2015
11/00766/MDC Castle Baynard	Blackfriars Station Queen Victoria Street London	Details of facilities for the secure storage of cycles pursuant to condition 50 (TL6) of Transport and Works Act dated 17th October 2006.	Approved 30.06.2015

15/00368/FULL Castle Baynard	40 Whitefriars Street London EC4Y 8BH	Change of use of part ground and basement from a bookmakers (Use Class A2) to a restaurant (Use Class A3) (95 sq.m).	Approved 02.07.2015
15/00410/CLEUD Castle Baynard	1 St Bride's Passage London EC4Y 8EJ	Certificate of lawful existing use in respect of the use of the part subterranean, single storey premises for Class A4 (drinking establishment) Use.	Grant Certificate of Lawful Development 16.07.2015
15/00475/FULL Coleman Street	99 Gresham Street London EC2V 7NG	(i) Change of use of part ground floor from office use (Class B1) to create one retail or leisure unit (Class A1 or D2) (278 sq.m) and three retail units (Class A1) (503sq.m) (ii) alterations to the Coleman Street elevation at ground floor level to create four retail unit entrances (iii) installation of ventilation louvres to the rear courtyard elevation at ground floor level.	Approved 02.07.2015
15/00503/FULL Coleman Street	118 London Wall London EC2Y 5JA	Addition of external ducting to the rear elevation of the property to allow for ventilation and mechanical extraction for a kitchen area at basement level.	Approved 02.07.2015
15/00504/LBC Coleman Street	118 London Wall London EC2Y 5JA	Addition of external ducting to the rear elevation of the property to allow for ventilation and mechanical extraction for a kitchen area at basement level.	Approved 02.07.2015
15/00508/LBC Coleman Street	London Metropolitan University 84 Moorgate London EC2M 6SQ	Removal of two original masonry walls at a stud partition wall at first floor level.	Approved 02.07.2015
15/00721/NMA Coleman Street	River Plate House 7 - 11 Finsbury Circus London EC2M 7EA	A non-material amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission12/00811/FULMAJ	Approved 14.07.2015

		dated 10 May 2013 and (13/01155/NMA) dated 13th February 2014 to vary condition 31 (approved drawings list) and to correct a minor discrepancy in the revised retail floorspace.	
15/00526/MDC Cordwainer	Land Bounded By Cannon Street, Queen Street, Queen Victoria Street, Bucklersbury & Walbrook London EC4	Details of an acoustic report pursuant to condition 15 of planning permission dated 30th March 2012 app number 11/00935/FULEIA.	Approved 02.07.2015
15/00507/LBC Cornhill	2 Finch Lane London EC3V 3NA	Installation of a brass name plate.	Approved 30.06.2015
15/00492/FULL Cripplegate	01 Andrewes House Barbican London EC2Y 8AX	Use of the contractors office as 1no. self-contained residential dwelling (Use Class C3).	Approved 10.07.2015
15/00522/LBC Cripplegate	83 Breton House Barbican London EC2Y 8PQ	Internal alterations to flat including replacement kitchen and bathroom, removing and relocating doors and construction of new stud wall.	Approved 07.07.2015
15/00580/LBC Cripplegate	291 Cromwell Tower Barbican London EC2Y 8DD	Retention of internal works to convert utility room to shower room.	Approved 09.07.2015
15/00543/MDC Dowgate	108 Cannon Street London EC4N 6EU	Details of the fenestration pursuant condition 8b (part) to planning permission 13/01110/FULL dated 28.04.2014.	Approved 09.07.2015
15/00549/MDC Dowgate	108 Cannon Street London EC4N 6EU	Details of balustrades pursuant to condition 8d (part) of planning permission 13/01110/FULL dated 28/4/2014.	Approved 16.07.2015

15/00344/MDC Farringdon Within	75 Carter Lane London EC4V 5EP	Submission of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects of the works and a Construction Logistics Plan pursuant to the discharge of conditions 2 and 3 of planning permission reference 14/00329/FULL dated 14th October 2014.	Approved 30.06.2015
15/00360/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1.	Submission of sewer vent details for phase 1 of the development pursuant to the part discharge of condition 22 of planning permission 14/00432/FULMAJ dated 13th March 2015.	Approved 30.06.2015
15/00380/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Details of the rainwater harvesting for phase 1 of the development pursuant to the part discharge of condition 25 of planning permission reference 14/00432/FULMAJ dated 13th March 2015.	Approved 30.06.2015
15/00381/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew	Submission of refuse storage and collection details for phases 1a and 1b of the development, pursuant to the discharge of condition 29 of planning permission reference 14/00432/FULMAJ dated 13th March 2015.	Approved 02.07.2015

	Close, London EC1		
15/00383/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Submission of Lifetime Homes standards details for the phase 1 residential units pursuant to the part discharge of condition 33 (parts a and b) of planning permission reference 14/00432/FULMAJ dated 13th March 2015.	Approved 02.07.2015
15/00429/PODC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Submission of details of Local Procurement Strategy for Phases 2 and 3 of the development pursuant to Schedule 2 paragraph 2.1 and 2.2 of the S106 agreement signed in relation to planning permission ref 12/00256/FULEIA dated 29/05/2013	Approved 09.07.2015
15/00433/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Details of foundation designs and piling configuration for phase 1 pursuant to Condition 19 of planning permission dated 13th March 2015 (application number 14/00432/FULMAJ)	Approved 30.06.2015
15/00434/MDC Farringdon Within	61-61A Bartholomew Close London	Details of new basement slab and foundation design, permanent works in 61-61A	Approved 30.06.2015

	EC1A 7BE	Bartholomew Close pursuant to condition 21 of planning permission dated 13th March 2015 (application number 14/00432/FULMAJ).	
15/00447/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Details of a programme of archaeological work for phase 1 pursuant to condition 18 (in part) of planning permission 14/00432/FULMAJ dated 13.03.2015.	Approved 30.06.2015
15/00478/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Details of the finished floor levels for phase 2a of the development pursuant to the part discharge of condition 2 of planning permission 14/00432/FULMAJ dated 13th March 2015.	Approved 16.07.2015
15/00490/FULL Farringdon Within	2 Cloth Court & 55 Long Lane London EC1A 7LS	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 with two air conditioning units; (iii) Change of use of the basement from offices (Class B1) to flexible retail use (Classes A1, A2, A3); (iv) Change of use of the ground floor from shop use (Class A1) to flexible retail use (Classes A1, A2, A3).	Approved 16.07.2015

15/00516/MDC Farringdon Within	20 Old Bailey London EC4M 7AN	Details of finished floor levels pursuant to the discharge of condition 3 of planning permission reference 14/01138/FULL dated 18th May 2015.	Approved 16.07.2015
15/00517/MDC Farringdon Within	20 Old Bailey London EC4M 7AN	Details of measures to improve carbon dioxide emissions savings pursuant to the discharge of condition 8 of planning permission reference 14/01138/FULL dated 18th May 2015.	Approved 16.07.2015
15/00518/MDC Farringdon Within	20 Old Bailey London EC4M 7AN	Submission of an air quality assessment pursuant to the discharge of condition 13 of planning permission 14/01138/FULL dated 18th May 2015.	Approved 16.07.2015
15/00521/MDC Farringdon Within	20 Old Bailey London EC4M 7AN	Submission of deconstruction and construction logistics details and a scheme for protecting nearby occupiers from noise, dust and other environmental effects of demolition and construction pursuant to the discharge of conditions 2, 4, 5 and 6 of planning permission 14/01138/FULL dated 18th May 2015.	Approved 16.07.2015
15/00567/PODC Farringdon Within	20 Old Bailey London EC4M 7AN	Submission of details of Local Training Skills and Job Brokerage Strategy pursuant to Schedule 3 paragraph 3.2 and Local Procurement Strategy pursuant to Schedule 3 paragraph 2.1 of the S106 agreement signed in relation to planning permission ref 14/01138/FULL dated 18/05/2015.	Approved 09.07.2015
15/00574/NMA Farringdon Within	Fleet Building, 40 Shoe Lane, 70 Farringdon	Non-Material amendment under Section 96A of the Town and Country Planning Act 1990 to	Approved 10.07.2015

	Street, Plumtree Court, 42 Shoe Lane, 12 Plumtree Court And 57 Farringdon Street London, EC4A	planning permission 12/01225/FULEIA dated 28 October 2013 to install internal atrium from fifth floor to roof level, installation of roof light and reconfiguration of roof layout.	
15/00584/MDC Farringdon Within	Fleet Building, 40 Shoe Lane, 70 Farringdon Street, Plumtree Court, 42 Shoe Lane, 12 Plumtree Court & 57 Farringdon Street London, EC4A	Details of Construction Method Statement pursuant to condition 5 of planning permission 12/01225/FULEIA dated 28.10.2013.	Approved 14.07.2015
15/00585/MDC Farringdon Within	Fleet Building, 40 Shoe Lane, 70 Farringdon Street, Plumtree Court, 42 Shoe Lane, 12 Plumtree Court And 57 Farringdon Street London, EC4A	Submission of a survey of the existing site levels pursuant to condition 12 of planning permission 12/01225/FULEIA dated 28th October 2013.	Approved 16.07.2015
15/00587/MDC Farringdon Within	Fleet Building, 40 Shoe Lane, 70 Farringdon Street, Plumtree Court, 42 Shoe Lane, 12 Plumtree Court And 57 Farringdon Street London EC4A	Details of sewer vents pursuant to condition 10 of planning permission 12/01225/FULEIA dated 28th October 2013.	Approved 16.07.2015

15/00596/MDC Farringdon Within	Fleet Building, 40 Shoe Lane, 70 Farringdon Street, Plumtree Court, 42 Shoe Lane, 12 Plumtree Court And 57 Farringdon Street London EC4A	Submission of site investigation report to establish if the site is contaminated and to determine the potential for pollution of the water environment and details of measures to prevent pollution of ground and surface water pursuant to Condition 7 of Planning Permission dated 28 October 2014 app no. 12/01225/FULEIA.	Approved 14.07.2015
14/00898/MDC Farringdon Without	Clifford's Inn 138 Fetter Lane London	Submission of boundary wall details, entrance canopies, staircases to southern courtyard and gate pursuant to condition 9a(part) and 9b(part) of planning permission 12/00789/FULL dated 15/01/2013	Approved 30.06.2015
15/00325/LBC Farringdon Without	1 Essex Court Middle Temple London EC4Y 9AR	Upgrading of fire separation between basement and ground floor of existing store and internal reordering of subdividing non- structural partitions.	Approved 14.07.2015
15/00483/MDC Farringdon Without	St Bartholomew's Hospital West Smithfield London EC1A 7BE	Details of building recording pursuant to condition 4 of planning permission dated 24 February 2015 (app. number 14/01283/FULL) and condition 4 of listed building consent dated 24 February 2015 (app. number 14/01281/LBC).	Approved 30.06.2015
15/00284/MDC Langbourn	120 Fenchurch Street London EC3M 5BA	Details of sewer vents pursuant to condition 11 of planning permission dated 30/03/2012 (11/00854/FULEIA).	Approved 16.07.2015
15/00494/FULL Langbourn	Asia House 31 Lime Street London EC3M 7HT	Removal of four metal infill panels above light well glazing and introduction of metal louvres.	Approved 14.07.2015
15/00606/MDC	21, 21A Lime Street, 8, 10,	Details of a stone sample pursuant to condition 5a (part) of	Approved

Langbourn	10A, 11A & 11B Ship Tavern Passage London EC3	planning permission 15/00089/FULL dated 16.04.2015.	09.07.2015
15/00322/LBC Lime Street	13 Leadenhall Market London EC3V 1LR	Formation of new mezzanine floor to replace existing with associated internal works.	Approved 30.06.2015
15/00456/FULLR3 Lime Street	St Helen's Bishopsgate, Great St Helen's Undershaft London EC3A 6AT	Retention of temporary installation of a sculpture - Charity by Damien Hirst- for a temporary period of up to 1 year to be taken down on or before 05 June 2016.	Approved 07.07.2015
15/00565/FULLR3 Lime Street	Undershaft, Land Adjoining 1 Great St Helen's London EC3	Temporary installation of a sculpture - Breakout II by Bruce Beasley - for a temporary period of up to 1 year to be removed on or before 05 June 2016.	Approved 09.07.2015
15/00021/MDC Portsoken	48 Aldgate High Street London EC3N 1AL	Details of replacement windows, brick window heads and window cills pursuant to condition 2(a) of planning permission (application no. 12/00298/FULL) and conditions 2(a), (b) and (c) of listed building consent (application no. 12/00297/LBC) dated 6th September 2012.	Approved 02.07.2015
15/00413/MDC Tower	60 Mark Lane London EC3R 7ND	Submission of particulars and samples of materials and details of windows, new facades and roof storeys, handrails and balustrades, new works and works of making good to the interior of the building, window cleaning equipment and roof excrescences, plant and junctions with neighbouring buildings pursuant to Condition 5 a) (in part) and Conditions 5b), c), d), e), f), g) (in part) and h) of	Approved 02.07.2015

		planning permission 14/00313/FULL dated 03.04.2014 and Condition 2 a) (in part), 2b), c), d), e), f), g), h) (in part),i) and 5) of listed building consent 14/00314/LBC dated 03.04.14	
15/00440/PODC Tower	76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1A Carlisle Avenue London EC3N 2ES	Submission of the Television Interference Survey and Survey Area Map pursuant to schedule 3 paragraph 12.1 of section 106 agreement dated 11 November 2014 planning application reference 08/00824/FULMAJ.	Approved 14.07.2015
15/00476/FULL Tower	1 Aldgate London EC3N 1RE	Change of use from Class B1 (Office) to Class A1 (Retail) or A2 (Financial & Professional Services) at ground floor level, the installation of new entrance, ATM and ventilation louvres to replace three glazed windows.	Approved 07.07.2015
15/00477/MDC Tower	Bowring House 28 Great Tower Street London EC3R 5AT	Details and samples of materials and typical details of fenestration pursuant to Condition 9(a) (in part) and 9(b) (in part) of planning permission 13/00360/FULL dated 27/02/2014.	Approved 30.06.2015
15/00488/FULL Tower	74 Aldgate High Street London EC3N 1BD	Installation of ATM cashpoint within Aldgate High Street elevation.	Approved 16.07.2015
15/00489/ADVT Tower	74 Aldgate High Street London EC3N 1BD	Installation and display of: (i) one internally illuminated ATM sign measuring 1.525m high x 0.779m wide located at a height of 0.579m above ground level.	Approved 16.07.2015
15/00362/FULL Vintry	30 Cannon Street London EC4M 6XH	Alterations to the Bread Street entrance including new hard landscaping and the re-cladding of a lift entrance.	Approved 07.07.2015

15/00363/LBC Vintry	30 Cannon Street London EC4M 6XH	Alterations to the Bread Street entrance including new hard landscaping and the re-cladding of a lift entrance.	Approved 07.07.2015
15/00064/MDC Walbrook	27 - 35 Poultry London EC2R 8AJ	Details of alterations to the existing facades, including works to the loading bay and bay doors, new opening to access fifth floor terraces and works within all lightwells pursuant to condition 12 (b) of planning permission dated 03.06.14 (13/01036/FULMAJ).	Approved 16.07.2015
15/00066/LDC Walbrook	27 - 35 Poultry London EC2R 8AJ	Details of alterations to the existing facades, including works to the loading bay and bay doors, new opening to access fifth floor terraces and works within all lightwells pursuant to condition 3 (b) of listed building consent dated 03.06.14 (App No 13/01037/LBC)	Approved 16.07.2015
15/00438/LBC Walbrook	27 - 35 Poultry London EC2R 8AJ	Application under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary condition 7 of listed building consent (application no. 13/01037/LBC) dated 3rd June 2014 to refer to a revised list of drawings amended to reflect minor alterations to the detailed design of the canopy at roof level and to form suspended terrace to the dome bar and to allow changes to the design and layout of the proposed walkway and balustrade at roof level.	Approved 10.07.2015
15/00439/NMA Walbrook	27 - 35 Poultry London EC2R 8AJ	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 13/01036/FULMAJ dated 3rd June 2014 to enable amendments to the design of the proposed canopy at roof level and to form suspended terrace to	Approved 09.07.2015

		the dome bar and to allow changes to the design and layout of the proposed walkway and balustrade at roof level.	
15/00482/LDC Walbrook	27 - 32 Poultry London EC2	Details of alterations to lobby doors pursuant to condition 3(m) of listed building consent dated 03.06.14 (13/01037/LBC).	Approved 02.07.2015
15/00564/LDC Walbrook	27 - 35 Poultry London EC2R 8AJ	Details of all new work and alterations to the Banking Hall pursuant to condition 3(e) of planning permission 13/01037/LBC dated 3rd June 2014.	Approved 14.07.2015
15/00626/MDC Walbrook	27 - 35 Poultry London EC2R 8AJ	Particulars and samples of external materials pursuant to condition 12 (a) of planning permission 13/01036/FULMAJ dated 03.06.2014.	Approved 14.07.2015
15/00627/LDC Walbrook	27 - 35 Poultry London EC2R 8AJ	Particulars and samples of external materials pursuant to condition 3 (a) of listed building consent 13/01037/LBC dated 03.06.2014.	Approved 14.07.2015

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Committee:	Date:	Item no.
Planning and Transportation	31 July 2015	
Subject: Valid planning applications received by Department of the Built Environment		
Public		

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.

DETAILS OF VALID APPLICATIONS

Application Number & Ward	Address	Proposal	Date of Validation
15/00694/FULL Bassishaw	1 Love Lane, London, EC2V 7JN	Replacement glazing, new structural bays, new ground floor facade & reception area, new plant, facade cleaning, change of use at part ground floor level from Class D4 to B1 (office).	29/06/2015
15/00706/FULMAJ Bassishaw	55 Gresham Street, London, EC2V 7HQ	Refurbishment and alterations to the building, including demolition of the seventh floor and roof plant; extension of floorplates at ground to sixth floors, replacement of seventh floor, additional eighth floor and pavilion at ninth floor for Class B1 offices; partial change of use from Class A4 to Class B1 at ground and lower ground levels and partial change of use from Class A1 to Class B1 at ground level; infill of existing atrium; creation of ninth floor roof terrace and accessible terraces at seventh floor; new plant at ninth floor level; recladding to exterior elevations and replacement fenestration; provision of new main office entrance on the corner of Gresham Street and Wood Street;	30/06/2015

		alterations to rear service bay area; the provision of lower ground level cycle parking and associated facilities and other incidental works.	
15/00700/FULL Bishopsgate	110 Bishopsgate, London, EC2N 4AY	Erection of glass enclosure on restaurant terrace on eastern side of tower at level 38.	26/06/2015
15/00709/FULL Bishopsgate	7 Bishopsgate Churchyard, London, EC2M 3TJ	(i) Change of use at ground and basement levels from Class A3 use to a private events venue (Sui Generis) (327sq.m) (ii) Use of external area adjacent to the building for Sui Generis use and the setting out of tables and chairs. (iii) Associated external alterations.	01/07/2015
15/00619/FULL Broad Street	Carpenters Hall, 1 Throgmorton Avenue, London, EC2N 2JJ	Replacement of an existing steel framed lantern on the second floor mezzanine roof with an aluminium framed roof lantern.	10/06/2015
15/00719/FULL Candlewick	1 King William Street, London, EC4N 8DH	Installation of three satellite dishes on the 8th floor roof	03/07/2015
15/00673/FULL Castle Baynard	St Andrews House, 18 - 20 St Andrew Street, London, EC4A 3AG	Refurbishment of existing B1(a) office building, including: (i) front, side and rear facade and fenestration changes; (ii) installation of new rear entrance door; (iii) the erection of a link bridge to the rear lightwell at ground floor level; (iv) infilling of the existing lightwell at ground to eighth floor levels; (v) erection of a ninth floor roof extension; (vi) change of use of part basement and part ground floor from office use (Class B1) to a flexible use for either office use (Class B1) or retail use (Class A1)(340sq.m GIA); and (vii) associated works including replacement rooftop plant equipment and screen (Total increase in floorspace 909sq.m GIA).	24/06/2015
15/00591/FULL Cordwainer	62 Cheapside, London, EC2V 6BP	Alterations to the shopfront including: (i) replacement of stainless steel entrance column cladding with stone columns to match the existing shopfront; (ii) replacement of existing entrance doors; (iii) removal of existing entrance handrails and (iv) other	30/06/2015

		associated alterations.	
15/00593/FULL Cornhill	28 Threadneedle Street, London, EC2R 8AY	Installation of five air-conditioning units to rear flat roof.	07/07/2015
15/00695/FULL Farringdon Within	Nestor House, Playhouse Yard, London, EC4V 5EX	Installation of replacement windows, new ventilation louvres and a new shopfront.	29/06/2015
15/00702/FULMAJ Tower	76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1A Carlisle Avenue, London, EC3N 2ES	Application under section 73 of the Town and Country Planning Act 1990 to vary condition 30 (approved plans) of planning permission No 08/00824/FULMAJ dated 11.11.2014. Amendments to the scheme to include: extensions at roof levels; infill at fifth and sixth floors on the Fenchurch Street frontage; alterations to facades and fenestration; reconfiguring of the office and retail areas (office increase 942 GIA, retail reduction 616 GIA); removal of car and motor cycle parking.	29/06/2015
15/00679/FULL Vintry	71 Queen Victoria Street, London, EC4V 4AY	Change of use of 1st and 2nd floors from Class B1(a) (offices) to Class D2 (gym).	24/06/2015

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Committee:	Date:
Planning and Transportation	31 July 2015
Subject: 6 - 8 Bishopsgate & 150 Leadenhall Street London EC2N 4DA & EC3V 4QT Demolition of existing buildings and redevelopment to provide a new building comprising lower ground and basement levels (including part basement mezzanine), ground and mezzanine levels plus part 8, part 20 and part 40 storeys plus plant [185.1m AOD to provide office (Class B1) use [70,053sq.m GEA], flexible shop/cafe and restaurant (Class A1/ A3) uses [418sq.m GEA] at part ground floor and mezzanine levels and flexible shop/cafe/restaurant/office (A1/A3/B1) uses [235sq.m GEA] at part ground floor and mezzanine levels; and a publicly accessible roof top pavilion (sui generis) [795sq.m GEA] at level 40; the provision of hard and soft landscaping. [TOTAL 71,501sq.m GEA]	Public
Ward: Lime Street	For Decision
Registered No: 15/00443/FULEIA	Registered on: 1 May 2015
Conservation Area: Bank	Listed Building: No

Summary

Planning permission is sought for the construction of a 40 storey building (two basements, ground floor, Mezzanine and 39 upper floors for office and retail use. The highest part of the building would be 185.1m AOD (167.6m AGL).

The new development would provide an additional 36,942sq.m (GEA) of office (Class B1) floorspace (70,053sq.m total), 418sq.m (GEA) of new retail floorspace (Class A1or A3) and 235sq.m (GEA) of mixed retail or office (Class A1, A3 or B1) use at ground floor and mezzanine levels. There would also be a publicly accessible roof top pavilion (sui generis) of 795sq.m at level 40. The proposed development would provide a significant increase in flexible office accommodation, retail uses and publicly accessible space on this site, which would assist in meeting the needs of the financial and business services of the City as well as visitors.

The proposal, due to its height and form would provide a distinctive building whose sculptural design creates a prominent juxtaposition within the townscape that is considered to create a positive relationship with the new generation of contemporary office developments in the Eastern Cluster

The building would not be detrimental to the setting of nearby listed buildings and conservation areas or views from the Tower of London.

The proposals support the strategic objectives of the City of London and would support the economic policies of the London Plan, Core Strategy and Local Plan.

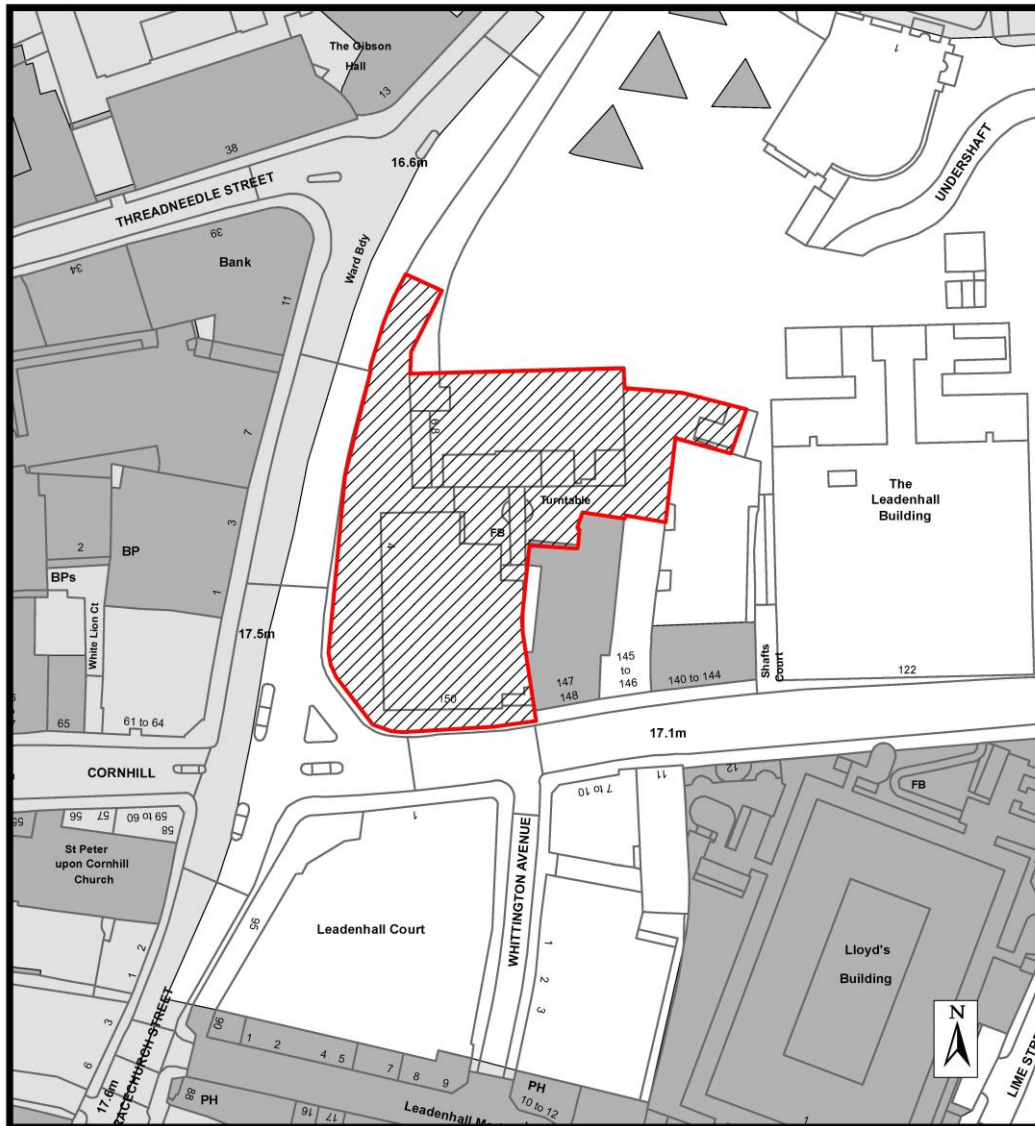
Recommendation

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

(b) Planning permission be GRANTED for the above proposal in accordance with the details set out in 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;

(c) That your officers be instructed to negotiate and execute obligations in respect of those matters set out in the report under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

Site Location Plan



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ADDRESS:
6-8 Bishopsgate & 150 Leadenhall Street

CASE No.
15/00443/FULMAJ



DEPARTMENT OF THE BUILT ENVIRONMENT



1. View north from Gracechurch Street

6-8 Bishopsgate & 150 Leadenhall Street 15/00443/FULEIA



2. View north east from the junction of Gracechurch Street and Cornhill



3. View south from the junction of Bishopsgate and Threadneedle Street

6-8 Bishopsgate & 150 Leadenhall Street 15/00443/FULEIA

Main Report

Environmental Impact Assessment

1. This application is accompanied by an Environmental Statement (ES). The ES is a means of drawing together, in a systematic way, assessment of a project's likely significant environmental effects. This is to ensure that the importance of the predicted effects and the scope for reducing them, are properly understood by the public and the competent authority before it makes its decision.
2. The Local Planning Authority must take the Environmental Statement into consideration in reaching its decision as well as comments made by the consultation bodies and any representations from member of the public about environmental issues.
3. The Environmental Statement must include at least:
 - A description of the development comprising information on the site, design and size of the development;
 - A description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects;
 - The data required to identify and assess the main effects which the development is likely to have on the environment;
 - An outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for his choice, taking into account the environmental effects;
 - A non-technical summary of the information provided; and
 - Any other information necessary to consider the environmental effects of the proposal.

Site

4. The Site occupies the corner of Bishopsgate and Leadenhall Street and is comprised of two separate buildings, 6-8 Bishopsgate and 150 Leadenhall Street. The buildings are neither listed nor within a conservation area.
5. The existing building at 6-8 Bishopsgate is an office building arranged over lower ground, ground, 2 podium level floors and 20 upper floors. The building at 150 Leadenhall Street is also in office use, comprising ground plus 6 upper floors.
6. The Site forms part of the City's Eastern Cluster of tall buildings and to the north of the proposal site is the development site of 22 Bishopsgate (The Pinnacle) with 122 Leadenhall Street (The Cheese-grater) to the east.
7. The local highway authority for Bishopsgate is Transport for London (TfL).

Proposal

8. It is proposed to construct a new building for office, retail and public use. The building would comprise lower ground and basement levels (including part basement mezzanine), ground and mezzanine levels plus part 8, part 20 and part 40 storeys and a plant level. The highest part of the building would be 185.1m AOD (167.6m AGL).
9. The proposed floorspace of the building is 71,501sq.m of which 70,053sq.m would be office (Class B1), 418sq.m retail (Class A1 or A3) and 235sq.m of retail/office (Class A1, A3 or B1). There would be a publicly accessible roof top pavilion (sui generis) of 795sq.m at level 40. [All floorspace figures GEA]
10. The pavilion at level 40 would be a mixed (sui generis) use comprising a public viewing gallery and tenant meeting rooms. The two areas would be subdivided by sliding partitions that would enable the whole space to be opened up for private functions outside of public access hours.
11. The viewing gallery would be served by a separate entrance lobby and lifts that would be accessed from Bishopsgate. It would be open, free of charge, to a maximum of 50 members of the public at any one time during visiting hours.
12. The principal office entrance and reception would be located on the Bishopsgate with a secondary entrance from Leadenhall Street. The retail unit(s) would be sited on the junction of Bishopsgate and Leadenhall Street. Servicing would be at lower ground floor level with access from Undershaft.

Consultations

13. The views of other City of London departments have been taken into account in considering the redevelopment scheme. Some detailed matters remain to be dealt with through conditions and the provision of an agreement under Section 106 of the Town and Country Planning Act 1990.
14. Historic England was consulted at pre-application stage and does not wish to comment further.
15. Historic Royal Palaces have not responded.
16. Thames Water has no objections but asks for conditions to be imposed to prevent foundations having an adverse impact on water resources and sewers as well as ensuring that the development does not impact on water supplies.
17. The Environment Agency has no objection.
18. Natural England welcomed the provision of the green roofs, sustainable drainage and ecological enhancements proposed.

19. The Greater London Authority (GLA) has confirmed that the proposed development generally complies with the London Plan but has asked for clarification in respect of details of the accessible parking bays, sustainability and surface water management.
20. In relation to their role as highway authority for Bishopsgate, Transport for London (TfL) have requested additional information in respect of trip generation, transport capacity, junction modifications, public realm, cycle hire provision and a delivery service plan.
21. These issues are to be dealt with through condition, as part of the provisions of the Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 or as part of a Section 278 agreement.
22. Should your committee be minded to grant planning permission, the application will be referred back to the Mayor under Article 5 of the Town & Country Planning (Mayor of London) Order 2008. The Mayor will then have fourteen days to decide whether to allow the City to issue the decision
23. A letter of support for the development was received from Brookfield Office Properties who maintain a long leasehold interest in Leadenhall Court which is the neighbouring property on the south side of Leadenhall Street.
24. Comments and a holding objection (now withdrawn) were received on behalf of the churches of St. Peter-upon-Cornhill, St. Helen Bishopsgate and St. Andrew's Undershaft in respect of the potential for site specific obligations. The issues raised will be addressed through planning conditions and/or S.106 obligations. Where appropriate, the City undertakes to consult the churches in respect of relevant detail submissions.

Policy Context

25. The development plan consists of the London Plan and the Local Plan. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
26. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

Introduction

27. 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);

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) and;

For development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area and its setting (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).

28. Paragraph 131 of the NPPF advises, “In determining planning applications, local planning authorities should take account of:
 - the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.”
29. 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...” It further states at Paragraph 2 that:

“Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.
30. It states at paragraph 7 that sustainable development has an economic, social and environmental role.
31. In considering the planning application before you, account has to be taken of the environmental information including the Environmental Statement, the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
32. The Environmental Statement is available in the Members’ Room, along with the application, drawings and the representations received in respect of the application.
33. The principal issues in considering this application are:
 - The extent to which the proposals comply with Government policy advice (NPPF).
 - The extent to which the proposals comply with the relevant policies of the London Plan and the Local Plan.
 - The impact of the proposal on heritage assets.

- The impact on the nearby buildings and spaces, including daylight/sunlight and amenity.

Economic Development Issues

34. 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.
35. 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 Local Plan and London Plan, particularly policies CS1 and 2.10.
36. Policy CS1 seeks to increase office floorspace, particularly 'encouraging the assembly and development of large sites, where appropriate, to meet the accommodation needs of the City's biggest occupiers'.
37. The current buildings provide 33,111sq.m (GEA) of office accommodation.
38. The proposed building would provide 70,053sq.m (GEA) of high quality office accommodation to meet the demands of the City's commercial occupiers; an increase of 36,942sq.m (GEA). Using the London Plan's assumed density of one person per 12sq.m (NIA) the number of office workers in the new building could be 3572 compared to 1580 in the original buildings.

Viewing Gallery

39. The provision of a publicly accessible viewing gallery would be in accordance with policy 7.7 of the London Plan and policy DM10.3 of the Local Plan.
40. The gallery would be available free of charge for up to 50 members of the public at any one time during the public opening hours and would provide a substantial public benefit.
41. Access to the gallery would be managed through an independent entrance and lobby off of Bishopsgate that would be sufficiently large to avoid any queuing on the street.
42. There would be a requirement for a viewing gallery management plan (see paragraph 154).

Retail Uses

43. The existing buildings contain no retail floorspace.
44. The new development would provide 418sq.m (GEA) retail floorspace in a single flexible unit (Class A1 and A3) at ground and mezzanine levels.

45. A further 235sq.m (GEA) of retail space could potentially be provided at ground floor and mezzanine levels in a flexible unit with uses including retail (Class A1 and A3) and office (Class B1). If occupied as a retail unit the total retail floorspace provided within the site would be 653sq.m (GEA).
46. The site is outside any designated Principal Shopping Centres (PSCs) as defined in policy DM 20.1 and new retail is encouraged to be located within these areas. However, Policy DM 20.3 supports retail outside of the PSCs where it would help form an active frontage, provide amenity to City workers and enhance vibrancy. New retail units in this development would be of benefit to the area and the workers located in this area, providing additional retail frontage on both Bishopsgate and Leadenhall Street, complementing the nearby Leadenhall Market PSC.

Bulk, Height & Massing

47. The development comprises two linked elements with a contiguous single floor plate; a tower of 3 basement levels, ground, mezzanine and 39 upper storeys on the northern part of the site and a lower masonry street block of with 7 upper storeys on the southern corner.
48. The site is on a prominent corner of Bishopsgate and Leadenhall Street between the consented “Pinnacle” scheme to the north and the Leadenhall Building to the east.
49. Rising to a height of 185.1m, the proposed tower would be of a similar height to 30 St. Mary Axe and significantly lower than neighbouring completed, under construction and permitted schemes:
 - 22 Bishopsgate ‘The Pinnacle’ (304.9m AOD) – Permitted
 - 122 Leadenhall Street ‘The Leadenhall Building’ (239.4m AOD) – Completed
 - 52-54 Lime Street, ‘The Scalpel’ (206.5m AOD) – Under construction
50. The proposed tower would relate satisfactorily to the heights and profiles of neighbouring tall buildings and would reinforce the character of the Eastern Cluster.
51. From Ludgate Hill the proposed building would not breach the distinctive profile of the Leadenhall Building thereby maintaining the “breathing space” of sky around the drum and dome of St Paul’s Cathedral.
52. The proposed tower would be approximately 55m lower than the Leadenhall Building ensuring that the distinctive profile of the Leadenhall building would remain visible in views from the west and would form an appropriate backdrop to the new tower.
53. The lower masonry street block would provide a robust ‘bookend’ visually supporting the street block to the east of 140-148 Leadenhall Street.

Design

54. The design approach has been to create a series of stacked, interlocking cuboid volumes that diminish in size on the upper storeys. The new building would have a bold and dynamic form with the individual blocks on different alignments cantilevered over the lower blocks. The tower would be crowned by a small rectilinear pavilion block which would overhang the blocks beneath and incorporate a public viewing gallery. The pavilion would appear to float over the blocks beneath. The design approach complements the vibrant quality of the cluster of tall buildings as a group with contrasting characteristics.
55. Each of the stacked blocks would feature subtle contrasts in cladding details through variations in the glazing modules and the addition of aluminium fins. The cantilevered blocks would appear particularly dynamic in street level views along Bishopsgate.
56. The public viewing gallery would provide a substantial public benefit and the dedicated public entrance would be in a prominent location on the north-west corner facing Bishopsgate.
57. Although of modest floorspace and size, the cantilevered pavilion and the full height glazing would provide a unique vantage point affording spectacular views to the west, north and south.
58. Given the floorspace of the proposed viewing gallery the ground floor access area would be sufficient to avoid any queuing on the pavement. Details of a visitor access and management plan would be required as part of a S.106 agreement to ensure free public access is provided and maintained.
59. Retail use (Class A1/A3) is proposed at ground floor and mezzanine levels at the junction of Bishopsgate and Leadenhall Street. The ground floor facades are predominantly glazed ensuring appropriately active and vibrant frontages that would help enhance the public realm at this point.
60. The design of the corner block as a stone clad robust masonry facade with punched, deeply recessed openings in a combination of right angled and splayed reveals relates satisfactorily with the fine masonry facades to the east along Leadenhall Street. In this respect, the corner building would assist in defining a coherent street block of masonry buildings that would contrast appropriately with the backdrop of tall buildings. The modelling and detailing of this block, especially in the key oblique views is appropriate. The frameless glazed upper storeys of the corner block would be stepped back from the masonry facades creating a recessive and appropriate visual termination to the block.
61. The building maintenance regime would be discreet with cleaning cradles and guide rails located on the flat roofs and roof terraces. The cradle parking positions would ensure that they would be concealed from street level views.

62. The landscaping approach to the roof terraces is considered appropriate.

London Views Management Framework and Tower of London Local Setting Study

63. The site falls outside all of the Protected Vistas of the London Views Management Framework. However, the tower would impact in a significant manner on a number of Assessment points in the LVMF.
64. The tower would be clearly visible on the City skyline from all three assessment points at Waterloo Bridge (15B) and from Gabriel's Wharf (16B). From all of these vantage points, the tower would be seen in the foreground of the Leadenhall Building. The tower would relate to the profile of the cluster and would not harm the setting or appreciation of St. Paul's Cathedral or other important landmarks.
65. From the three assessment points at City Hall (25A) and the north bastion of Tower Bridge, the tower would relate satisfactorily to the compact profile of the City cluster of towers located to the left of the Leadenhall Building. From these vantage points the tower would not harm the setting or views of the Tower of London or other important landmarks.
66. The tower would be concealed in both summer and winter by the trees on the Duck Island in the view from St James's Park and would, therefore, not affect this view.
67. In terms of wider views (e.g. Alexandra Palace, Parliament Hill, Kenwood and Primrose Hill) the tower would be fully integrated within the City's cluster of tall buildings and would not compromise the setting of St. Paul's Cathedral.

Setting of the Tower of London World Heritage Site

68. The Tower of London World Heritage Site is located a significant distance to the east of the site. The proposed tower, which would be located to the west of the City cluster of towers, has been assessed from all the key views of the World Heritage Site identified in the adopted Local Setting Study. The proposed tower would appear as a peripheral feature on the skyline, a considerable distance from the World Heritage Site, and would not harm the setting or outstanding Universal value of the World Heritage site in any of these views.

Other Key Views

69. A key constraint of the site is the need to safeguard the "breathing space" to the north of St. Paul's Cathedral in the view eastwards from Ludgate Hill. As outlined above, the proposed tower would sit within the profile of the Leadenhall Building and would not harm the setting of St. Paul's Cathedral.
70. From the Monument viewing gallery and the viewing gallery of St. Paul's Cathedral, the tower would appear as an integral part of the City cluster of towers and would not harm the appreciation of recognized important landmarks in these views.

71. Similarly, in views from Bank junction and the upper level viewing galleries and terraces of 1 New Change and 20 Fenchurch Street the proposed tower would appear as an integral part of the City cluster of towers and would not harm these views or the setting of the Mansion House, the Bank of England or the Royal Exchange.

Setting of Conservation Areas

72. While the site does not fall within a conservation area, there are a number of conservation areas nearby.
73. To the west, the eastern boundary of the Bank Conservation Area includes all of the west side of Bishopsgate from Gibson Hall to 8 Gracechurch Street. Views of and from this Conservation Area are characterized by the backdrop of towers in the City's cluster of tall buildings on the north and east. The proposed tower and corner block would appear as prominent landmarks in views along Bishopsgate, Cornhill and further afield, such as, Bank junction but would be seen against this backdrop of existing tall buildings and, therefore, would not harm the setting of the Bank Conservation Area.
74. To the south of the site is the Leadenhall Market Conservation Area. The proposed tower would be a prominent backdrop to the Gracechurch Street entrance to the market in views northwards along Gracechurch Street. However, the proposed tower would be seen against the backdrop of existing tall buildings and would, therefore, not cause additional harm to this setting. Due to the street alignment and largely enclosed nature of the Market, the proposed development would only be visible in glimpses from within Leadenhall Market itself. The proposed tower would be seen as part of the backdrop of tall buildings within the cluster. The setting of the Leadenhall Market Conservation Area would not be harmed.
75. To the north of the site lies the St Helen's Place Conservation Area. The existing Aviva Tower and Leadenhall Building (122 Leadenhall Street) and the potential development of the Pinnacle site at 22 Bishopsgate, mean the proposed development would be generally concealed from view. However, the proposed tower would be visible in glimpsed views from the south side of St Helen's Bishopsgate in which it would stand against the taller Leadenhall Building. The proposed building would not harm the setting of the St Helen's Place Conservation Area.
76. The completion of a scheme at 22 Bishopsgate with a tall building would further reduce any the visual impact of the buildings hereby proposed.

Setting of Listed Buildings

77. The site is located adjoining, adjacent to and near a number of listed buildings.

78. To the east, adjoining the site is the grade II listed 147-148 Leadenhall Street and further to the east is the grade II listed 140-144 Leadenhall Street. These buildings form part of a short terrace of masonry buildings to which the corner block of the proposed development would create a robust masonry bookend that would allow this important townscape group to be read with an improved sense of visual integrity.
79. The setting of 140-144 and 147-148 Leadenhall Street is already defined by a backdrop of neighbouring tall buildings and the proposed tower would not additionally harm their setting.
80. On the west side of Bishopsgate a number of listed buildings define the corner of Bishopsgate and Threadneedle Street (the grade II listed Nos.1-11 Bishopsgate, 38 Threadneedle Street and the imposing grade I listed Gibson Hall). The setting of these listed buildings is defined by tall buildings to the east. The proposed tower would sit comfortably within this backdrop and would not harm the setting of these listed buildings.
81. Similarly, the setting of the grade I listed St. Peter upon Cornhill, the grade II* listed Leadenhall Market and other buildings along Gracechurch Street, such as, the grade II listed 7-9 Gracechurch Street and 81-82 Gracechurch Street would not be harmed by the proposal. All of these buildings are appreciated in views northwards along Gracechurch Street with the backdrop of existing towers to the north east.
82. The grade I listed churches of St. Helen and St. Andrew Undershaft are small scale buildings of great historic value. Their setting is characterised by a backdrop of neighbouring tall buildings and the proposed tower would not additionally harm their setting.
83. The proposed tower would be set back from the site's Leadenhall Street frontage and would not harm views of the grade I listed Lloyd's Building in views from Cornhill and Leadenhall Street.

Servicing, Parking and Transportation

84. The waste storage and collection facilities have been agreed with the Waste and Amenity Planning Manager.
85. An off-street service area and refuse collection area would be provided at lower ground level to service the whole building. Access would be from Undershaft.
86. The service area would be able to accommodate four (2 x 8m and 2 x 6m) heavy goods vehicles (HGVs) and a refuse collection vehicle, skip truck or light goods vehicle (LGV) at any one time. The total number of service vehicles expected to visit the site per day would be approximately 143 for all vehicles types.
87. The service area would be able to accommodate all vehicles servicing the development but a servicing management plan would need to be approved to ensure that deliveries are spread throughout the day to avoid peaks when the service area might otherwise become congested.

88. There is the potential for the local area to become a controlled zone to limit and manage vehicles wishing to use Undershaft. The proposed servicing arrangements would not compromise any future on-street management arrangements as Undershaft would continue to be the point of access.
89. The development provides no general car or motorcycle parking which accords with policy. However, three on-site parking spaces would be provided for those for persons with disabilities.
90. The site is identified as being located in an area with a Public Transport Accessibility Level (PTAL) rating of 6b. This is the highest level of accessibility and rated as "Excellent".
91. The application includes a Framework Travel Plan. However, interim and full Travel Plans will be required (prior to occupation and within six months of first occupation respectively) to ensure that the tenants are promoting and encouraging sustainable travel methods. This would be secured through the S106 agreement.
92. 718 cycle parking spaces, accessed via the service area on Undershaft, would be provided at basement level together with shower and changing facilities. This would meet the latest cycle parking standards outlined in London Plan (2015) of 1 space per 95sq.m of floorspace (GEA).
93. There is potential for increased pedestrian levels to exacerbate crowding at the junction of Bishopsgate, Leadenhall Street, Gracechurch Street and Cornhill, particularly on the southern arm across Gracechurch Street, which the Transport Assessment notes is level E meaning that it provides 100% restricted movement. Thus mitigation measures would be required to reduce the likelihood of more dangerous informal crossing and crowding to more normal pedestrian comfort levels. These mitigation measures could range from alterations to traffic signal phasing to installing diagonal crossings and would be the subject of a S.278 agreement between the developer and the local highway authority which in this case would be TfL.

Wind

94. Using quantitative wind tunnel testing, the applicants have carried out a full "Lawson Criteria" pedestrian comfort assessment.
95. Local conditions around the perimeter of the site would be within the standing to strolling range. There would be a slight increase in windiness particularly on the south-east and south-west corners of the site where the existing baseline conditions would increase from standing to strolling and sitting to standing respectively.
96. The findings identified in the applicants supporting documents have been independently verified and confirmed to be sound. No further mitigation is required.

Daylight and Sunlight

97. Loss of daylight and outlook is a material planning consideration. Policy DM10.7 of the Local Plan seeks “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”.
98. A report has been submitted analysing the effect of the proposal on daylight and sunlight to the Leatherseller’s Company overnight sleeping accommodation at 33 Great St Helen’s.
99. The analysis has been carried out in accordance with the Building Research Establishment (BRE) guidelines “Site Layout Planning for Daylight and Sunlight”. The guidelines are advisory rather than mandatory and need to be interpreted flexibly, taking into account other factors which might also affect the site.
100. The analysis indicates that the neighbouring residential property would continue to meet the BRE criteria for Vertical Sky Component (VSC), No Skyline (NSL), Average Daylight Factor (ADF) and Annual Probable Sunlight Hours (APSH) with no noticeable loss of daylight or sunlight.

Amenity Space

101. The BRE guidance on sunlight to a garden or amenity area advises that for it to be adequately sunlit throughout the year no more than 40%, and preferably no more than 25%, should be in permanent shade on 21st March.
102. The only open amenity space around the Site that could potentially be impacted by the proposed development is the space directly in front of St Helen’s Bishopsgate Church.
103. The provided commentary and supporting data indicates that no part of this area would be affected by the proposal.
104. Crosby Square to the north of the proposal site has not been assessed as the partially implemented scheme at 22 Bishopsgate would stand between the square and the proposed tower.

Other Properties

105. There are no other residential premises where daylight or sunlight would be affected by this proposal.
106. For the reasons outlined above in relation to the open space, sunlight to the stained glass windows of St Helen’s Bishopsgate Church would not be affected by the proposed development.

Solar Glare

107. The BRE Guidelines recommend that solar glare analysis be carried out to assess the impact of glazed facades on road users in the vicinity. In this case, viewpoints for the analysis were positioned at points before a junction or traffic lights where a distraction to motorists may occur. The viewpoint was positioned at 1.5m above ground at the

height of a sitting driver and pointing down the centreline of the road where drivers' vision is critical.

108. The analysis assumes a worst case scenario for solar glare with an external facade glazing constructed of 'Ipasol Bright White' glass with a reflectance level of 36%. The analysis concludes that in the worst case scenario, when there is no cloud cover to dissipate the sun's rays, the effects of solar glare would cause a significant adverse effect for road users at the assessment points.
109. Details of the materials for the external facades, and their impact on mitigation of the potential solar glare, will be required by condition.

Sustainability and Energy

110. As part of the supporting documentation, the applicants have submitted a Sustainability Statement, including a BREEAM New Construction 2014 pre-assessment, and an Energy Strategy.
111. By utilising passive design and energy efficiency measures, the development is estimated to achieve 26.3% carbon emissions savings over the Building Regulations 2013 compliant baseline scheme. The connection of the development into a district heating network would currently not be possible but the opportunity for a future connection would be provided.
112. The carbon emissions savings would be further increased by the installation of louvres with photovoltaic panels with a size of 400sq.m. on the roofs of the plant room and the pavilion. In addition, hot water heat recovery is proposed. Both measures would contribute a 3.2% reduction in carbon dioxide emissions. The submitted energy strategy demonstrates that the development has the potential to achieve an overall 29.5% carbon emission reduction over a Building Regulations compliant building. This would result in a shortfall of 5.5% carbon emissions savings in relation to the London Plan target of 35% and offset payments may be required if evidence cannot be provided to demonstrate that this building type cannot meet the target on site. Details of the final energy strategy to be adopted for the development is dealt with by condition.
113. 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. Further potential credits will be targeted in the detailed design stage of the development.
114. The sustainability statement addresses climate change adaptation and sustainable design of the development, in particular energy efficiency, sustainable materials, conserving water resources, sustainable drainage, waste management, pollution, urban greening and biodiversity. Landscaped terraces with raised planter beds would be provided at levels 9 and 21. The installation of small, extensive green roofs on the terraces and details are required as part of the condition in relation to landscaping.

Sustainable Urban Drainage Systems

115. Rainwater storage and rainwater harvesting is proposed to address sustainable drainage. The proposed range of climate change adaptation and sustainable design measures is considered to be acceptable, subject to further details to be considered under the conditions.

Demolition and Construction

116. A Demolition and Construction Method Statement for the scheme is required by condition.

Archaeology

117. The site is in an area of high archaeological potential at the centre of the Roman town and to the north of the Roman basilica forum. There is high potential for Roman domestic and workshop buildings to survive and the main Roman road between the basilica and Bishopsgate crossed the western part of the site. There is moderate and low potential for the survival of remains from later periods. An Historic Environment Assessment has been submitted with the application.
118. The existing buildings have basements to varying depths which have removed archaeological remains over most of the site. The areas where archaeology may survive are below a single basement in the central service area and the western and southern perimeter where it is likely that basements of previous buildings may survive as well as Roman and medieval remains.
119. The proposed building would have two basement levels extending across the entire site with a new pile located outside the basement line. The impact would be to remove any surviving archaeological remains. Archaeological evaluation is necessary to provide additional information on the nature, date and character of archaeological remains. The applicants have confirmed that it has not been possible to carry out evaluation as the buildings are occupied.
120. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation design

Planning Obligations and Community Infrastructure Levy

121. 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.

122. Planning obligation arrangements were modified by the Community Infrastructure Levy Regulations 2010 as amended ('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.
123. 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
124. 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. The policy repeated the tests set out above and states 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 Community Infrastructure Levy (CIL)

125. London Plan Policy 8.3 requires the Mayoral CIL to be paid by developers to help fund strategically important infrastructure, initially focussing on 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

126. 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.
127. Developments liable for both Mayoral CIL and Mayoral planning obligations payments for Crossrail will not be double charged. The Mayor will treat the CIL liability as a credit towards Mayoral planning obligation contribution. Therefore the Mayoral planning obligation liability can be reduced by the Mayoral CIL.

128. At the time of preparing this report the Mayoral CIL has been calculated to be £1,832,150. The full Mayoral planning obligation has been calculated to be £5,005,630. This would be reduced to £3,173,480 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 at this point.
129. 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 received will be forwarded to the Mayor. However, the developer will also be liable to pay an additional £3,500 Mayoral 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:

Liability in accordance with the Mayor of London's policies	Contribution £	Forwarded to the Mayor	Retained by City Corporation
Mayoral Community Infrastructure Levy payable	1,832,150	1,758,864	73,286
Mayoral planning obligation net liability*	3,173,480	3,173,480	Nil
Mayoral planning obligation administration and monitoring charge	3,500	Nil	3,500
Total liability in accordance with the Mayor of London's policies	5,009,130	4,932,344	76,786

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

City CIL

130. The City introduced its CIL on 1st July 2014 and will be chargeable in addition to the Mayoral CIL and Mayoral planning obligations. CIL will be charged at a rate of £75 per sq.m for Offices and £75 for all other uses. At the time of preparing this report the City CIL has been calculated to be £2,748,225. 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.
131. Under the CIL regulations the City Corporation is able to retain 5% of the CIL income as an administration fee. The contributions collected will be used to fund the infrastructure required to meet the requirements of the City's Development Plan.

City S106 Planning Obligations

132. On 1 July 2014 the City's Supplementary Planning Document on Planning Obligations was adopted. City Planning Obligations would be payable by developers in accordance with the Planning Obligations SPD on new commercial developments where there is a net increase of 500sq.m or more of Gross Internal Area. The policy seeks contributions towards Affordable Housing (£20 per sq.m), Local Training, Skills and Job Brokerage (£3 per sq.m) and Carbon Offsetting (£60 per tonne of carbon offset).
133. The section 106 agreement would normally follow the agreement template available on the City of London website.
134. In this case the proposed net increase in floorspace would be 36,643sq.m. On the basis of the figure indicated in the Supplementary Planning Document, the planning obligation figure would be £842,789. It is the City's practice that all financial contributions be index-linked with reference to the appropriate index from the date of adoption of the City's SPD to the date planning permission was granted.

135. The applicant has agreed a breakdown which accords with the Supplementary Planning Document as follows:

Liability in accordance with the City of London's policies	Contribution £	Available for Allocation £	Retained for Administration and Monitoring £
City Community Infrastructure Levy	2,748,225	2,610,814	137,411
City Planning Obligation Affordable Housing	732,860	725,531	7,328
City Planning Obligation Local, Training, Skills and Job Brokerage	109,929	108,830	1099
City Planning Obligation Non-Financial Monitoring Charge	3,000	Nil	3,000
Total liability in accordance with the City of London's policies	3,594,014	3,445,175	148,839

136. 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.

Affordable Housing Contribution

137. The Affordable Housing contribution will be used 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 London Plan. The applicant will be required to pay this contribution on or before the implementation of the planning permission.

Local Training, Skills and Job Brokerage Contribution

138. 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.

Highways Reparation and other Highways Obligations

139. The cost of any reparation works required as a result of the development will be the responsibility of the Developer.
140. It will be necessary for the Developer to enter into a Section 278 agreement with the City of London and Transport for London to carry works to the public highway and the Transport for London Road Network. All works will be at the cost of the Developer and will be required to mitigate the impact of the development.
141. The proposed works which will need to be undertaken as part of the Section 278 agreement will include (but not limited to) the removal of the dedicated left-turn slip lane at the junction of Bishopsgate and Leadenhall Street, widen footways in front of the building in order to enhance the pedestrian footways and public realm around the building, relocate the bus stop outside the proposed development to the north by 12m and any other works which may be necessary to mitigate the impact of the Development.

Delivery and Servicing Management Plan

142. The developer would be required to submit for approval a Delivery and Servicing Management Plan prior to occupation. In the event of any breach of the Management Plan, the developer will be required to resubmit a revised document, and should the developer default on this requirement, the City will be given the ability to provide a replacement plan. The operation of the Delivery and Servicing Management Plan will be subject to an annual review

Travel Plan

143. The developer would be required to submit both interim and full Travel Plans prior to occupation and six months after occupation respectively. The obligations in relation to this shall apply for the life of the building

Local Training, Skills and Job Brokerage Strategy

144. The applicant will be required to submit for approval details of the Local Training, Skills and Job Brokerage Strategy 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

145. The applicant 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.

146. 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.
147. 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 Offsetting

148. 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 submitted energy statement demonstrates that the development is designed to achieve a 29.5% reduction in carbon emissions when compared with the London Plan target of 35% improvement over the 2013 building regulations.
149. A detailed post construction assessment will be required. If the assessment demonstrates that the 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 at an initial cost of £60 per tonne of carbon to be offset, calculated over a 30 year period. The financial contribution for carbon off-setting will be required on Completion prior to occupation of the development.

Utility Connections

150. 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.

Viewing Gallery

151. London Plan policy 7.7 (L) states that tall buildings should incorporate publically accessible areas on the upper floors, whilst Local Plan Policy DM 10.3 seeks public access in building where feasible.
152. The pavilion at Level 40 would comprise a viewing gallery (sui generis) and tenant meeting rooms (B1). The viewing gallery would be available on occupation of the development. The development would not be permitted to be occupied until the; (a) Viewing Gallery (b) entrance lobby (c) public access lifts have been completed and (d) a viewing gallery management plan has been approved by the City of London.
153. The viewing gallery would be accessible by the public free of charge, during opening hours and would accommodate 50 members of the public at any one time. The Viewing Gallery would be served by its own entrance and lobby at ground floor, accessed from Bishopsgate comprising reception and security. There would be two dedicated shuttle lifts from the entrance lobby to the Viewing Gallery at Level 40.
154. Access to the viewing gallery would be via a booking system on a dedicated website and visitors would be able to book to access the viewing gallery prior to arrival. During public opening hours, no office tenants would be able to access the Viewing Gallery from the tenant meeting rooms at Level 40. Office tenants would need to book via the dedicated website and access the viewing gallery from the ground floor entrance lobby, in the same way as all visitors.
155. The viewing gallery will be open to the public Monday to Sunday, providing 53 hours of free public access per week; the specific hours of opening are to be agreed and secured in the S106 agreement.
156. The viewing gallery can be closed for private events or functions during the public opening hours, provided there are no more than 14 closure days per calendar year. The closures would not be permitted during public access hours without prior written approval from the City of London.

Viewing Gallery Management Plan

157. The developer will be required to submit a viewing gallery management plan for approval to the City Corporation. The plan would make provision for, but would not be limited to, such matters as booking procedure, safety and security, management and staffing and access.

TV Reception Survey

158. The Developer has provided the First Interference Survey for the City Corporation. As soon as reasonably practicable following completion the developer will be required to undertake the Second Interference Survey and shall submit the results to the City for information. If there is a significant deterioration in TV and radio reception, then the Developers will undertake appropriate mitigation measures.

Wind Mitigation

159. If requested by the City within 5 years of completion of the development, the Developer shall carry out a Wind Audit and submit the results to the City. If required by the City, the developer will pay the City Corporations costs for the Audit to be externally verified. In the event that the Wind Audit reveals that the Development has material adverse wind effects and the City considers that such adverse wind effects are attributable to the Development, the Developers shall undertake wind mitigation measures. Any measures deemed necessary will be accommodated within the site boundary where possible.

Counter-Terrorism

160. In line with policy CS3 of the Local Plan, there would be an obligation for a nationally adopted security assessment of the development and its impact on the wider area (particularly Undershaft) to be carried out prior to commencement. The outcome of the assessment may be a requirement for alterations to, and additional infrastructure on, the highway for the purposes of counter terrorism and security. Details of any highway adjustments and new security infrastructure, any traffic orders required to authorise its installation, its maintenance and management by the City and the City of London Police identified and required as a result of the assessment would form part of a separate Section 278 agreement to be entered into on terms and at a time necessary to secure this requirement.

Monitoring and Administrative Costs

161. 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. Some funds may be set aside for future maintenance purposes.
162. 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 financial contribution (secured under the City's SPG) will be allocated to the monitoring of the agreement and £250 per non-financial head of term.
163. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

Conclusion

164. The proposal supports the City's strategic objective to promote the City as the leading international financial and business centre.
165. The scheme provides an employment led, mixed use development that supports the economic policies of the adopted Local Plan and the London Plan and provides an increase in high quality floorspace suitable for major occupiers and/or other users and support accommodation in this part of the City.

166. The scheme's reliance on public transport meets the transport policies in the London Plan and Local Plan. This will have the benefits of maintaining the strength of the City in economic terms and making effective and efficient use of the infrastructure necessary to sustain such concentrations of development.
167. The proposed building would sit within the Eastern Cluster. The distinctive facade treatment and materials would distinguish this building from other tall buildings in the vicinity and contribute to the cluster.
168. The proposal would provide a distinctive building whose sculptural design creates a positive relationship with the office developments in the Eastern Cluster.
169. This development would not detract from the City's conservation areas, listed buildings or be detrimental to the setting of the Tower of London World Heritage Site.
170. The provision of a publicly accessible viewing gallery, available free of charge, for up to 50 members of the public at any one time, would provide substantial public benefit.
171. The proposal is in compliance with the provisions of the development plan.
172. The proposal would not compromise any future proposals for a controlled zone in the area.
173. After considering and balancing all of the above circumstances, I recommend that planning permission be granted as set out in the Recommendation and Schedule.

Background Papers

Internal

Memo	14.05.2015	City of London Markets and Consumer Protection, Pollution Team
Email	19.05.2015	Open Spaces Department
Email	01.07.2015	City of London Police

External

Email	26.05.2015	Environment Agency
Letter	26.05.2015	Historic England
Email	27.05.2015	Thames Water
Letter	27.05.2015	Transport for London
Email	29.05.2015	Brookfield Office Properties
Email	01.06.2015	Natural England
Email	03.06.2015	London City Airport
Letter	18.06.2015	City of Westminster
Letter	24.06.2015	Greater London Authority
Letter	02.07.2015	Wilson Stephen Associates
Letter	02.07.2015	Wilson Stephen Associates
Email	07.07.2015	ARUP
Letter	10.07.2015	Treanor Consulting

Application Documents

Design and Access Statement by Wilkinson Eyre Architects rec'd 01.05.2015

Planning Statement by Gerald Eve rec'd 01.05.2015

Environmental Statement Volume 1: Main Text by ARUP rec'd 01.05.2015

Environmental Statement Volume 1: Appendices by ARUP rec'd 01.05.2015

Environmental Statement Volume 2: Townscape, Heritage and Visual Impact Assessment by Millerhale Tavernor rec'd 01.05.2015

Environmental Statement Volume 3: Non-Technical Summary by ARUP rec'd 01.05.2015

Transport Assessment by ARUP rec'd 01.05.2015

Energy Statement by ARUP rec'd 01.05.2015

Sustainability Statement by ARUP rec'd 01.05.2015

Addendum to Daylight and Sunlight Report (ES Vol. 1: Main Text) via Email
by Gerald Eve/Waldrums rec'd 18.06.2015

Drawings: 00997-10-P-0000, 00997-10-P-0009, 00997-10-P-0010, 00997-10-P-0011, 00997-10-P-0012, 00997-10-P-0013, 00997-10-P-0014, 00997-10-P-0015, 00997-10-P-0020.

Appendix A

London Plan Policies

The London Plan is part of the development plan for the City. As such the London Plan is a material consideration to which the City of London Corporation must have regard in exercising its development control powers.

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 4.2 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 5.7 Major development proposals should provide a reduction in carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.
- 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 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.

Relevant Local Plan 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.

DM3.2 Security measures

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

- a) building-related security measures, including those related to the servicing of the building, to be located within the development's boundaries;
- b) measures to be integrated with those of adjacent buildings and the public realm;
- c) that security is considered at the concept design or early developed design phases of all development proposals to avoid the need to retro-fit measures that impact on the public realm;
- d) developers to seek recommendations from the City of London Police Architectural Liaison Officer at the design stage. New development should meet Secured by Design principles;
- e) the provision of service management plans for all large development, demonstrating that vehicles seeking access to the building can do so without waiting on the public highway;
- f) an assessment of the environmental impact of security measures, particularly addressing visual impact and impact on pedestrian flows.

CS4 Seek planning contributions

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

CS7 Meet challenges of Eastern Cluster

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

DM10.1 New development

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

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

DM10.3 Roof gardens and terraces

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

DM10.5 Shopfronts

To ensure that shopfronts are of a high standard of design and appearance and to resist inappropriate designs and alterations. Proposals for shopfronts should:

- a) respect the quality and architectural contribution of any existing shopfront;
- b) respect the relationship between the shopfront, the building and its context;
- c) use high quality and sympathetic materials;
- d) include signage only in appropriate locations and in proportion to the shopfront;
- e) consider the impact of the installation of louvres, plant and access to refuse storage;
- f) incorporate awnings and canopies only in locations where they would not harm the appearance of the shopfront or obstruct architectural features;
- g) not include openable shopfronts or large serving openings where they would have a harmful impact on the appearance of the building and/or amenity;
- h) resist external shutters and consider other measures required for security;
- i) consider the internal treatment of shop windows (displays and opaque windows) and the contribution to passive surveillance;
- j) be designed to allow access by users, for example, incorporating level entrances and adequate door widths.

DM10.7 Daylight and sunlight

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

DM10.8 Access and inclusive design

To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished), open spaces and streets, ensuring that the City of London is:

- a) inclusive and safe for all who wish to use it, regardless of disability, age, gender, ethnicity, faith or economic circumstance;

- b) convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment;
- c) responsive to the needs of all users who visit, work or live in the City, whilst recognising that one solution might not work for all.

DM12.1 Change affecting heritage assets

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

CS13 Protect/enhance significant views

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

CS14 Tall buildings in suitable places

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

DM15.1 Sustainability requirements

1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.
2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:

- a) BREEAM or Code for Sustainable Homes pre-assessment;
 - b) an energy statement in line with London Plan requirements;
 - c) demonstration of climate change resilience measures.
3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.
4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.
5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

DM15.2 Energy and CO2 emissions

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

DM15.3 Low and zero carbon technologies

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

2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered
3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

DM15.4 Offsetting carbon emissions

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

DM15.6 Air quality

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

5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.
2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.
3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

DM15.8 Contaminated land

Where development involves ground works or the creation of open spaces, developers will be expected to carry out a detailed site investigation to establish whether the site is contaminated and to determine the potential for pollution of the water environment or harm to human health and non-human receptors. Suitable mitigation must be identified to remediate any contaminated land and prevent potential adverse impacts of the development on human and non-human receptors, land or water quality.

DM16.1 Transport impacts of development

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

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

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

DM16.2 Pedestrian movement

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

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

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

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

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

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

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

DM16.3 Cycle parking

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

DM16.4 Encouraging active travel

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

DM16.5 Parking and servicing standards

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

5. Coach parking facilities for hotels (use class C1) will not be permitted.
6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.
7. Taxi ranks are encouraged at key locations, such as stations, hotels and shopping centres. The provision of taxi ranks should be designed to occupy the minimum practicable space, using a combined entry and exit point to avoid obstruction to other transport modes.

DM17.1 Provision for waste

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

DM17.2 Designing out construction waste

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

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

DM18.1 Development in Flood Risk Area

1. Where development is proposed within the City Flood Risk Area evidence must be presented to demonstrate that:
 - a) the site is suitable for the intended use (see table 18.1), in accordance with Environment Agency and Lead Local Flood Authority advice;
 - b) the benefits of the development outweigh the flood risk to future occupants;
 - c) the development will be safe for occupants and visitors and will not compromise the safety of other premises or increase the risk of flooding elsewhere.

2. Development proposals, including change of use, must be accompanied by a site-specific flood risk assessment for:
 - a) all sites within the City Flood Risk Area as shown on the Policies Map; and
 - b) all major development elsewhere in the City.
3. Site specific flood risk assessments must address the risk of flooding from all sources and take account of the City of London Strategic Flood Risk Assessment. Necessary mitigation measures must be designed into and integrated with the development and may be required to provide protection from flooding for properties beyond the site boundaries, where feasible and viable.
4. Where development is within the City Flood Risk Area, the most vulnerable uses must be located in those parts of the development which are at least risk. Safe access and egress routes must be identified.
5. For minor development outside the City Flood Risk Area, an appropriate flood risk statement may be included in the Design and Access Statement.
6. Flood resistant and resilient designs which reduce the impact of flooding and enable efficient recovery and business continuity will be encouraged.

DM18.2 Sustainable drainage systems

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

DM19.2 Biodiversity and urban greening

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

- a) green roofs and walls, soft landscaping and trees;
- b) features for wildlife, such as nesting boxes and beehives;
- c) a planting mix which encourages biodiversity;

- d) planting which will be resilient to a range of climate conditions;
- e) maintenance of habitats within Sites of Importance for Nature Conservation.

DM20.2 Retail links

To encourage the provision and resist the loss of retail frontage and floorspace within the Retail Links. A mix of shops and other retail uses will be encouraged in the Links, ensuring that the location and balance of uses does not adversely affect the function of the Link, any nearby PSC or their surrounding areas.

DM20.4 Retail unit sizes

1. Proposals for new retail uses should provide a variety of unit sizes compatible with the character of the area in which they are situated.
2. Major retail units (over 1,000sq.m) will be encouraged in PSCs and, where appropriate, in the Retail Links in accordance with the sequential test.

DM21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:
 - a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
 - b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.
2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.
3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.
4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.
5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

SCHEDULE

APPLICATION: 15/00443/FULEIA

6 - 8 Bishopsgate & 150 Leadenhall Street London EC2N 4DA & EC3V 4QT

Demolition of existing buildings and redevelopment to provide a new building comprising lower ground and basement levels (including part basement mezzanine), ground and mezzanine levels plus part 8, part 20 and part 40 storeys plus plant [185.1m AOD to provide office (Class B1) use [70,053sq.m GEA], flexible shop/cafe and restaurant (Class A1/ A3) uses [418sq.m GEA] at part ground floor and mezzanine levels and flexible shop/cafe/restaurant/office (A1/A3/B1) uses [235sq.m GEA] at part ground floor and mezzanine levels; and a publicly accessible roof top pavilion (sui generis) [795sq.m GEA] at level 40; the provision of hard and soft landscaping. [TOTAL 71,501sq.m GEA]

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Before the development hereby permitted is begun a detailed site investigation shall be carried out to establish if the site is contaminated and to determine the potential for pollution of the water environment. In the event that site contamination is found it must be reported in writing to the Local Planning Authority within five working days and an investigation and risk assessment must be undertaken in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the local planning authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.
REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to

ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the following policy of the Local Plan: DM15.8.

- 3 Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.
REASON: To avoid sewage flooding and to ensure that sufficient capacity is made available to cope with the new development in order to avoid adverse environmental impacts.
- 4 Before the development hereby permitted is begun, impact studies of the existing water supply infrastructure must be 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.
- 5 Details of facilities and methods to accommodate construction vehicles and deliveries during demolition and the construction of the building hereby approved are to be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work and no demolition or construction shall be carried out other than in accordance with the approved details and methods.
REASON: To ensure that the obstruction of the local highway network by construction vehicles is minimised in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM16.1.
- 6 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition taking place on the site. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.

- 7 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction shall be submitted to and approved in writing by the Local Planning Authority prior to any construction work taking place on the site. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the construction process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.
- 8 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1.
- 9 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 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 Local Plan: DM3.2.
- 10 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) Details of the measures proposed to mitigate the impacts of solar glare.
REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a

satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.

- 11 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.
REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4.
- 12 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.
REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4.
- 13 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.
REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.
- 14 No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with the relevant water or sewerage undertaker. 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 and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure.

- 15 Before any construction works hereby permitted are begun details of rainwater collection, 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 Local Plan: DM15.5 and DM18.1.

- 16 Prior to the commencement of any works on site, details shall be submitted to and approved in writing by the Local Planning Authority showing the means of protection of the trees which are to be retained including their root system and the approved details shall be implemented prior to and during the course of the building works as appropriate.

REASON: To ensure the protection of the adjacent trees in accordance with the following policies of the Local Plan: DM10.4, DM19.2.

- 17 Before any construction works hereby permitted are begun the following details and information 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) details of provision within the building facades for the inclusion of street lighting;

REASON: In the interests of public safety and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: CS3, DM10.1.

- 18 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) Large scale (1:10) details of the proposed new facade(s) including typical details of the fenestration and entrances;

(c) Large scale (1:10) details of ground floor elevations;

(d) Large scale (1:5) details of soffits, hand rails and balustrades;

(e) Details of junctions with adjoining premises;

(f) Details of the integration of cleaning equipment, cradles and the garaging thereof;

(g) Details of all ground level surfaces including materials to be used;

(h) 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 Local Plan:

- 19 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.
REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1.
- 20 Before any works thereby affected are begun full details of the Sustainable Drainage Systems shall:
(a) be submitted to and approved in writing by the Local Planning Authority. The details submitted must demonstrate compliance with the NPPF policies and practice guidance on flood risk and the Non-Statutory Technical Standards for sustainable drainage systems (DEFRA March 2015); and
(b) thereafter be maintained as approved throughout the lifetime of the building.
REASON: To improve sustainability, reduce flood risk and water run-off rates in accordance with the following policies of the Local Plan: DM15.5 and DM18.1.
- 21 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.
REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policies of the Local Plan: DM15.1, DM15.2, DM15.3, DM15.3, DM15.4.
- 22 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.
REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: DM15.1.
- 23 Details of the position and size of the green roof(s) and other landscaping features, the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2.

- 24 Before any construction works hereby permitted are begun a detailed energy strategy shall be submitted to and approved in writing by the local planning authority. The measures identified as being incorporated into the development and approved under this condition shall be incorporated into the development and maintained for the life of the development.
REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policies of the Local Plan: DM15.1, DM15.2, DM15.3, DM15.3, DM15.4.
- 25 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the 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. Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.
(b) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 26 The 'Life Safety Generator' shall be used solely on brief intermittent and exceptional occasions when required in response to a life threatening emergency and for the testing necessary to meet that purpose and shall not be used at any other time. At all times the generator shall be operated to minimise its noise impact and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.
REASON: To ensure that the generator, which does not meet City of London noise standards, is used only in response to a life threatening emergency situation.
- 27 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. The details approved must be implemented before the Class A use takes place.

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

- 28 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 including materials and construction method. The details approved must be implemented before the Class A use takes place and shall be so maintained thereafter for the life of the building.
REASON: In order to protect residential/commercial amenities in the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.
- 29 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.
- 30 The (A1/A3) (use/premises) hereby permitted shall not be open to customers between the hours of 23:00 on one day and 07:00 on the following day.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 31 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 Local Plan: DM15.7, DM16.2, DM21.3.
- 32 Except as may be approved in writing by the Local Planning Authority the loading and unloading areas must remain ancillary to the use of the building and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.
REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Local Plan: DM16.5.
- 33 Goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall not be accepted or dispatched unless

the vehicles are unloaded or loaded within the curtilage of the building.

REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM16.1, DM16.5, DM21.3.

- 34 In respect of the Class A1 and/or Class A3 units, no live or recorded music shall be played that can be heard outside the premises or within any other premises in the building.
REASON: To safeguard the amenity of the adjoining premises and the area in general in accordance with the following policy of the Local Plan: DM15.7
- 35 A further set of doors must be fitted between the Class A1 and/or Class A3 and the street and this extra set of doors shall be retained for the life of the premises. These doors must not be left open except in an emergency or for maintenance purposes.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 36 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 718 pedal cycles. The cycle parking provided on the site 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 to assist in reducing demand for public cycle parking in accordance with Transport for London guidance.
- 37 The changing facilities and showers adjacent to the bicycle parking areas and indicated on approved drawing 0997-10-P-0510, shall be provided and maintained throughout the life of the building for the use of occupiers of the building.
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.5
- 38 The pass doors shown adjacent to or near to the main entrances to the building on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.
REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Local Plan: DM10.8.
- 39 A clear unobstructed headroom of 5m must be maintained for the life of the buildings in the refuse skip collection area and a clear unobstructed

headroom of 4.5m must be provided and maintained in all other areas (including access ways) to be used for loading and unloading.
REASON: To ensure satisfactory servicing facilities in accordance with the following policy of the Local Plan: DM16.5

- 40 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.
- 41 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 Local Plan: DM10.1, DM10.8, DM16.2.
- 42 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 43 At all times when not being used for cleaning or maintenance the window cleaning gantries, cradles and other similar equipment shall be garaged within the enclosure(s) shown on the approved drawings.
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 44 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 policy of the Local Plan: DM10.1.
- 45 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:
Drawing nos:
00997-10-P-0101, 00997-10-P-0510, 00997-10-P-0520, 00997-10-P-0530, 00997-10-P-0540, 00997-10-P-1000, 00997-10-P-1005, 00997-10-P-1010, 00997-10-P-1020, 00997-10-P-1050, 00997-10-P-1070, 00997-10-P-1090, 00997-10-P-1120, 00997-10-P-1160, 00997-10-P-1210, 00997-10-P-1240, 00997-10-P-1270, 00997-10-P-1300, 00997-10-P-1380, 00997-10-P-1390, 00997-10-P-1400, 00997-10-P-1410, 00997-10-P-1420, 00997-10-P-2200, 00997-10-P-2201, 00997-10-P-2202, 00997-10-P-2203, 00997-10-P-2300, 00997-10-P-2301, 00997-10-P-2302, 00997-10-P-2303, 00997-10-P-3301, 00997-10-P-3302, 00997-10-P-5001, 00997-10-P-5002, 00997-10-P-5003, 00997-10-P-

5004, 00997-10-P-5005, 00997-10-P-5006, 00997-10-P-5007, 00997-10-P-5008, 00997-10-P-5009.

REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

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

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

a full pre application advice service has been offered;

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

- 2 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.

- 3 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, City Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.

Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.

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

- 5 The Directorate of the Built Environment must be consulted on the following matters which require specific approval:
- (a) 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.
 - (b) Permanent Highway Stopping-Up Orders and/or dedication of land for highway purposes.
 - (c) 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.
 - (d) The incorporation of street 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.
 - (e) Connections to the local sewerage and surface water system.
 - (f) Carriageway crossovers.
 - (g) Means of escape and constructional details under the Building Regulations and London Building Acts (District Surveyor).
 - (h) The display of any advertisement material on the premises which may be subject to the City of London Corporation's Byelaws.
- 6 The enabling of archaeological work to meet the requirements of conditions 11, 12 and 13 is the responsibility of the developer and should be regarded as an integral part of the development programme in accordance with the policies of the Unitary Development Plan and Core Strategy. This would include on site facilities, funding, fieldwork, post excavation analysis and reporting and publication of the work in accordance with recognised guidelines and codes of practice. This is to ensure adequate "preservation by record" of the archaeological resource affected by the proposed development.
- 7 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:
- (a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any structures in excess of those shown on drawings for which planning

permission has already been granted, further planning approval will also be required.

(b) Installation of engine generators using fuel oil.

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

(d) Alterations to the drainage and sanitary arrangements.

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

- the identification, encapsulation and removal of asbestos in accordance with a planned programme;
- provision for window cleaning (internal and external) to be carried out safely.

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

(g) Use of the premises for public entertainment.

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

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

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

(k) Methods of odour control.

8 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, 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.

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_x 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_x technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2011.

(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.

Cooling Towers

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

Food Hygiene and Safety

(l) 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.

(m) 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.

- 9 The investigation and risk assessment referred to in condition 2 "Contaminated Land" must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site,

whether or not it originates on the site. The contents of the scheme must be submitted to and approved in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report must be submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, open spaces, service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This investigation and risk assessment must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

10 Thames Water advises:

(1) The developer is advised to contact Thames Water Development Services (0845 850 2777) to discuss the details of the piling method statement required by a condition of this planning permission.

(2) 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, Risk Management Team by telephoning 020 8507 4890 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provision of the Water Industry Act 1991.

(3) It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or suitable sewer. It is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate, and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. 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.

(4) 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. Further information on the above is available in a leaflet 'Best Management Practices for Catering Establishments' which can be requested by telephoning 01923 898 188.

(5) The developer should incorporate with their proposals, 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.

(6) 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 Water's pipes. The developer should take account of this minimum pressure in the design of the proposed development.

(7) 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, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

(8) 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.

(9) The development covers a large area, currently served by combined sewers. Impact will depend upon proposed points of connection. Overall flows to combined sewers should not exceed historic flows and this may often be achievable by agreed surface water retention.

- 11 The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.
- 12 The Environment Agency advises:
- (a) 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.
- (b) 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.
- (c) 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'
- 13 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.
- 14 The developer is advised to contact the Director of Open Spaces prior to works commencing regarding the protection of nearby trees during works (Contact Martin Rodman, Client Services Manager on 020 7247 8548).

Ball, Matthew

1 5 / 0 0 4 4 3

From: Pln - CC - Development Dc
Subject: FW: 6-8 BISHOPSGATE & 150 LEADENHALL - PLANNING APPLICATION REF: 15/00443/FULMAJ COL:04356991
Attachments: image96c7d3.GIF; image1852ac.JPG

From: Ruck, Simon [REDACTED]
Sent: 29 May 2015 11:56
To: PlanningQueue
Cc: [REDACTED]
Subject: 6-8 BISHOPSGATE & 150 LEADENHALL - PLANNING APPLICATION REF: 15/00443/FULMAJ

Dear Sir or Madam,

29 MAY 2015

6-8 BISHOPSGATE & 150 LEADENHALL
PLANNING APPLICATION REF: 15/00443/FULMAJ

We have been formally notified that a planning application has recently submitted to the City of London for redevelopment of the abovementioned site. We confirm receipt of the notice on behalf of BOP (Leadenhall Court) Sarl on 8 May 2015.

We have a long leasehold interest in the adjacent site to the south known as Leadenhall Court, which is located on the corner of Leadenhall Street and Gracechurch Street.

We write to confirm our in principle support for development, and would be keen to work with the applicants and CoL moving forward to ensure that any opportunities to enhance the wider public realm are fully explored.

Yours sincerely,

Simon Ruck

Simon Ruck

Vice President, Asset Management

Brookfield Office Properties

T +44 (0) 20 7408 8210, F +44 (0) 20 7659 3501, M [REDACTED]

Simon Ruck

Vice President, Asset Management

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Brookfield Office Properties

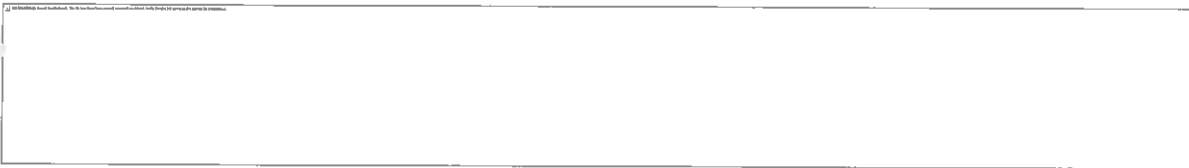
99 Bishopsgate, London EC2M 3XD

T +44 (0) 20 7408 8210, F +44 (0) 20 7659 3501, [REDACTED]

[REDACTED]



View Important disclosures and information about our e-mail policies [here](#).



From: Ruck, Simon

Sent: Thursday, May 28, 2015 05:47 PM

To: Ruck, Simon

Subject: 6-8 BISHOPSGATE & 150 LEADENHALL - PLANNING APPLICATION REF: 15/00443/FULMAJ

plans@cityoflondon.gov.uk

Dear Sir or Madam,

6-8 BISHOPSGATE & 150 LEADENHALL

PLANNING APPLICATION REF: 15/00443/FULMAJ

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We write to confirm our in principle support for development, and would be keen to work with the applicants and CoL moving forward to ensure that any opportunities to enhance the wider public realm are fully explored.

Yours sincerely,

Simon Ruck

Simon Ruck

Vice President, Asset Management

Brookfield Office Properties

T +44 (0) 20 7408 8210, F +44 (0) 20 7659 3501, [REDACTED]

FAO Mr Tony Newman
City of London Corporation
Environment & Planning Department
PO Box 270
Guildhall
London
EC2P 2EJ

10 July 2015

Ref 1508

RECEIVED 10 JUL 2015		
PSDD	CPO	FPD
TFD	14 JUL 2015	LTP
OM		SSE
No	125169	PP
FILE		DD

10 JUL 2015

Dear Mr Newman

6-8 Bishopsgate and 150 Leadenhall Street, London EC2N 4DA & EC3V 4QT
Planning application 15/00443/FULMAJ

I am following up the correspondence you have been having with Bob Wilson at Wilson Stephen Associates, acting on behalf of the Churches of St Peter-upon-Cornhill, St Helen Bishopsgate and St Andrew Undershaft, with respect to this development proposal. I have also been asked by the Church to provide some advice in relation to this planning application and nearby schemes that are likely to be coming forward in the Eastern Cluster.

You will be aware that we met with Annie Hampson and colleagues on 9 July to discuss some of the planning issues associated with the very significant changes envisaged in this part of the City.

The Church appreciates the City needs to grow and in principle is supportive of development but its unique heritage and role in the community will be directly affected. Both are important public benefits. They make a positive contribution to City life and should be addressed in determining planning applications.

By way of background I enclose fact sheets summarising the work undertaken through these churches. It illustrates the high level of use and wide range of groups who regularly participate in activities organised through the church. It is essential the Church can continue to provide this level of support, and cater for additional demand during construction and once new buildings are occupied. In addition there are increasing numbers of visitors and tourists passing through the area and this is encouraged with public art and similar programmes.

Bob Wilson's letter of 2 July sets out the areas of particular concern with the scheme at 6-8 Bishopsgate, during construction and on completion. The environmental impacts will be compounded if development proceeds on plans for other towers and large development schemes in the immediate vicinity. There could easily be instances where it is difficult/ impracticable to attribute an impact to one particular scheme. It is crucial, therefore, the cumulative effects are taken into account and as far as possible, parties encouraged to coordinate their activities. This should include integration between completed schemes and those still under construction.

The long term impacts of development also need to be properly addressed. The added pressure on Undershaft will be sizeable. A joined up approach is essential to ensure the public realm can function effectively and efficiently, accommodating the added (and often conflicting) pressures that will arise. Creating a quality environment in the spaces around these buildings will help to create places that can be appreciated by all in the community.

The Church is in discussions with the applicant and consultant team and is keen to work constructively with parties to help deliver a successful development. It has specific requests that would help ease concerns, which we believe can be addressed through planning conditions and/ or section 106 obligations.

1. An obligation to agree with the Church assessment, monitoring and appropriate mitigation of the structural impacts on these churches particularly St Peter-upon-Cornhill and St Helen Bishopsgate due to potential ground movement, vibration, dust, airborne pollution.

Especially relevant as these are listed Grade 1 buildings, constructed 500-600 years ago and over 900 years in the case of St Helen's. The fabric is vulnerable, foundations are limited and they have no acoustic protection or air cooling system.

2. An obligation to engage with the Church and seek agreement to relevant aspects of the various construction logistics management and mitigation measures that will need to be approved by the Corporation.
3. An obligation that the construction logistics management and mitigation measures take into account the cumulative effects of other developments in the vicinity proceeding at the same time (in particular, redevelopment at 22 Bishopsgate and 1 Undershaft) and to cooperate with other developers to coordinate construction activities.
4. An obligation to consult with the Church and obtain its agreement to relevant elements of the Delivery and Servicing Management Plan that will need to be approved by the Corporation. We are supportive of current initiatives for Consolidated Servicing being promoted by the Corporation and other developers and if it comes to fruition, approved Servicing Plans should be adapted on review to embrace this regime.
5. An obligation to contribute towards listed building and environmental enhancements and improved access arrangements at St Peter-upon-Cornhill. The proposed office scheme will impact on the setting of the church and use of the churchyard garden, already popular with City workers, visitors and residents, will intensify. Improvements would help secure the future of an important piece of City heritage and valued open space, of benefit to the wider public.
6. An obligation to engage with other parties to promote and help deliver a coordinated public realm solution across private and publicly owned land. We believe an area enhancement strategy should be a priority allocation for CIL contributions due from this development.
7. An obligation to assist the Church in resourcing its community engagement. Large scale redevelopment schemes place added pressure on internal staffing and administration, diverting resources from the day-to-day running of church activities. At present these costs have to be met through voluntary donations.

Based on the above, the Church wishes to withdraw the objections to the planning application submitted on behalf of St Peter-upon-Cornhill and St Helen Bishopsgate with St Andrew Undershaft.

I trust these comments will be taken on board in your committee report. If you have any queries, in the meantime, please do not hesitate to contact me.

Yours sincerely



Claire Treanor MRICS

Cc Jeremy Randall – Gerald Eve

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Committee:	Date:
Planning and Transportation	31 July 2015
Subject: 19 - 20 Liverpool Street London EC2M 7PD Erection of combination payphone and ATM booth (Sui Generis) in lieu of existing public telephone kiosk (Sui Generis) and associated change of use.	Public
Ward: Bishopsgate	For Decision
Registered No: 15/00170/FULL	Registered on: 2 March 2015
Conservation Area: Bishopsgate	Listed Building: No

Summary

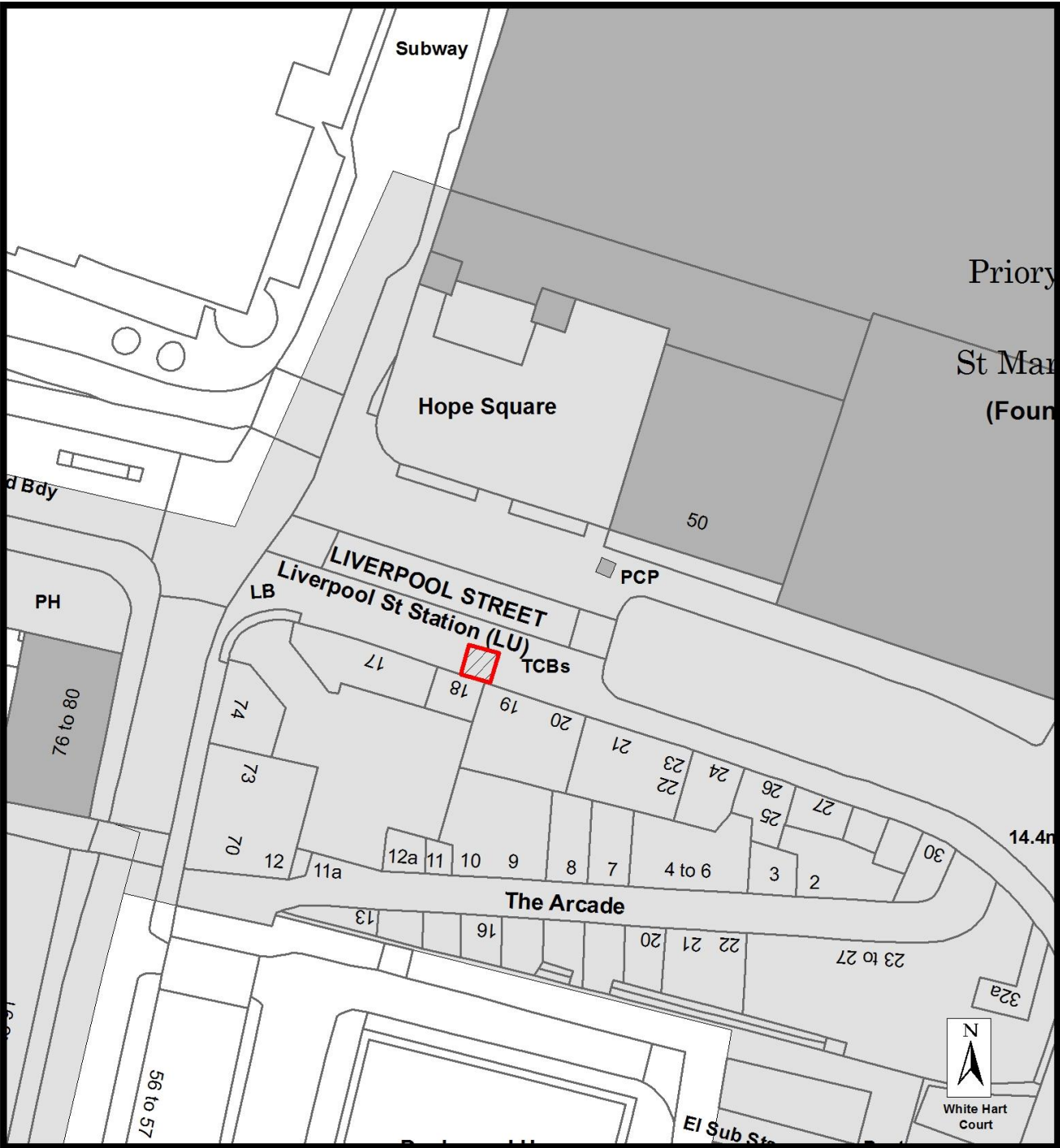
Permission is sought for the replacement of an existing contemporary BT telephone box with a combination telephone and ATM kiosk. The existing box is one of an identical pair located within Bishopsgate Conservation Area opposite Liverpool Street Station.

The replacement box would have a solid appearance, would unacceptably add to street clutter and would introduce an inappropriate retail activity into the public domain detrimental to the character and appearance of the Conservation Area, and the permeability of the pedestrian environment. The benefits associated with convenient access to an ATM facility and improved telephone accessibility for some would in this instance be insufficient to outweigh the harm to local character and the pedestrian environment.

Recommendation

That the application be refused for the reasons set out in the attached schedule.

Site Location Plan



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ADDRESS:
BT Payphones
19-20 Liverpool Street

CASE No.
15/00170/FULL

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT

BT Payphones
19-20 Liverpool Street



15/00170/FULL

Main Report

Site

1. The application relates to one of a pair of contemporary telephone boxes located on the footway on the south side of Liverpool Street in front of Nos. 19-20 and within the setting of three listed buildings, the Great Eastern Hotel, the Gothic Style offices flanking the ramp at Liverpool Street Station and a police call box, opposite the site on Liverpool Street. The boxes are simple clear glazed structures each measuring 0.9m x 0.9m in plan x 2.02m in height.
2. The telephone box lies within Bishopsgate Conservation Area, and is of a contemporary design. The box is not a heritage asset.
3. The applicant has identified the site as lying within an area which has a high demand for ATM facilities.

Proposal

4. Planning permission is sought for the replacement of a telephone payphone box which is classed as sui-generis, with a mixed use kiosk comprising a payphone and an ATM which falls within Class A2 (financial and professional services) of the Town and Country (Use Classes) Order 1987 (as amended). This combination would result in a new sui-generis use.
5. The application relates to the box sited to the east of the pair. The telephone box to the west is to be retained as existing.
6. The development would involve disposal of the existing telephone box and erection of a replacement box of significantly different design and appearance. The box would be sealed with no access to the internal space and would have payphone and ATM machines located externally it would measure 0.9m x 1.0m in plan x 2.22m in height to include a semi-domed shape roof, 20cm higher than the retained box.
7. The box would have a visually solid form.
8. The application is supported by a Design and Access Statement. The Statement does not address heritage issues.

Consultations

9. The application has been publicised on site.
10. The views of other City of London departments have been taken into account in the consideration of this scheme.
11. The City of London Conservation Area Advisory Committee (CAAC) supported the Council's policy of seeking to reduce street clutter and objected to the new payphone and ATM booth considering it to be 'bulky and intrusive in the conservation area and detrimental to the street scene'.

Policy Context

12. The development plan consists of the London Plan and the City of London Local Plan. The London Plan and Local Plan policies and Supplementary Planning Documents that are most relevant to the consideration of this case are set out in Appendix A to this report. It is necessary to assess all of the policies and proposals in the Development Plan and to come to a view as to whether the proposal satisfies the requirements of the Plan.
13. Government planning guidance is contained within the National Planning Policy Framework (NPPF) and accompanying National Planning Practice Guidance (NPPG).
14. Although not a Development Plan Document, the City of London Corporation City Street Scene Manual is considered material as it provides specific guidance for developers in respect of telephone boxes and kiosks that are located within the highway.

Considerations

15. 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, in so far as it is material to the application, to local financial considerations so far as they are 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);
 - In considering whether to grant planning permission for development which affects the setting of a listed building, to have special regard to the desirability of preserving its setting. (S66 (1) Planning (Listed Building and Conservation Areas) Act 1990)
 - When considering the applications, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the conservation area (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
16. Chapter 12 of the NPPF is relevant in this instance as it sets out key policy considerations for applications relating to designated and non-designated heritage assets. The NPPF is supported by a Practice Guide (NPPG). Other relevant guidance is provided by Historic England including the 'The Setting of Heritage Assets – Historic Environment Good Practice Advice in Planning' 2015.
17. Considerable importance and weight should be given to the desirability of preserving or enhancing the character or appearance of a conservation area and the setting of listed buildings, when carrying out any balancing exercise in which harm to the significance of conservation areas or the setting of listed buildings is to be weighed against public

benefits. A finding that harm would be caused to a conservation area or the setting of a listed building gives rise to a strong presumption against planning permission being granted.

18. The principal issues in considering this planning application are:
- The extent to which the proposal complies with Government policy advice (NPPF) and the relevant policies of the Development Plan, having particular regard to:
 - The acceptability of the proposed development in terms of design and heritage.
 - The suitability of the site and its location.
 - The impact upon the permeability of the pedestrian environment and the potential for congestion.

The Acceptability of the Proposal in Design and Heritage Terms

19. Policy DM12.2 of the Local Plan states that development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area. Policy DM12.1 seeks to ensure that the significance of heritage assets is sustained. Policy DM10.1 encourages a high standard of design in development proposals. Policy 7.8 of the London Plan seeks to ensure that development affecting heritage assets and their setting should conserve their significance by being sympathetic to their form, scale, materials and architectural detail. Chapters 7 and 12 of the NPPF set out relevant design and heritage policies.
20. In this instance consideration needs to be given to the impact that the proposal would have on the significance of the Bishopsgate Conservation Area as a designated heritage asset. The existing telephone box is non-designated and is not a heritage asset. It is of contemporary design and appearance and although comprising an identifiable and commonplace element of street architecture does not contribute positively to the appearance or character of the conservation area. Accordingly the loss of the telephone box would not be detrimental to the conservation area. Although permission is not required for its removal, and a telecom replacement would be subject to a deemed consent process, planning permission would be required for the new use including an ATM.
21. A key characteristic of the existing telephone box is that the glazing is transparent on three sides and allows light and public views to permeate through the structure. The proposed replacement structure would be materially different, have no clear glazing and as a result would appear as a solid structure within the street scene. Furthermore, the introduction of advertising material would create visual clutter within this part of the Bishopsgate Conservation Area.

22. The proposed development would lie opposite and within the setting of three listed buildings on the north side of the street, the Great Eastern Hotel, the Gothic Style offices flanking the ramp at Liverpool Street Station and a police call box, which form an important ensemble within the Bishopsgate Conservation Area together with the Victorian buildings on the south side of Liverpool Street.
23. In the case of the impact upon the setting of the listed buildings, it is considered that as a result of the distance from the listed buildings and the small scale of the proposed development, there would be less than significant harm to the setting of the listed buildings.
24. However the solidification of the new structure along with the associated advertising material would detract from the character of the setting of the listed buildings and would adversely affect the visual amenity of the locality, resulting in less than substantial harm to the significance of this part of Bishopsgate Conservation Area as a designated heritage asset.
25. A key characteristic of the existing telephone box is that the glazing is transparent and allows light and public views to permeate through the structure. The proposed replacement structure would be materially different, having no clear glazing and as a result appearing as a solid structure within the street scene. The resulting conversion would no longer possess the simple design aesthetic of the existing structure and would consequently not deliver any enhancement to the character of the conservation area. Furthermore being of strikingly different design to the retained structure to the west its presence in the streetscene would appear particularly unsympathetic to its surroundings.
26. Consideration has been given to paragraph 134 of the NPPF. It is considered that the less than substantial harm to the conservation area would not be outweighed by the public benefits of the proposal. The proposals would therefore be contrary to policies DM 12.2, DM12.1 and DM10.1 of the Local Plan, policy 7.8 of the London Plan and the aims of chapters 7 and 12 of the NPPF.
27. The Corporation's City Street Scene Manual recognizes that telecommunication kiosks have an important role to play within City streets and states that whilst providing a valuable amenity within the public realm they can also contribute positively to the street scene and act as a visual reference point to people unfamiliar with an area. Whilst every effort should be made to make telephone boxes accessible to people with disabilities, where the boxes are redundant and contribute to clutter, the manual confirms that the City will actively pursue their removal and will welcome the removal of unprofitable modern call boxes. The manual further recognizes that retail or other forms of kiosk as distinct from telephone boxes are not a common feature within the City's streets due to the general lack of space on the existing walkways and public spaces.

28. The proposal would require persons using the kiosk to stand within the footway extending the use of the site beyond its built footprint and further reducing the 2m 'pinch point' between the development and the nearest building, compromising the pedestrian environment.
29. Only (non-telecom) kiosks of high quality design that would not detract from the surrounding streetscape, would not obscure key views within the streetscape, would not compromise circulation in the footway or obstruct pedestrian flows, and would provide accessibility for disabled persons, would be acceptable. In this instance the proposal does not adequately satisfy such criteria.

The Suitability of the Site

30. Policy CS20 of the Local Plan seeks to focus new retail development (including A2 uses) within the Principal Shopping Centres and encourage movements between the principal Shopping Centres by enhancing the retail environment in the retail links. The site lies within a Principal Shopping Centre as defined by the Local Plan. Consequently in respect of zoning the site would not be considered unsuitable. However siting an A2 use within the public footway rather than within a shopping arcade would not be seen to actively enhance the retail environment.
31. Policy DM10.4 of the Local Plan encourages the enhancement of highways, the public realm and other spaces. It states that enhancement schemes should be of a high standard of design, having regard to the following matters of relevance to the determination of this application:
 - Connections between spaces and the provision of pleasant walking routes;
 - The need to provide accessible and inclusive design, ensuring that streets and walkways remain uncluttered;
 - The need for pedestrian priority and enhanced permeability.
32. Policy CS16 of the Local Plan aims to improve conditions for safe and convenient walking. London Plan Policy 6.10B states that development proposals should ensure high quality pedestrian environments. London Plan policy 7.5B advises that street furniture and infrastructure should be of the highest quality, maintain uncluttered spaces and should contribute to easy movement of people through space.
33. The City's streets currently have a high level of footfall particularly during peak hours. A report was presented to the Planning and Transportation Committee on the 13th January 2015 regarding items on the highway ('A' boards, bike racks etc). The report noted that the City is expecting a significant increase in commuters, shoppers and visitors with the City's daily population predicted to rise to well over 400,000 in the next ten years. This could result in the streets becoming even busier. The London Plan reinforces the importance of planning for growth (e.g. "Context and Strategy" paragraph 1.47).

34. The application site is in close proximity to Liverpool Street Station and forms part of an important partially pedestrianized zone that experiences high levels of footfall particularly during commuter and lunchtime periods. Footfall levels are expected to increase significantly with the opening of Crossrail.
35. The existing telephone box already forms a pinch point on the footway, with a 2.1m separation between it and the adjacent shopping parade. It is not located kerbside, and consequently there is a degree of pedestrian circulation space between the kiosk and the carriageway, although this is compromised to some extent by the cycle parking bay. It is considered that the proposed mixed payphone and ATM use would spill onto the highway to such a degree that it would generate clutter and detract from the pedestrian permeability of the locality, contrary to the aims of policies DM10.4 and DM17.1 of the Local Plan and policies 6.10B and 7.5B of the London Plan.
36. The City Transportation Section has recommended refusal on the grounds that the proposal would interfere with free pedestrian movement on the footway and would be contrary to the aims of the City which is to de-clutter the highway.
37. Ease of pedestrian movement and the enhancement of the public realm is a priority for the City and in many instances there would be a preference for non-listed telephone boxes unless regarded as non-designated heritage assets that are no longer required for telecommunication purposes, to be removed from the highway, particularly as public demand for public telephone boxes has fallen due to mobile phone useage.
38. It is acknowledged that the proposal could improve accessibility to the payphone for some disabled persons. However improved payphone accessibility could be achieved by alteration to the existing telephone box facility without a requirement for planning permission in accordance with the provisions of Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015. Provision of an ATM is not necessary in order to improve accessibility to the payphone.

Conclusion

39. The solidified appearance of the replacement structure would detract from the setting of the listed buildings to the north, would clutter the street, and would fail to preserve or enhance Bishopsgate Conservation Area resulting in less than substantial harm to the significance of this part of the Conservation Area as a designated heritage asset.
40. Within the City it is projected that footfall will increase further over the next 10 years as a result of natural growth and improved public transport services. The proposed conversion of the telephone box would unacceptably reduce pedestrian permeability and would as a consequence represent a future impediment to the free passage of pedestrian movement in this part of the Principal Shopping Centre.

41. Although the proposal would provide a more accessible payphone and the convenience of access to an ATM such benefits would not outweigh the harm that has been identified. For these reasons the proposal is considered to be contrary to policies CS6, CS10, DM10.1, DM10.4, CS12, DM 12.1, DM12.2, CS16, CS20, and DM20.1 of the Local Plan 2015, policies 6.10A/B, 7.5A/B and 7.8D of the London Plan 2015 and the aims of chapters 7 and 12 of the NPPF.

Background Papers

Internal

City Transportation - Memo dated 18th March 2015

External

Design and Access Statement

Drawing number T2 - Standard KX100 telephone kiosk as (elevations as existing)

Photographs (4) of the site as existing – Document dated 10th December 2014

City of London Conservation Area Advisory Committee – Memo dated 26th March 2015

Appendix A

London Plan Policies

Policy 6.10 Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.

Policy 7.5 Development should make the public realm comprehensible at a human scale. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of people through the space.

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.

Relevant Local Plan Policies

CS5 Meet challenges facing North of City

To ensure that the City benefits from the substantial public transport improvements planned in the north of the City, realising the potential for rejuvenation and "eco design" to complement the sustainable transport infrastructure.

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.

DM10.1 New development

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;

- j) the external illumination of buildings in carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

DM10.4 Environmental enhancement

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

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

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.

DM12.1 Change affecting heritage assets

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

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

DM12.2 Development in conservation areas

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

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.

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.

DM20.1 Principal shopping centres

1. Within Principal Shopping Centres (PSCs) the loss of retail frontage and floorspace will be resisted and additional retail provision will be encouraged. Proposals for changes between retail uses within the PSC will be assessed against the following considerations:

- a) maintaining a clear predominance of A1 shopping frontage within PSCs, refusing changes of use where it would result in more than 2 in 5 consecutive premises not in A1 or A2 deposit taker use;
- b) the contribution the unit makes to the function and character of the PSC;
- c) the effect of the proposal on the area involved in terms of the size of the unit, the length of its frontage, the composition and distribution of retail uses within the frontage and the location of the unit within the frontage.

2. Proposals for the change of use from shop (A1) to financial and professional service (A2) restaurant and cafes (A3) drinking establishments (A4) or hot food takeaways (A5), use at upper floor and basement levels will normally be permitted, where they do not detract from the functioning of the centre.

SCHEDULE

APPLICATION: 15/00170/FULL

19 - 20 Liverpool Street London EC2M 7PD

Erection of combination payphone and ATM booth (Sui Generis) in lieu of existing public telephone kiosk (Sui Generis) and associated change of use.

REASONS FOR REFUSAL

- 1 The proposal would result in the erection of a visually impermeable structure which in conjunction with and exacerbated by the nature of the proposed use would detract from views of the listed Grade buildings to the east, would clutter the street, would reduce pedestrian permeability, and would fail to preserve or enhance the character and appearance of this part of Bow Lane Conservation Area contrary to policies: CS6, CS10, DM10.1, DM10.4, CS12, DM 12.1, DM12.2, CS16, CS20, and DM20.1 of the Local Plan 2015, policies 6.10A/B, 7.5A/B and 7.8D of the London Plan 2015 and the aims of chapters 7 and 12 of the NPPF.

INFORMATIVES

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

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

a full pre application advice service has been offered;

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

However, notwithstanding the above, it has not been possible to achieve solutions to the problems as the proposals are contrary to planning policies, do not demonstrate other over-riding material considerations, and negotiations could not overcome the problems.

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Committee:	Date:
Planning and Transportation	31 July 2015
Subject: 46 - 47 Cheapside London EC2V 6AT Erection of combination payphone and ATM booth (Sui Generis) in lieu of existing public telephone kiosk (Sui Generis) and associated change of use.	Public
Ward: Cordwainer	For Decision
Registered No: 15/00171/FULL	Registered on: 2 March 2015
Conservation Area: Bow Lane	Listed Building: No

Summary

Permission is sought for the replacement of an existing contemporary BT telephone box with a combination telephone and ATM kiosk. The existing box is one of an identical pair located on the south side of Cheapside within Bow Lane Conservation Area.

The replacement box would have a solid appearance, would unacceptably add to street clutter and would introduce an inappropriate retail activity into the public domain detrimental to the character and appearance of the Conservation Area, and the permeability of the pedestrian environment. The benefits associated with convenient access to an ATM facility and improved telephone accessibility for some would in this instance be insufficient to outweigh the harm to local character and the pedestrian environment.

Recommendation

That the application be refused for the reasons set out in the attached schedule.

Main Report

Site

1. The application relates to one of a pair of telephone boxes of contemporary design located on the public footway on the south side of Cheapside and within the setting of St Mary-le-Bow Church, a Grade 1 listed building. The boxes are simple clear glazed structures each measuring 0.9m x 0.9m in plan x 2.02m in height.
2. The telephone box lies within Bow Lane Conservation Area, and is not a heritage asset.
3. The applicant has identified the site as lying within an area which has a high demand for ATM facilities.

Proposal

4. Planning permission is sought for the replacement of a telephone payphone box which is classed as sui-generis, with a mixed use kiosk comprising a payphone and an ATM which falls within Class A2 (financial and professional services) of the Town and Country (Use Classes) Order 1987 (as amended). This combination would result in a new sui-generis use.
5. The application relates to the box sited to the west of the pair. The telephone box to the east is to be retained as existing.
6. The development would involve disposal of the existing telephone box and erection of a replacement box of significantly different design and appearance. The box would be sealed with no access to the internal space and would have payphone and ATM machines located externally it would measure 0.9m x 1.0m in plan x 2.22m in height to include a semi-domed shape roof, 20cm higher than the retained box.
7. The box would have a visually solid form.
8. The application is supported by a Design and Access Statement. The Statement does not address heritage issues.

Consultations

9. The application has been publicised on site.
10. The views of other City of London departments have been taken into account in the consideration of this scheme.
11. The City of London Conservation Area Advisory Committee (CAAC) supported the Council's policy of seeking to reduce street clutter and objected to the new payphone and ATM booth considering it to be 'bulky and intrusive in the conservation area and detrimental to the street scene'.

Policy Context

12. The development plan consists of the London Plan and the City of London Local Plan. The London Plan and Local Plan policies and Supplementary Planning Documents that are most relevant to the consideration of this case are set out in Appendix A to this report. It is necessary to assess all of the policies and proposals in the Development Plan and to come to a view as to whether the proposal satisfies the requirements of the Plan.
13. Government planning guidance is contained within the National Planning Policy Framework (NPPF) and accompanying National Planning Practice Guidance (NPPG).
14. Although not a Development Plan Document, the City of London Corporation City Street Scene Manual is considered material as it provides specific guidance for developers in respect of telephone boxes and kiosks that are located within the highway.

Considerations

15. 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, in so far as it is material to the application, to local financial considerations so far as they are 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);
 - In considering whether to grant planning permission for development which affects the setting of a listed building, to have special regard to the desirability of preserving its setting. (S66 (1) Planning (Listed Building and Conservation Areas) Act 1990)
 - When considering the applications, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the conservation area (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
16. Chapter 12 of the NPPF is relevant in this instance as it sets out key policy considerations for applications relating to designated and non-designated heritage assets. The NPPF is supported by a Practice Guide (NPPG). Other relevant guidance is provided by Historic England including the 'The Setting of Heritage Assets – Historic Environment Good Practice Advice in Planning' 2015.
17. Considerable importance and weight should be given to the desirability of preserving or enhancing the character or appearance of a conservation area and the setting of listed buildings, when carrying out any balancing exercise in which harm to the significance of conservation

areas or the setting of listed buildings is to be weighed against public benefits. A finding that harm would be caused to a conservation area or the setting of a listed building gives rise to a strong presumption against planning permission being granted.

- 18 The principal issues in considering this planning application are:
- The extent to which the proposal complies with Government policy advice (NPPF) and the relevant policies of the Development Plan, having particular regard to:
 - The acceptability of the proposed development in terms of design and heritage.
 - The suitability of the site and its location.
 - The impact of the development on the permeability of the pedestrian environment and the potential for congestion.

The Acceptability of the Proposal in Design and Heritage Terms

- 19 Policy DM12.2 of the Local Plan states that development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area. Policy DM12.1 seeks to ensure that the significance of heritage assets is sustained. Policy DM10.1 encourages a high standard of design in development proposals. Policy 7.8 of the London Plan seeks to ensure that development affecting heritage assets and their setting should conserve their significance by being sympathetic to their form, scale, materials and architectural detail. Chapters 7 and 12 of the NPPF set out relevant design and heritage policies.
- 20 In this instance consideration needs to be given to the impact that the proposal would have on the significance of the Bow Lane Conservation Area as a designated heritage asset. The existing telephone box is non-designated and is not a heritage asset. It is of contemporary design and appearance and although comprising an identifiable and commonplace element of street architecture does not contribute positively to the appearance or character of the conservation area. Accordingly the loss of the telephone box would not be detrimental to the conservation area. Although permission is not required for its removal, and a telecom replacement would be subject to a deemed consent process, planning permission would be required on the basis of the new use including an ATM.
- 21 A key characteristic of the existing telephone box is that the glazing is transparent on three sides and allows light and public views to permeate through the structure. The proposed replacement structure would have no clear glazing and as a result would appear as a solid structure within the street scene. Furthermore, the introduction of advertising material would create visual clutter within this part of the Bow Lane Conservation Area.

- 22 The proposed development would lie within the setting of St Mary-le-Bow Church, a Grade 1 listed building. The listed church is an important historic landmark in local views, including along Cheapside.
- 23 In the case of the impact upon the setting of the listed building, it is considered that as a result of the distance from the listed building and the small scale of the proposed development, there would be less than significant harm to the setting of the listed building.
- 24 However the solidification of the new structure along with the visual clutter associated with advertising material, would adversely affect local views of the church of St Mary-le-Bow from the west and east along Cheapside, further detracting from the visual amenity of the locality and resulting in less than substantial harm to the significance of this part of Bow Lane Conservation Area as a designated heritage asset.
- 25 A key characteristic of the existing telephone box is that the glazing is transparent and allows light and public views to permeate through the structure. The proposed replacement structure would be materially different, having no clear glazing and as a result appearing as a solid structure within the street scene. The resulting conversion would no longer possess the simple design aesthetic of the existing structure and would consequently not deliver any enhancement to the character of the conservation area. Furthermore being of strikingly different design to the retained structure to the east its presence in the streetscene would appear particularly unsympathetic to its surroundings.
- 26 Consideration has been given to paragraph 134 of the NPPF. It is considered that the less than substantial harm to the conservation area would not be outweighed by the public benefits of the proposal. The proposals would therefore be contrary to policies DM 12.2, DM12.1 and DM10.1 of the Local Plan, policy 7.8 of the London Plan and the aims of chapters 7 and 12 of the NPPF.
- 27 The Corporation's City Street Scene Manual recognizes that telecommunication kiosks have an important role to play within City streets and states that whilst providing a valuable amenity within the public realm they can also contribute positively to the street scene and act as a visual reference point to people unfamiliar with an area. Whilst every effort should be made to make telephone boxes accessible to people with disabilities, where the boxes are redundant and contribute to clutter, the manual confirms that the City will actively pursue their removal and will welcome the removal of unprofitable modern call boxes. The manual further recognizes that retail or other forms of kiosk as distinct from telephone boxes are not a common feature within the City's streets due to the general lack of space on the existing walkways and public spaces.
- 28 The proposal would require persons using the kiosk for ATM or phone purposes to stand within the footway extending the use of the site beyond its built footprint, compromising the pedestrian environment.

- 29 Only (non-telecom) kiosks of high quality design that would not detract from the surrounding streetscape, would not obscure key views within the streetscape, would not compromise circulation in the footway or obstruct pedestrian flows, and would provide accessibility for disabled persons, would be acceptable. In this instance the proposal does not adequately satisfy such criteria.

The Suitability of the Site

- 30 Policy CS20 of the Local Plan seeks to focus new retail development (including A2 uses) within the Principal Shopping Centres (PSC's) and encourage movements between the principal Shopping Centres by enhancing the retail environment in the retail links. Although the site lies within a Principal Shopping Centre as defined by the Local Plan and is a location where ATM development would normally be deemed suitable, Policy CS20 emphasizes the need to improve conditions for pedestrians.
- 31 Policy DM10.4 of the Local Plan encourages the enhancement of highways, the public realm and other spaces. It states that enhancement schemes should be of a high standard of design, having regard to the following matters of relevance to the determination of this application:
- Connections between spaces and the provision of pleasant walking routes;
 - The need to provide accessible and inclusive design, ensuring that streets and walkways remain uncluttered;
 - The need for pedestrian priority and enhanced permeability.
- 32 Policy CS16 of the Local Plan aims to improve conditions for safe and convenient walking. London Plan Policy 6.10B states that development proposals should ensure high quality pedestrian environments. London Plan policy 7.5B advises that street furniture and infrastructure should be of the highest quality, maintain uncluttered spaces and should contribute to easy movement of people through space.
- 33 The City's streets currently have a high level of footfall particularly during peak hours. A report was presented to the Planning and Transportation Committee on the 13th January 2015 regarding items on the highway ('A' boards, bike racks etc). The report noted that the City is expecting a significant increase in commuters, shoppers and visitors with the City's daily population predicted to rise to well over 400,000 in the next ten years. This could result in the streets becoming even busier. The London Plan reinforces the importance of planning for growth (e.g. "Context and Strategy" paragraph 1.47).

- 34 Cheapside forms an important east west 'visitor' route as defined in the Local Plan and is one of the five Principal Shopping Centres (PSC's) in the City having experienced a revival in recent years with a major increase in the amount of shopping floorspace. It is a major destination for workers, residents and visitors, seven days a week, with high levels of footfall particularly during commuter and lunchtime periods and has become re-established as the City's High Street. Policy CS6 seeks to enhance pedestrian links and the pedestrian environment and to promote visitor attractions in and around Cheapside. Alongside new development there is a continuing need for the area to be well managed and promoted in the long term to deliver an attractive pedestrian environment.
- 35 Overall it is considered that the proposed mixed payphone and ATM use would spill onto the highway to such a degree that it would generate clutter and detract from the pedestrian permeability of the locality, contrary to the aims of policies DM10.4 and DM17.1 of the Local Plan and policies 6.10B and 7.5B of the London Plan.
- 36 The City Transportation Section has recommended refusal on the grounds that the proposal would interfere with free pedestrian movement on the footway and would be contrary to the aims of the City to de-clutter the highway.
- 37 Ease of pedestrian movement and the enhancement of the public realm is a priority for the City and in many instances there would be a preference for non-listed telephone boxes unless regarded as non-designated heritage assets that are no longer required for telecommunication purposes, to be removed from the highway, particularly as public demand for public telephone boxes has fallen due to mobile phone usage.
- 38 It is acknowledged that the proposal could improve accessibility to the payphone for some disabled persons. However improved payphone accessibility could be achieved by alteration to the existing telephone box facility without a requirement for planning permission in accordance with the provisions of Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015. Provision of an ATM is not necessary in order to improve accessibility to the payphone.

Conclusion

- 39 The solidified appearance of the replacement structure would detract from views of the listed Grade 1 church to the east, would clutter the street and would fail to preserve or enhance Bow Lane Conservation Area resulting in less than substantial harm to the significance of this part of the Conservation Area as a designated heritage asset.
- 40 Within the City it is projected that footfall will increase further over the next 10 years as a result of natural growth and improved public transport services. The proposed conversion of the telephone box would unacceptably reduce pedestrian permeability and would as a consequence represent a future impediment to the free passage of pedestrian movement in this part of the Principal Shopping Centre.
- 40 Although the proposal would provide a more accessible payphone for some, the convenience of an ATM would not outweigh the harm that has been identified. For these reasons the proposal is considered to be contrary to policies CS6, CS10, DM10.1, DM10.4, CS12, DM 12.1, DM12.2, CS16, CS20, and DM20.1 of the Local Plan 2015, policies 6.10A/B, 7.5A/B and 7.8D of the London Plan 2015 and the aims of chapters 7 and 12 of the NPPF.

Background Papers

Internal

City Transportation - Memo dated 8th April 2015

External

Design and Access Statement

Drawing number T2 - Standard KX100 telephone kiosk as (elevations as existing)

Photographs (4) of the site as existing – Document dated 10th December 2014

City of London Conservation Area Advisory Committee – Memo dated 26th March 2015

Appendix A

London Plan Policies

Policy 6.10 Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.

Policy 7.5 Development should make the public realm comprehensible at a human scale. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of people through the space.

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.

Relevant Local Plan Policies

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.

DM10.1 New development

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;

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

DM10.4 Environmental enhancement

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

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

- j) the use of high quality street furniture to enhance and delineate the public realm;
- k) lighting which should be sensitively co-ordinated with the design of the scheme.

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.

DM12.1 Change affecting heritage assets

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

DM12.2 Development in conservation areas

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

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.

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.

DM20.1 Principal shopping centres

1. Within Principal Shopping Centres (PSCs) the loss of retail frontage and floorspace will be resisted and additional retail provision will be encouraged. Proposals for changes between retail uses within the PSC will be assessed against the following considerations:

- a) maintaining a clear predominance of A1 shopping frontage within PSCs, refusing changes of use where it would result in more than 2 in 5 consecutive premises not in A1 or A2 deposit taker use;
- b) the contribution the unit makes to the function and character of the PSC;
- c) the effect of the proposal on the area involved in terms of the size of the unit, the length of its frontage, the composition and distribution of retail uses within the frontage and the location of the unit within the frontage.

2. Proposals for the change of use from shop (A1) to financial and professional service (A2) restaurant and cafes (A3) drinking establishments (A4) or hot food takeaways (A5), use at upper floor and basement levels will normally be permitted, where they do not detract from the functioning of the centre.

SCHEDULE

APPLICATION: 15/00171/FULL

46 - 47 Cheapside London EC2V 6AT

Erection of combination payphone and ATM booth (Sui Generis) in lieu of existing public telephone kiosk (Sui Generis) and associated change of use.

REASONS FOR REFUSAL

- 1 The proposal would result in the erection of a visually impermeable structure which in conjunction with and exacerbated by the nature of the proposed use would detract from views of the listed Grade buildings to the east, would clutter the street, would reduce pedestrian permeability, and would fail to preserve or enhance the character and appearance of this part of Bow Lane Conservation Area contrary to policies: CS6, CS10, DM10.1, DM10.4, CS12, DM 12.1, DM12.2, CS16, CS20, and DM20.1 of the Local Plan 2015, policies 6.10A/B, 7.5A/B and 7.8D of the London Plan 2015 and the aims of chapters 7 and 12 of the NPPF.

INFORMATIVES

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

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

a full pre application advice service has been offered;

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

However, notwithstanding the above, it has not been possible to achieve solutions to the problems as the proposals are contrary to planning policies, do not demonstrate other over-riding material considerations, and negotiations could not overcome the problems.

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Committee:	Date:
Planning and Transportation	31 July 2015
Subject: Blackfriars Bridge & Paul's Walk London EC4V Installation of replacement stair and new lift to the north east end of Blackfriars Bridge.	Public
Ward: Castle Baynard	For Decision
Registered No: 15/00589/FULL	Registered on: 2 June 2015
Conservation Area: Whitefriars	Listed Building: Grade II

Summary

The proposed development relates to the Thames Tideway Tunnel project (the project), granted development consent on 12 September 2014. The Development Consent Order (DCO) came into force on 24 September 2014.

The principle of the development is established. Thames Water Utilities Ltd. (TWUL) is seeking approval for an improved design and layout for the new stairs and lift. The lift and stairs are classed as "associated development" within Work No. 17b, Schedule 1 of the DCO i.e. not part of the nationally Significant Infrastructure (NSIP) works.

The DCO required that the lift and stairs are available for use by the public prior to the temporary closure of the Riverside Walkway beneath Blackfriars Bridge to enable the construction of the interception of the Main Fleet Combined Sewer Overflow (CSO) for the Thames Tideway Tunnel.

The new lift and stairs differ in a number of ways from those envisaged by the DCO provide a much improved arrangement.

As this alternative design would extend beyond the consented parameters and principles in the DCO, TWUL is seeking approval for the improved design through these applications for planning permission and listed building consent.

The proposed permanent works comprise a circular glazed lift structure, a new elevated walkway and stairs, and remodelled landscape.

The lift and stairs provide improved access from the road bridge to the riverside walk, a shorter step-free route from Blackfriars Station to the relocated Blackfriars Millennium Pier, and an improved area of public realm on the Thames Path between Blackfriars road and rail bridges.

The proposed lift and stairs would be an improvement on that permitted by the DCO whilst providing a more sympathetic relationship with Blackfriars Bridge

and would provide a clearly discernable accessible link between the Riverside Walk and the footway on Blackfriars Bridge.

The proposal complies with the Development Plan and the application is recommended subject to the proposed conditions.

Recommendation

That planning permission be granted for the proposal in accordance with the conditions set out in the attached schedule or as amended to take account of agreements relating to the City's land and assets.

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Main Report

Background

1. The proposed development relates to the Thames Tideway Tunnel project (the project), granted development consent on 12 September 2014. The DCO came into force on 24 September 2014.
2. The principle of the development is established. TWUL is seeking approval for an improved design and layout for the new stairs and lift. The lift and stairs are classed as “associated development” within Work No. 17b, Schedule 1 of the DCO i.e. not part of the nationally Significant Infrastructure (NSIP) works.
3. The design envisaged by the DCO would have utilised the existing break in the parapet of Blackfriars Bridge, with a landing structure bridging over Paul’s Walk. From the bridge structure, a set of stairs would cantilever out over the river before turning and landing on Paul’s Walk and a lift would provide step free access to the northern part of Paul’s Walk. There would be some associated works to the river wall and flood defences.
4. The DCO gives TWUL powers to construct a new permanent lift and replacement stairs. Through detailed design development an alternative scheme has emerged. As this design extends beyond the consented parameters and principles in the DCO, TWUL is seeking approval for the improved design through these applications for planning permission and listed building consent.
5. This report covers both applications for planning permission and listed building consent subject to separate schedules of conditions.

Site

6. The site on the north side of the River Thames extends some 40m to the west and 150m to the east of Blackfriars Road Bridge (Blackfriars Bridge), including an area beneath and on the bridge. The site area is 0.28 ha. Works are required both on Blackfriars Bridge and the riverside walk below.
7. From west to east the site includes an area of undercroft beneath Blackfriars Bridge and the westbound down ramp at Victoria Embankment. The undercroft area is hoarded to prevent anti-social behaviour and is inaccessible to the public. The site includes an area of pedestrian footway on the eastern side of Blackfriars Bridge and the existing eastern stairs connecting Blackfriars Bridge to the riverside walkway (known as Paul’s Walk) beneath.
8. To the east of Blackfriars Bridge, the site comprises an area of Paul’s Walk, associated landscaping, a substation, a kiosk on a plinth and one CCTV column. The site continues to the east, occupying the northern section of Paul’s Walk, beneath Blackfriars Rail Bridge to White Lion Hill. The red line boundary for the development extends into the river as a jack up barge and floating pontoon would be required for construction purposes. The site is bordered to the north by the retaining wall to the

Blackfriars Underpass. Bridge House, an office building, and Blackfriars Station are within close proximity.

9. The Grade II listed pillars of the former St Paul's railway bridge are located close by within the river. Blackfriars Road Bridge is Grade II listed.

Proposal

10. Planning permission is sought for the removal of the existing stairs on the north east side of Blackfriars Bridge, the provision of new stairs, a lift, and associated landscaping, in connection with the Thames Tideway Tunnel project. The scheme includes works to the listed bridge and associated construction activities, including provision of a temporary construction access from White Lion Hill and the use of the undercroft beneath Blackfriars Bridge for construction offices, welfare and storage.
11. The new lift and stairs permitted under the DCO would not be progressed were this permission to be granted. In this revised scheme the stairs would extend along the back of Paul's Walk / Thames Path rather than wrapping around the new lift. The lift itself would be a distinct architectural feature and all structures would be located along the northern edge of Paul's Walk.
12. Listed building consent is required for the demolition of the 1960s stairs which are an integral part of the bridge structure. Consent is also required for the new stairs and lift, which could require works to the parapet of the listed bridge including the removal of a section of the existing parapet and repair works to the section affected by the demolition of the existing stairs.

Consultations

13. The views of other City of London departments have been taken into account in considering the proposed development. Some detailed matters remain to be dealt with through conditions and separate property and development agreements.
14. The application has been publicised on site and in the press. The residents of Southwark opposite the site have been consulted and no objections were received.
15. Historic England, Port of London Authority and TfL raise no objection.
16. Network rail raises no objection but strongly recommends the developer agrees an Asset Protection Agreement with them to enable approval of detailed works.

Policies

17. The development plan consists of the London Plan, and the City of London Local Plan. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A of this report.
18. There is relevant City of London and GLA supplementary planning guidance in respect of Sustainable Design and Construction.
19. Government Guidance is contained in the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (PPG). Chapter 12 of the NPPF sets out key policy considerations for applications relating to designated and non-designated heritage assets. Other relevant guidance is provided by English Heritage including the documents Conservation Principles, and The Setting of Heritage Assets. Building in Context (EH/CABE) and the PPS5 Practice Guide in respect of the setting of heritage assets.

Considerations

20. 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);
 - 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) and;
 - For development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area and its setting (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
21. Paragraph 131 of the NPPF advises, “In determining planning applications, local planning authorities should take account of:
 - the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.”

22. 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...” It further states at Paragraph 2 that:
- “Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.*
23. It states at paragraph 7 that sustainable development has an economic, social and environmental role.
24. In considering the planning application before you, account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
25. The principal issues in considering this planning application are:
- The extent to which the proposals comply with Government policy advice (NPPF).
 - The extent to which the proposals comply with the relevant policies of the London Plan and the Local Plan.
 - The impact of the proposal on the significance of designated and non-designated heritage assets as well as the setting of listed buildings and structures surrounding the site. This includes consideration as to the impact of the proposal on Blackfriars Bridge.
 - Impact on nearby buildings, walkways and spaces.
 - The extent to which the proposals are consistent with the Thames Tideway Tunnel Development consent Order (TTT).
26. The principal issues in considering the listed building consent are:
- Whether the new lift and stair and the creation of a new opening to the Blackfriars Bridge balustrade would preserve the listed bridge, its settings or any features of special architectural or historic interest which it possesses.
 - Whether the replacement balustrade in the existing opening is acceptable.

The Need for the Proposal

27. The interception of the Main Fleet CSO requires a temporary construction site at Blackfriars Bridge Foreshore. This requires the relocation of existing structures, including the Blackfriars Millennium Pier from the west side to the east side of Blackfriars Bridge.
28. TWUL has committed, at the request of the City to maintain direct step free access by providing a new permanent lift and replacement stairs linking Blackfriars Bridge to Paul's Walk below, to the east of the bridge as set out in the DCO.
29. The DCO requires that the new lift and replacement stairs are operational and available for use by members of the public before the Thames Path and the stairs on the western side of Blackfriars Bridge are stopped up. This alternative design extends beyond the consented parameters and principles in the DCO and therefore cannot be constructed using DCO powers.

Design

30. The scheme provides improved access from the road bridge to the riverside walk, a shorter step-free route from Blackfriars Station to the relocated Blackfriars Millennium Pier, and an improved area of public realm on the Thames Path between Blackfriars road and rail bridges.
31. The lift shaft would be the most distinctive element of the proposals. Its cylindrical design approximately 3m in diameter and 10m in height is inspired by the form of the near-by piers of the former St Paul's Rail Bridge. The shaft would be constructed with clear glass panels to reduce its visual weight. Grey perforated metal fins mounted on the outside of the glass would reduce heat gain inside the lift and negate the need for air conditioning plant. The circular platform of the lift would take up less space on the footway than would a conventional square shaft and would eradicate corners where anti-social behaviour could be hidden from view.
32. The new staircase 2.1m wide is designed as a run of two flights of stairs separated by an intermediate landing, the full length aligned parallel to the riverside walkway. The steps would be faced with York-stone paving to match the character of the local townscape and would incorporate a contrasting nosing. A robust vertical stainless steel balustrade would maximise the visibility of users of the steps and two 50mm diameter stainless steel handrails with a brushed finish would incorporate lighting units to illuminate both sides of the steps. At the top of the steps a short length of upper level walkway would join the stairs and lift to the Blackfriars Bridge pavement through a new opening in the bridge balustrade. The stair support columns are slender and discrete to allow for minimal obstruction of the City Walkway and to reduce opportunities for crime or antisocial behaviour.

33. A plant room to service the lift is located underneath the stairs, faced in a granite cladding to closely match the tones of the existing landscaping scheme along St Paul's Walk. The existing City Police CCTV column would be replaced with a new column relocated between the new stairs and the underpass retaining wall.
34. The proposals require significant works to the Grade II listed Blackfriars Bridge. The existing 1960s concrete stair access to the deck of the bridge would be demolished. A new opening in the bridge balustrade would be required approximately 6m to the north and the existing gap for the current stairs would need to be closed and the parapet restored. The new opening would be created by removing a short section of the decorative balustrade. Archive research of original and historic drawings and visual inspection have confirmed that this parapet is an assembly comprising a number of cast or wrought iron sections that include the hand rail, gothic balustrade, base section, and cornice plate with decorative brackets/modillions. These separate iron elements do not align vertically and it is not possible to create a vertical sided opening without cutting through the various iron sections. It is proposed to therefore cut and remove the minimum length of parapet required to access the new stair. This follows the approach adopted for the construction of the existing stair in the 1960s. The granite piers flanking the existing opening would be reutilised for the new opening in the bridge balustrade. To close and repair the existing opening it is proposed to re-use the elements taken from the new opening depending on the condition of existing or to employ replica castings.
35. The proposals are an improvement over the existing steps and the approved Development Consent Order proposals. The new, straight, alignment of the stairs would be visually less intrusive at the riverside walkway level than the existing stairs and would have a more sympathetic relationship with the listed Blackfriars Bridge. The new lift shaft would form a visually distinctive new element on this stretch of the riverside walkway and would highlight the presence of a means of ascending up to the bridge from the level of the riverside walkway.
36. Careful consideration has been given to the relationship of the stairs to the Grade II listed Blackfriars Bridge and it is not considered that the significance of the bridge would be diminished by the implementation of the proposals. The existing appearance of the opening from Blackfriars Bridge footway onto the steps would be replicated a short distance to the north of its current position. Although there are a number of other listed buildings or structures in the vicinity of Blackfriars bridgehead, they are too distant for the proposals to have any impact upon them. None of the views identified in the Mayor of London's London View Management Framework would be impacted by the proposals.

Access

37. The proposed development will provide improved access from the road bridge to the riverside walk, a shorter step-free route from Blackfriars Station to the relocated Blackfriars Millennium Pier and an improved area of public realm on the Thames Path between Blackfriars road and rail bridges.
38. These works are being undertaken before the main Thames Tideway Tunnel works to ensure the lift and new stairs are in place, before the Thames Path and Blackfriars Bridge (western) stairs are stopped up (DCO Schedule 3 Requirements BLABF9).
39. The operational requirements for the lift and stairs have been discussed with the City Access Officer, who has had input on all aspects of the design to ensure adequate access and equalities provisions.
40. The Lift would be built to the City's specification and the new lift would have a circular 13 person lift car with an internal diameter of approximately 1.8m. The lift doors will be 1.1m wide. The car is a "through car" reducing the need for wheelchairs, mobility scooter or prams to reverse out of the lift.
41. Maintenance access for the lift would be at Paul's Walk level with the plant rooms located below the bottom flight of stairs.
42. The lift would be connected to the new stairs at bridge level by a landing, which would have an opaque glazed treatment. The landing would be 1.6m wide x 1.66m long.
43. The lift has been designed to meets City specifications and would have the benefit of manufacturers' warranties.
44. Corduroy paving will be provided at the top and bottom of the stairs.
45. TWUL would take responsibility for the lift and stairs for the first five years, after that The City would take responsibility for and maintain the proposed new lift and stairs. This would be subject to separate agreements. Thames Tideway Tunnel is in discussion and will agree with the City an appropriate commuted sum for this purpose which will be secured through the property agreement.
46. During construction of the lift and stairs, pedestrian access on the Thames Path / Paul's Walk would be maintained at all times, utilising a crash deck over for the majority of the works. It will be necessary for short periods to stop pedestrians, using gates, and construction personnel would manage the process (when lifting in large material for example).
47. To ensure access during construction, it is proposed that the line of the existing metallic hoarding beneath the bridge be amended to divert pedestrians whilst the existing stairs are being dismantled.
48. To facilitate a single lane closure would be required at regular intervals on both Blackfriars Bridge and White Lion Hill and the eastern footpath of Blackfriars Bridge would need to be closed and a diversion put in place.

Landscaping

49. The existing landscape at this site consists of angular raised grassed planters and benches between Blackfriars Road and Rail Bridge. The planters are finished in stone, with anti-skate studs. The planters are predominantly grassed, with some access covers and lighting. There are eleven silver birch trees, including three on a second tier planter. The landscape was completed in 2013/14, replacing a 1960s design.
50. The works require the removal of the existing landscape for the proposed works and construction access to accord with the Riverside Walk Enhancement Strategy. The final landscaping scheme would be developed by TWUL and implemented pursuant to a planning condition or other agreement in consultation with the Director of Open Spaces and the Environmental Enhancement Team.
51. The landscaping proposals submitted are illustrative and not for approval.

Construction

52. The constrained nature of the site presents a challenge in respect of construction logistics and methodology. A construction strategy has been developed through early involvement of the contractor, extensive reviewing and testing of alternatives and pre-application discussions with officers, Transport for London (TfL), Port of London Authority (PLA), Environment Agency (EA) and other key stakeholders. TWUL are in consultation with the City's highway's officers and TfL in respect of the effect of these works on the construction of the Cycle Super Highway.
53. The strategy is to access and service the site from Blackfriars Bridge, White Lion Hill and from the River Thames. It is proposed to use a jack up barge with a tracked trawler crane in the river between Blackfriars Road and Rail Bridges, with deliveries anticipated by river and also possibly by a mobile crane from Blackfriars Bridge if required. Additional construction access to the site will be provided from White Lion Hill.
54. During the early stages of construction it is envisaged that the majority of materials required would be transported by river utilising the area of hard-standing at the bottom of White Lion Hill to provide land-based access for deliveries and removals of materials and small plant. This use of this hard-standing will minimise the number of road closures required on White Lion Hill.
55. It is anticipated that in a worst case scenario there would be a maximum of 21 construction vehicles (equating to 42 movements) for the peak phases of construction.
56. The TWUL have been in regular consultation with the City of London School to ensure that any noisy operations would not interfere with any noise sensitive school activities.

Archaeology

57. The site is in an area of significant archaeological potential where remains from all periods are likely to survive. There is high potential for the survival of Roman and post medieval remains. The scouring action of the river and past human activity will have had an effect on the degree and extent of archaeological survival. Remains of the prow of a first century Roman ship is understood to be preserved in situ beneath the foreshore in the vicinity of the site. Part of this ship was recovered from the then foreshore in the 1960's.
58. The applicants propose to avoid risk of damage to the ship by designing a foundation that avoids disturbance and limits intrusions that might alter in situ preservation. Further information regarding ground conditions and the location of the boat will be collated to inform the detailed foundation design.
59. Conditions are recommended to cover a programme of archaeological work and foundation design.

Conditions and Agreements

60. The conditions attached to the planning permission and the listed building consent are drafted to include the provisions within the requirements attached to the DCO. I request that I be authorised to amend and re-draft conditions as necessary in order to take account of agreements relating to City land and assets.

Conclusions

61. The proposed lift and stairs would provide enhanced access safeguarding the listed status of the structures whilst providing a more sympathetic relationship with Blackfriars Bridge and would provide a clearly discernable accessible link between the riverside walk and the footway on Blackfriars Bridge.
62. It is considered that the proposal complies with the Development Plan and that the planning application should be approved subject to the recommended conditions, and one that preserves and enhances the listed building.

Listed Building Consent

63. Listed building consent is required for the works to Blackfriars Bridge.
64. On balance the proposal would not result in substantial harm to the special architectural or historic importance of Blackfriars Bridge and it is recommended that listed building consent is granted.

Background Papers:

Email 22.06.15 Network Rail
Email 29.06.15 TfL Planning
Letter 10.06.15 Historic England
Letter 22.06.15 Port of London Authority
Letter 23.06.15 Access Advisor, City of London
Letter 28.06.15 City of London Conservation Area Advisory Committee
Memo 26.06.15 Department of Markets and Consumer Protection
Planning Statement
Design and Access Statement
Transport Statement
Environment Report
Heritage Statement
Draft Blackfrairs Lift and Stairs Code of Construction practice
The Thames Water Utilities Limited (Thames Tideway Tunnel)
Order (s1:2014/2384) as amended by the Thames Water Utilities Limited
(Thames Tideway Tunnel) (Correction)
Order (s1:2015/723) and Notice of Variation No1 to the Deemed marine
Licence.

Appendix A

London Plan Policies See note

The London Plan is part of the development plan for the City. As such the London Plan is a material consideration to which the City of London Corporation must have regard in exercising its development control powers.

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

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 5.14 Water quality and wastewater infrastructure

Policy 5.15 Water use and supplies

Policy 6.10 development proposals should ensure high quality pedestrian environments and emphasis the quality of the pedestrian and street space.

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

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 7.8 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 7.24 Blue ribbon network providing a strategically important series of linked spaces.

Policy 7.27 Development proposals should enhance recreational and leisure use of the Blue Ribbon Network and supporting infrastructure on and alongside to the river.

Policy 7.29 Development proposals along the River Thames should be consistent with the published Thames Strategy.

Policy 7.30 Development within or alongside London's docks should protect and promote the vitality, attractiveness and historical interest of London's remaining dock areas.

Relevant Local Plan Policies

CS9 Meet challenges of Thames/Riverside

To ensure that the City capitalises on its unique riverside location, sustaining the river's functional uses in transport, navigation and recreation, whilst minimising risks to the City's communities from flooding.

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.

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.

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.

DM10.1 New development

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

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

DM10.4 Environmental enhancement

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

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

DM10.8 Access and inclusive design

To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished), open spaces and streets, ensuring that the City of London is:

- a) inclusive and safe for all who wish to use it, regardless of disability, age, gender, ethnicity, faith or economic circumstance;
- b) convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment;
- c) responsive to the needs of all users who visit, work or live in the City, whilst recognising that one solution might not work for all.

DM12.1 Change affecting heritage assets

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

DM12.2 Development in conservation areas

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

DM12.3 Listed buildings

1. To resist the demolition of listed buildings.
2. To grant consent for the alteration or change of use of a listed building only where this would not detract from its special architectural or historic interest, character and significance or its setting.

DM12.4 Archaeology

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

DM15.6 Air quality

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.
2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.
5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.
2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.
3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

DM15.8 Contaminated land

Where development involves ground works or the creation of open spaces, developers will be expected to carry out a detailed site investigation to establish whether the site is contaminated and to determine the potential for pollution of the water environment or harm to human health and non-human receptors. Suitable mitigation must be identified to remediate any contaminated land and prevent potential adverse impacts of the development on human and non-human receptors, land or water quality.

DM16.2 Pedestrian movement

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

DM16.8 River transport

1. River piers, steps and stairs to the foreshore, the Walbrook Wharf safeguarded site, and other river-based transport infrastructure will be safeguarded and improvements will be supported.
2. Development adjacent to or over the River Thames must be supported by a Transport Assessment and a Construction Logistics Plan addressing the potential for the use of the river for the movement of construction materials and waste.

DM18.1 Development in Flood Risk Area

1. Where development is proposed within the City Flood Risk Area evidence must be presented to demonstrate that:
 - a) the site is suitable for the intended use (see table 18.1), in accordance with Environment Agency and Lead Local Flood Authority advice;
 - b) the benefits of the development outweigh the flood risk to future occupants;
 - c) the development will be safe for occupants and visitors and will not compromise the safety of other premises or increase the risk of flooding elsewhere.
2. Development proposals, including change of use, must be accompanied by a site-specific flood risk assessment for:
 - a) all sites within the City Flood Risk Area as shown on the Policies Map; and
 - b) all major development elsewhere in the City.
3. Site specific flood risk assessments must address the risk of flooding from all sources and take account of the City of London Strategic Flood Risk Assessment. Necessary mitigation measures must be designed into and integrated with the development and may be required to provide protection from flooding for properties beyond the site boundaries, where feasible and viable.
4. Where development is within the City Flood Risk Area, the most vulnerable uses must be located in those parts of the development which are at least risk. Safe access and egress routes must be identified.
5. For minor development outside the City Flood Risk Area, an appropriate flood risk statement may be included in the Design and Access Statement.
6. Flood resistant and resilient designs which reduce the impact of flooding and enable efficient recovery and business continuity will be encouraged.

DM18.2 Sustainable drainage systems

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

DM18.3 Flood protection and climate

1. Development must protect the integrity and effectiveness of structures intended to minimise flood risk and, where appropriate, enhance their effectiveness.
2. Wherever practicable, development should contribute to an overall reduction in flood risk within and beyond the site boundaries, incorporating flood alleviation measures for the public realm, where feasible.

DM19.2 Biodiversity and urban greening

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

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

SCHEDULE

APPLICATION: 15/00589/FULL

Blackfriars Bridge & Paul's Walk London EC4V

Installation of replacement stair and new lift to the north east end of Blackfriars Bridge.

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 The authorised development shall be carried out in accordance with the Thames Tideway Tunnel River Transport Strategy for The Tideway Tunnel granted by development consent order 2014.
- 3 (1) The development shall be carried out in accordance with the Blackfriars Lift and Stairs Code of Construction Practice (BLS CoCP) (100-PP-QUA-00000-000007), unless otherwise agreed in writing by the local planning authority.
(2) Any plan, method statement or other document in respect of the development requiring approval of the local planning authority (or such other person as may be specified) further to the BLS CoCP shall be submitted to and approved by the local planning authority (or such other person as may be specified) in writing further to this condition and in accordance with the terms of the BLS CoCP.
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 4 Site-specific remediation strategy
(1) No intrusive works shall be carried out for the installation of the lift and stairs, unless otherwise agreed in writing , until the following are submitted to and approved in writing by the local planning authority in consultation with the Environment Agency—
 - a. a preliminary risk assessment and site investigation scheme which identifies—
 - i. all previous uses
 - ii. potential contaminants associated with those uses
 - iii. a conceptual model of the site indicating sources, pathways and receptors
 - iv. a qualitative risk assessment of any potentially unacceptable risks arising from contamination at the site

v. a proposed site investigation scheme (based on the preliminary risk assessment) providing information for a detailed quantitative assessment of the risk to all receptors that may be affected, including those offsite.

b. a remediation strategy which includes—

i. the results of the site investigation

ii. a detailed quantitative risk assessment

iii. an options appraisal giving full details of the remediation measures required and how they shall be carried out

iv. a verification plan providing details of the data to be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for long-term monitoring of pollutant linkages, maintenance and arrangements for contingency action

v. a programme for the submission of elements detailed in (3) and (4) below.

(2) The authorised development shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the local planning authority in consultation with the Environment Agency.

Verification report

(3) Prior to completion of the works, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the local planning authority in consultation with the Environment Agency. The report shall include results of sampling and monitoring carried out in accordance with the approved details to demonstrate that the site remediation criteria were met. It shall also include a plan for long-term monitoring of pollutant linkages, maintenance and arrangements for contingency action as identified in the verification plan. It shall also include details of any landscaping material imported as part of the scheme.

(4) The long-term monitoring and maintenance plan shall be implemented in accordance with the approved details, unless otherwise agreed in writing by the local planning authority in consultation with the

Environment Agency. Unexpected contamination

(5) If, in carrying out any works on this site, contamination not previously identified is found to be present, then unless otherwise agreed in writing by the local planning authority, no further development or works shall be carried out in the part of the site in which the contamination is identified until a remediation strategy is submitted to and approved in writing by the local planning authority in consultation with the Environment Agency. The authorised development shall be carried out in accordance with the approved details, unless otherwise approved in writing by the local planning authority.

REASON: To prevent pollution of the water environment in accordance with the following policy of the Local Plan: DM15.8.

- 5 Demolition of the existing stairs and construction of the foundations for the new lift and stairs shall not commence until a Construction Logistics Plan for these and the remaining phases of construction has been submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved details.
REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1.
- 6 (1) No alterations shall be made to any existing access or any new access provided until details of the design, are submitted to and approved by the local highway authority. Any such works shall be completed prior to their use.
(2) The authorised development shall be carried out in accordance with the approved details, unless otherwise approved by the highway authority.
- 7 The proposed pedestrian access shall be as shown on the access plan (307-DA-PNC-BR016-300015 REVAB) and shall be in place before the existing route is closed.
REASON: To ensure continuous pedestrian access by the public during construction.
- 8 (1) Any part of an existing pipe subway, including and fixtures and fittings associated with the safe working of the pipe subway, removed, disassembled, or damaged in the course of the authorised project shall be reinstated in accordance with details submitted to and approved by the relevant planning authority.
(2) Where any pipe or wire located in an existing pipe subway is diverted during the construction of the works at this site it shall be reinstated in the pipe subway on completion of the works unless otherwise agreed with the relevant planning authority
(3) Any lighting, power supplied, pumps and discharge damaged or removed as a result of works to or demolition of a section of the subway must be relocated and reconfigured either side of the area of the work being carried out, to ensure their continued function and they must be reinstated on completion of these works in accordance with details submitted to and approved by the relevant planning authority.

(4) Works affecting the pipe subway or the access to it shall not commence until written details in respect of security, access arrangements (including closure of access points and pipe sections) and health and safety measures shall be submitted and approved by the relevant planning authority for approval in consultation in with the City of London Police and the Metropolitan Police.
(5) All works shall be carried out in compliance with the approved details unless otherwise agreed with the relevant planning authority in consultation with the City of London Police and Metropolitan Police.

(6) For the purpose of this requirement "pipe" and "wire" bear the same meaning as in paragraph (4) of Article 58 (Application of pipe subways legislation) of this order;

"existing pipe subway" means any subway belonging to the Mayor and Commonalty and Citizens of the City of London to which the London County Council (Subways) Act 1893 applies or any public service works vested in the said Mayor and Commonalty and Citizens in accordance with Part V of the City of London (various powers) Act 1900.

- 9 No works shall take place before details of the foundation design and piling configuration to include further information regarding ground conditions and the location of the Roman boat and a detailed method statement which should avoid disturbance to the Roman Boat and other significant archaeological remains which are to remain in-situ have 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 the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.
- 10 No works 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. The authorised development shall be carried out in accordance with the approved details by a suitably qualified person or body
REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4.
- 11 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 lift and stair structure including external ground and upper level surface, handrails, balustrades and soffits;
 - (b) details of walkway surfaces including materials to be used
 - (c) details of the junction between the new stair structure and Blackfriars Bridge;

(d) details of all works of dismantlement, reinstatement works and works of making good to Blackfriars Bridge;

(e) Before any works herein are permitted, the structural feasibility of supporting the retained fabric shall be demonstrated by the submission to and approved by the Local Planning Authority of appropriate drawings and/or calculations and all development pursuant to this permission shall be carried out in accordance with the approved details;

(f) No part of the structure of Blackfriars Bridge shall be demolished or dismantled before a contract or series of contracts for the carrying out of substantial works of reinstatement have been made and planning permission has been granted for the works for which the contracts provide.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.

- 12 (1) Construction of the landscaping works shall not commence until details of the landscaping works, which shall accord with the approved drawings, are submitted to and approved in writing by the local planning authority.
- (2) Unless otherwise agreed in writing by the local planning authority, the landscaping information shall comprise details of all hard and soft landscaping works, including:
- a. location, quantity, species, size and density of any proposed planting
 - b. cultivation, importation of materials and other operations to ensure plant establishment
 - c. monitoring and maintenance
 - d. proposed finished ground levels
 - e. hard-surfacing materials
 - f. minor structures such as furniture, refuse or other storage units, signs and lighting
 - g. retained historic landscape features and proposals for restoration, where relevant
 - h. a programme for implementation of all landscaping works
 - i. details of fencing/enclosures
 - j. areas of public access
 - k. details of existing trees to be retained
 - l. details of the surface water drainage system
- (3) All hard and soft landscaping works shall be carried out in accordance with the approved details, not later than the end of the first planting season following completion of the development, unless otherwise approved in writing by the local planning authority.
- (4) The approved landscaping works shall be carried out by suitably trained or qualified personnel to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised codes of good practice.
- Replacement trees and shrubs

(5) If, within a period of five years from the date of the planting of any tree or shrub, that tree or shrub (or any tree or shrub planted to replace it) is removed, uprooted, destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the same place, unless the local planning authority approves in writing any variation.

REASON: In the interests of visual amenity in accordance with the following policies of the Local Plan: DM10.1, DM19.2.

- 13 Provision must be made within the development for City Walkways to be constructed in accordance with specifications to be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted, such specifications to include the positions, widths, levels and finishes of the City Walkway.

REASON: To ensure that facilities are provided for the City Walkway in accordance with the following policy of the Local Plan: DM16.2.

- 14 All new works and finishes and works of making good to the retained fabric shall match the existing adjacent work with regard to the methods used and to materials, colour, texture and profile unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.
REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.

- 15 The works hereby approved are only those specifically indicated on the drawing(s) referred to in conditions to this consent.

REASON: In order to safeguard the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.

INFORMATIVES

- 1 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

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

- 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 Local Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

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

- 3 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation as ground landlords; and the work must not be instituted until the consent of the City of London Corporation as freeholders has been obtained by the Head Lessee.
- 4 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation or Transport for London as Highway Authority; and work must not be commenced until the consent of the Highway Authority has been obtained.

- 5 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.
- 6 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, City Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.

Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.

- 7 Where groundworks not shown on the approved drawings are to take place below the level of the existing structure (including works for underpinning, new lift pits, foundations, lowering of floor levels, new or replacement drainage, provision of services or similar) prior notification should be given in writing to the Department of the Built Environment in order to determine whether further consents are required and if the proposed works have archaeological implications.
- 8 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 provision of City Walkway drainage facilities and maintenance arrangements thereof.
- 9 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:
- (c) The control of noise and other potential nuisances arising from the demolition and construction works on this site and compliance with the Construction (Design and Management) Regulations 2007; the

Environmental Health Team should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.

(d) Alterations to the drainage and sanitary arrangements.

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

- the identification, encapsulation and removal of asbestos in accordance with a planned programme;
- provision for window cleaning (internal and external) to be carried out safely.

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

(l) Methods of odour control.

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

Noise and Dust

(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.

- 11 The Directorate of the Built Environment should be consulted on:

(a) 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.

(b) Underground construction works within the vicinity of St. Paul's Cathedral as defined by the St. Paul's Cathedral Preservation Act 1935.

12 A licence is required from the Department for Environment, Food & Rural Affairs under the Food and Environment Protection Act, 1985 for the deposit of materials for the purposes of waste disposal or marine construction within the River Thames tidal waters. You should contact DEFRA, Nobel House, 17 Smith Street, London SW1P 3JR (020 7238 6000) to discuss the requirements for a licence.

13 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:

(g) 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

(h) Works affecting a GLA road:

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

(k) Works affecting railway operational land and structures:

Planning Surveyor
Railtrack
355 Euston Road
London NW1 3AG

(l) Works affecting the River Thames:

Planning Manager
Port of London Authority
Devon House
58-60 St. Katharine's Way
London E1 9LB

(m) 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

- 14 You are advised to discuss the location of the proposed tree(s) with the City Planning Officer who will advise in respect to any potential archaeological remains.
- 15 If at any time ground works or excavations are to take place below existing ground levels for works related to the existing tree(s) or any new tree(s), you are requested to contact the City Planning Officer to establish whether the site has archaeological potential.
- 16 The developer is advised to contact the Director of Open Spaces prior to works commencing regarding the protection of nearby trees during works (Contact Martin Rodman, Client Services Manager on 020 7247 8548).
- 17 The Water Resources Act 1991 and the Thames Region Flood Defence Byelaws 1994 require formal consent to be obtained from the Environment Agency for certain works in, over, under or adjacent to main rivers including: the erection or construction of any post, fence, building or structure within 16 meters of any sea wall; any pipe, telephone wire or electrical main or cable that is within 8 meters from the top edge of the batter enclosing the river; and the removal of turf forming part of the flood protection works or any change to the drainage into the flood protection works or the river.

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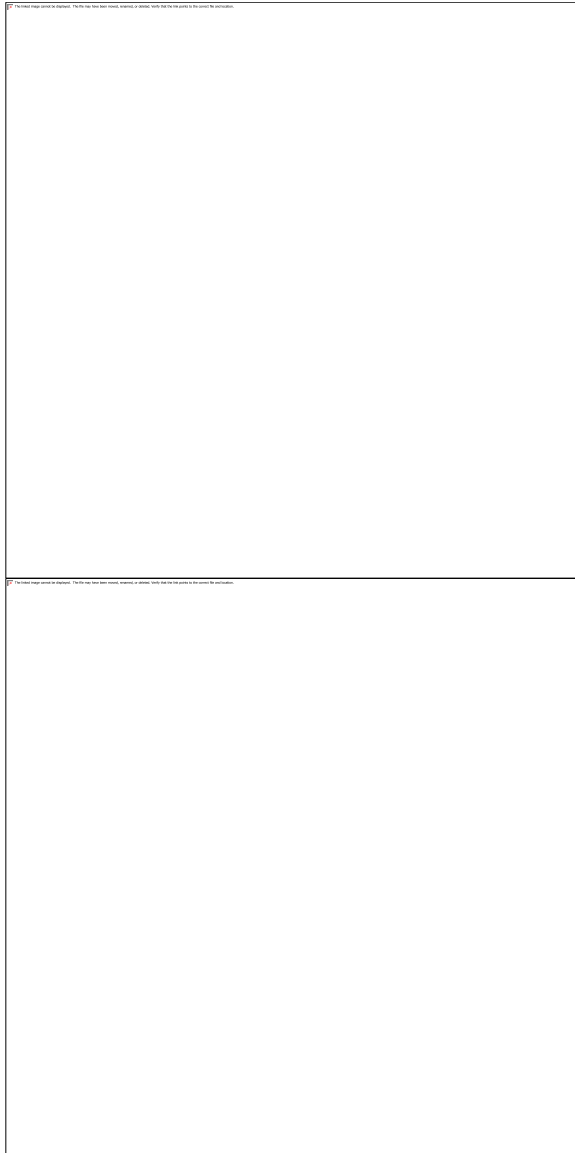
Committee:	Date:
Planning and Transportation	31 July 2015
Subject: Blackfriars Bridge & Paul's Walk London EC4V Alterations to Blackfriars bridge including the removal of the existing public stair and the installation of a new public stair and lift from Paul's Walk.	Public
Ward: Castle Baynard	For Decision
Registered No: 15/00590/LBC	Registered on: 2 June 2015
Conservation Area: Whitefriars	Listed Building: Grade II

Summary

For the full report see application reference 15/00589/FULL.

Recommendation

That listed building consent be granted in accordance with the attached schedule.



Relevant Local Plan Policies

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.

DM10.1 New development

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;

- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

DM10.4 Environmental enhancement

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

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

DM10.8 Access and inclusive design

To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished), open spaces and streets, ensuring that the City of London is:

- a) inclusive and safe for all who wish to use it, regardless of disability, age, gender, ethnicity, faith or economic circumstance;

- b) convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment;
- c) responsive to the needs of all users who visit, work or live in the City, whilst recognising that one solution might not work for all.

DM12.1 Change affecting heritage assets

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

DM12.2 Development in conservation areas

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

DM12.3 Listed buildings

- 1. To resist the demolition of listed buildings.
- 2. To grant consent for the alteration or change of use of a listed building only where this would not detract from its special architectural or historic interest, character and significance or its setting.

DM12.4 Archaeology

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

SCHEDULE

APPLICATION: 15/00590/LBC

Blackfriars Bridge & Paul's Walk London EC4V

Alterations to Blackfriars bridge including the removal of the existing public stair and the installation of a new public stair and lift from Paul's Walk.

CONDITIONS

- 1 The works hereby permitted must be begun before the expiration of three years from the date of this consent.
REASON: To ensure compliance with the terms of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2 Works to the listed Blackfriars Bridge and associated features shall not commence until an intrusive investigation of the condition and method of assembly for the bridge parapet has been undertaken and a detailed construction method statement has been submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved details.
REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
- 3 No works to the listed Sturgeon lamp standards shall take place until details of a method statement for a condition survey, removal and secure storage of the affected lamp standards has been submitted to and approved in writing by the local planning authority. The condition survey should be submitted to the local planning authority within 6 weeks of the work being carried out.
Details of a method statement for the identified conservation work and reinstatement of the listed Sturgeon lamp standards including detailed specifications shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the works affected thereby.
REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
- 4 No works of temporary protection of the Sturgeon lamp standards which are to be retained in-situ shall be carried out until details of the protection have been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.

- 5 All new works and finishes and works of making good to the retained fabric shall match the existing adjacent work with regard to the methods used and to materials, colour, texture and profile unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.
REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
- 6 The works hereby approved are only those specifically indicated on the drawing(s) referred to in conditions to this consent.
REASON: In order to safeguard the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
- 7 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:
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.

Committee(s):	Date(s):	Item no.
Planning and Transportation	31 July 2015	
Subject: 20 Fenchurch Street – Sky Garden		Public
Report of: The Chief Planning Officer		
<p><u>Executive Summary</u></p> <p>1. This report recommends approval of the Visitor Management Plan setting out details of the access, ticketing and security arrangements applicable to the Sky Garden.</p> <p>Recommendations</p> <p>(i) that the Visitor Management Plan annexed at Appendix 1 be approved, (subject to the Sky Garden Drawing to be annexed being first amended by the Deed of Variation referred to at recommendation (ii) below)</p> <p>(ii) that the Comptroller and City Solicitor be authorised to enter into a Deed of Variation under section 106 of the Town and Country Planning Act 1990 to substitute the As Built Sky Garden Drawing for the Sky Garden Drawing previously approved at Appendix 2 and to secure the enhancement measures referred to in paragraph 5.2 of this report.</p>		

Main Report

VISITOR MANAGEMENT PLAN

1. Background

- 1.1 The City Corporation resolved to grant planning permission for the redevelopment of 20 Fenchurch Street on 19 September 2006. The development was supported by the Mayor. The application was called-in by the Secretary of State and following a public inquiry planning permission was granted by the Secretary of State for Communities and Local Government (“SoS”) on 9 July 2007. Planning permission was granted for a 39 storey office tower with a Sky Garden with retail, and a three storey annex building with restaurant/bar uses and servicing area.

In recommending approval of the application the SoS had regard to

“The building would be crowned by a Sky Garden that would be open to the public free of charge. Whilst it might not be unique as a high viewing platform, eating and drinking establishment, or conservatory, I consider that the nature of the space would be unique and extraordinary.”

- 1.2 Covenants to secure the proposed Sky Garden arrangements were contained in a Section 106 Agreement dated 13 April 2007 and provided to the Secretary of State. These required the Sky Garden to be kept open for public access, free of charge between 10am and 6pm on weekdays and 11am and 9pm on Saturdays, Sundays, Public Holidays and Bank Holidays (the “Public Access Hours”). It was required to accommodate no fewer than 400 persons for free public access at a time (although that figure could be reduced by up to 100 to allow for up to 100 people at a time to use a private dining facility). The covenants prohibited closure for private functions without the City’s prior approval, limited to 14 days per year.
- 1.3 Following amendments to the approved scheme, planning permission was granted by the City Corporation on 6 October 2009 for amendments which included a reduction in volume of the Sky Garden and the omission of the northern external viewing terrace. The Section 106 covenants in respect of the Sky Garden were varied on 6 October 2009 to: amend the definition and plans of the Sky Garden to reflect the permitted amendments; to remove the maximum limit of 100 persons who may use the private dining facility during the public access hours and instead to require submission of a Visitor Management Plan regarding the Sky Garden arrangements prior to occupation. In July 2011 further amendments were agreed and a further Section 106 agreement was entered into incorporating further changes to the Sky Garden lay out, increasing the minimum capacity from 400 to 420 members of the public, and requiring that no less than 250 of those must be non-paying non-diners during the relevant periods. The relevant covenants are reproduced in the Annex to the Visitor Management Plan at Appendix 1.
- 1.4 In September 2013, the owner presented to the City Corporation its proposals for the Visitor Management Plan and extensive discussions ensued regarding the detailed arrangements to ensure that the City’s requirements were met. A Non-public report was considered at the meeting of Planning and Transportation Committee on 13 January 2015 when the Committee’s views were sought regarding the access arrangements, the draft Visitor Management Plan and the way forward. The Committee considered some aspects of the access controls excessive and endorsed further discussions which were to be reported back.

2 Present Position

- 2.1 Following the January 2015 meeting the Committee’s dissatisfaction was reported back to the owner and discussions continued in relation to the visitor arrangements. As a result of these negotiations and the experience of operating the facility, there have been successive drafts of the Visitor Management Plan. The result of these adjustments has increased the numbers of non-diners to allow significant additional booking slots for non-diners and to allow for a proportion of visitors (up to 50) to attend at off peak times without the need for pre-booking (known as “walk-ups”), in addition to the minimum 250 non-diners during the full Public Access Hours.
- 2.2 The initial access arrangements put in place by the owner were found to be overly cautious, partly due to the owner’s concerns to avoid excessive queuing. Since then, there have been operational changes as a result of Members’ views that the initial arrangements were too restrictive and experience of how the facility operates in practise.

3 The Visitor Management Plan now proposed

- 3.1 The Visitor Management Plan satisfies or exceeds the minimum requirements of the Section 106 Agreement:

20 FENCHURCH STREET SKY GARDEN - FREE PUBLIC ACCESS ARRANGEMENTS		
ISSUE	SECTION 106 REQUIREMENTS 2009 (as amended 2011)	PROPOSED VISITOR MANAGEMENT PLAN
1. CORE HOURS	1.1 10am-6pm Week days 1.2 11am-9pm Saturdays, Sundays, Public Holidays and Bank Holidays	As required
2. CLOSURE PERIODS WITHIN CORE HOURS	2.1 14 days p.a.	As required – to be split into limited closures of shorter duration as follows: 112 hours p.a. [equivalent to 14 days calculated on the basis of 14 days x 8 hours = 112 hours] spread across no more than 26 instances of no less than 2 hours p.a.
3. CAPACITY/ NUMBERS OF VISITORS	3.1 400 members of the public 3.2 Of the 400, at least 250 must be non-diners.	As required In addition to the 250 minimum non-diners, 50 “walk-up” non-diners will be given access between 10am – 11-30am and 2pm – 4-30pm on weekdays

Booking System

- 3.2 It is accepted that a booking system is a necessary feature of such a space but it is essential that the booking system is effective and transparent in order to ensure the effectiveness of the Visitor Management Plan.
- 3.3 The booking slots now allow for a 1 hour dwell time (reduced from the initial 1.5 hour dwell time). This has increased the number of booking slots available and more accurately reflect the average dwell time.
- 3.4 The website is accessible and makes clear that access is for non-diners as well as those using the restaurants.

- 3.5 Bookings for up to ten persons can be made. Persons over 16 are not required to be accompanied by an adult. Children under 16 must be accompanied by an adult over 18 at a ratio of one adult per three children

Hours and Capacity

- 3.6 Access is provided to meet the minimum numbers of non-diners during the Public Access Hours. The availability of booking slots has been adjusted to allow for over-booking, in order to address under-use due to the significant proportion of “no shows” which have been noted. In addition, an extra 50 non-diners will be given access without pre-booking during the off peak hours of 10am to 11.30am and 2pm to 4.30pm. Due to limited lift capacity, it takes about 40 minutes for the minimum numbers to gain access and egress. However, in order to speed up access, the owner make available a second lift (over and above the dedicated Sky Garden lift required by the Section 106 Agreement) during peak times (albeit the lift also serves occupiers from level 20 and visitors from the ground floor). The provision of the second lift is secured in the Visitor Management Plan. This, together with the other adjustments, is considered an appropriate measure, together with the other access adjustment to address the inevitable constraints of lift access. The owner is not prepared to allow access to non-diners before 10am in order to meet the 250 figure, although in practice it does allow people to enter earlier if spaces are available.

Maximum days of closure

- 3.7 The section 106 limit is 14 days. It is proposed to spread the equivalent hours across 26 days (closure periods to be a minimum of 2 hours). Although this allows more closures this arrangement is considered acceptable as it ensures at least some availability during days when closures take place.

Schools and other groups

- 3.8 Schools and other groups may be separately booked and the owner commits to providing access to no less than 12 community groups outside the S106 Core Hours per year.

LAYOUT

4. Background

- 4.1 The Sky Garden Drawing contained in the Section 106 Agreement shows a different configuration to the Sky Garden to that which has been provided. This is attached at Appendix 4. The differences are as follows:
- The servery at Level 35 is larger than was shown on the plan.
 - At level 36 terraces were to be provided at either side of the restaurant area to provide equivalent views for non-diners as diners. That to the west has not been provided and that to the east provides more limited access.
 - At Level 36 a servery was to be provided.
 - Between Levels 36 and 37 a staircase was to be provided on both the west and the east sides to provide a circular route. The staircase on the west side was provided

although differently configured and the staircase to the east was not provided meaning that the space has to be entered and left via the same staircase.

- The Level 37 terrace is larger than previously shown.
- The minimum floor areas required to be kept available as publicly accessible space are provided in accordance with the specified requirements.

5. Present Position

- 5.1 The owner is of the view that since the requirement is to provide access to the Sky Garden “as illustrated” on the Sky Garden Drawing, the changes were permissible because the drawing is “illustrative”, as long as the minimum areas of Publicly Accessible Space are retained. The City is of the view that these changes are not consistent with the requirement to “provide and retain the Sky Garden as illustrated on the Sky Garden Drawings” as they were to illustrate the areas to which non-diners could access.
- 5.2 Whilst the owner’s position is not agreed, it is the case that in order to achieve the original layout it would be necessary to close the Sky Garden for a significant period of time and at considerable cost to implement the works. The City has discussed with the owner what might be done to mitigate the loss of these elements which were considered significant to the amenity and experience of visitors to the Sky Garden.
- 5.3 The owner has advised that a number of measures could be put in place which would enhance the current facility which the owner has confirmed it will carry out with the aim of having the works completed in Q4 2015. These are set out by the owner in two documents, Sky Garden update 15 June 2015 and Sky Garden Sketchbook05. These are attached at Appendix 5. The owner has recently submitted these alternative proposals and I would recommend that measures be finalised and agreed by the City before a revised layout plan is agreed as a variation to the S106 as referred to in Recommendation (ii), and before the Visitor Management Plan is signed off as approved.

6. Public Comments

- 6.1 Andrew Waugh QC wrote to the City requesting that his views be reported to your Committee. His letter is at Appendix 3.
- 6.2 A resident, Evan Der Milner wrote to the City requesting that special arrangements be made for City residents such that they were not required to book and that the hours were too restrictive for residents that worked.
- 6.3 Martin Sargeant, Head of Operations at the Diocese of London has made a number of comments on the restrictive nature of the access arrangements. He particularly flags up the onerous requirements of the booking system and that the arrangements for diners and non-diners are different making it inequitable. He has also expressed specific concerns about the impact of the facility on St Margaret Pattens and visitors frequent requests to leave their luggage in the Church which leaves them with potential security issues apart from the inconvenience.

- 6.4 A number and in particular the architectural press have been critical of their experience and of the nature of the Sky Garden which they state cannot be compared to a public open space.
- 6.5 Members may be aware of extensive public comments on various websites. Many of these express a positive response to their visitor experience. The owner has advised that of the visitor feedback it has received 88% describe their experience as very good or good with the remaining 12% describing their experience as average, poor or very poor. It has sent six positively phrased emails of visitors' experiences two of whom were wheelchair users.

7. Conclusion

- 7.1 The provision of a roof level public Sky Garden affording exceptional views, provided at no cost to the public has been a significant feature of this building and justification for its form, size and location since its inception and the grant of permission in 2007.
- 7.2 The subsequent amendments approved in 2009 and 2011 sought to maintain this principle. Whilst the area of the restaurants was enlarged the areas to which non-diners were able to access afforded the same viewing experience as diners. The non-construction of certain of elements has to a degree frustrated this aim.
- 7.3 Officers are of the view that the owner's experience during the "bedding in period" and the negotiations between the owner and the City has enabled a satisfactory Visitor Management Plan to evolve. If approved, it is considered that the Visitor Management Plan will provide a sound basis for the future operation of the Sky Garden in a manner which is consistent with the Section 106 and will ensure free public access.
- 7.4 The arrangements intended to enhance the visitor experience to mitigate the construction of the Sky Garden not in accordance with the original plan remain to be finalised and agreed by the Committee. If agreed these measures should form part of the variation in the S106 to secure their delivery.

8. Implications

Financial Implications

None

Legal Implications

These are contained in the body of the report.

Contact:

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02073321700

Annie.hampson@cityoflondon.gov.uk

Background papers

Inspector's Report 9 July 2007

Section 107 Agreement dated 13 April 2007

Section 106 Agreement dated 6 October 2009

Section 106 Agreement dated 1 July 2011

Appendices

Appendix 1 – Visitor Management Plan (including consolidated S.106 covenants at Annex 1)

Appendix 2 – As built Sky Garden Drawing

Appendix 3 – Letter from Andrew Waugh QC

Appendix 4 – Sky Garden layout as shown in S106.

Appendix 5 – Sky Garden Update 15 June and Sky Garden Sketchbook 05

Appendix 1



20 Fenchurch Street: Sky Garden Visitor Management Plan

Approved by City of London Corporation [insert date of committee approval]



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Introduction

1.1 Background

Section 106 covenants have been entered into regarding the Sky Garden at 20 Fenchurch Street. These are reproduced at Schedule 1, they include a covenant requiring submission of a Visitor Management Plan (VMP) for the Sky Garden to the City of London Corporation for approval. The VMP shall include arrangements for the following:

- a) entrance security arrangements
- b) access/ticketing and pre-booking system;
- c) public facilities in the Sky Garden, i.e. toilets; and security in the Sky Garden.

This document is the VMP approved by the City of London Corporation and is subject to review as set out in paragraph 8.1. The VMP should be read in conjunction with the relevant clauses within the S106 agreement.

1.2 Ownership & Management

The restaurants within the Sky Garden will be separately managed. The booking system for public access to the Sky Garden, the gardens, the security process and maintenance of the space etc. will be managed by the Owner (the Partnership) in accordance with the VMP. The Sky Garden refers to the space on levels 35-37 as well as the dedicated Sky Garden entrance on the ground floor. On the upper floors this includes the commercial element limited to 828 sq metres comprising three different catering offers - a servery on level 35, a brasserie on level 36 and a restaurant on level 37.

The public access requirement for the Sky Garden is to allow the general public to enjoy the Sky Garden as an amenity space and the views from it.

Due to its location at the top of a commercial tall building, public access to the Sky Garden needs to be managed.

The considerations influencing the Sky Garden operation include:

- maintaining the Sky Garden for the public benefit
- security
 - as a prominent building in the City of London, 20 Fenchurch Street is a potential target and appropriate and proportionate security measures need to be put in place;
- mixed use
 - 20 Fenchurch Street is not a single use public building but is a mixed use facility and access by the different users needs to be managed.
- capacity restrictions
 - fire regulations mean that there is a fixed limit on the number of people that can be in the Sky Garden .
 - the entrance vestibule is 165m² with limited queue capacity;
 - the S106 requires one dedicated lift serving the Sky Garden. A second lift will be made available during busy periods if required.
- health & safety
 - Public safety in relation to the space, including the external balcony ;
 - In accordance with the fire strategy and emergency evacuation procedures, there is a limit of 6 wheelchair users in the space at any one time.

2 Public Facilities

The Sky Garden visitor experience provides a 360 degree panorama over a three storey space.

It features two landscaped planted areas and is London's highest public garden, with terraces on Levels 35, 36 and 37.

There is an external south facing balcony offering views of the River Thames, Tower Bridge, the Tower of London and other historic landmarks.

There is a publicly accessible viewing balcony (also south facing) within the central core structure at Level 37.

Visitors can move between the viewing terraces at levels 35, 36 and 37.

There is a servery on level 35. There is no obligation for Sky Garden visitors to purchase anything.

Toilets, a disabled toilet and a baby change facility are provided for all visitors on level 35.

There are seating areas for Sky Garden visitors, approximately 55 spaces in the garden and 45 spaces on the Level 36 north terrace. There are 60 informal seats on the Level 35 south terrace. There is additional seating on the level 37 terrace. A minimum of 160 seating spaces shall be provided overall. The seating is available for use by all Sky Garden visitors, whether purchasing something to eat or drink or not.

The planted areas are a fundamental feature of the Sky Garden and should be maintained to a high standard commensurate with the Sky Garden visitor experience.

3 Opening Hours

3.1 Visitor Opening Hours

Access must be permitted to at least 420 members of the public, of which, at least 250 at any one time must be non-diners during the following hours:

- Monday to Friday 10am – 6pm
- Saturday and Sunday 11am – 9pm
- Bank Holidays 11am – 9pm

A reserve of 50 extra spaces per hour will be reserved between 10am and 11:30am and 2pm and 4:30pm Monday to Friday for non-diners to access the space without booking in advance. This will increase the non-diner availability on weekdays by 200 spaces.

A child under the age of 16 must be accompanied by a responsible adult over the age of 18 with a maximum of three children per adult.

3.2 Closure Periods

The Sky Garden will be open every day of the week including Bank Holidays other than Christmas Day, Boxing Day and New Years' Day, and as permitted by the Section 106 covenants. The Section 106 covenants permit the closure of the Sky Garden for private events, exhibitions or functions provided that the total duration of such private events, exhibitions or other similar functions shall not exceed 14 days in any calendar year.

In order to maximize the efficient use of closure periods and to increase public access, these 14 days can be split into a limited number of closed

periods of shorter duration. This equals 112 hours (based on 14 days x 8 hours = 112) which can be broken up into closure periods of a minimum of 2 hours but will not exceed a total of 26 instances per year during the Opening Hours.

During visitor opening hours, access to the external terrace on Level 35 the 'Francis Golding Terrace' may only be limited in the interest of ensuring the safety and welfare of the public.

Under the terms of the S106 agreement, the Partnership may carry out maintenance works provided that the works do not continue for more than 48 hours in any eight week period.

4 Booking Procedure

4.1 Booking slots

In order to manage capacity, timed tickets are used. Visitors are required to enter the names of all members of their party attending to minimise no-shows and prevent ticket touting. This is managed through ID checks at the ground floor Sky Garden reception.

Bookings are made in advance at least 1 hour before the visit via one of the distribution channels described below. In order to compensate for 'no shows' a proportion of over-booking is arranged.

Visit times are limited to a timed slot of 1 hour per visit, available to book every 15 minutes.

Sufficient capacity is loaded onto the booking system in order to ensure that the requirement is met to permit *"no less than 250 members of the public to access the Sky Garden at any one time who have not pre-booked any of the catering facilities during specified hours."*

Based on the 1 hour time slot bookable every 15 minutes, results in a booking capacity of 100 visitors arriving every 15 minutes (400 per hour). This number has been increased to compensate for no-shows. This number exceeds the S106 obligation which requires no less than 250 non-diners are permitted access at any one time during public hours.

A reserve of 50 extra spaces per hour will be reserved between 10am and 11:30am and 2pm and 4:30pm Monday to Friday for non-diners to access the space without booking in advance. This will increase the non-diner availability on weekdays by 200 spaces.

A maximum of ten tickets can be booked per person.


The Sky Garden is not available to book for larger groups except by prior arrangement (the same will apply to building occupants and their guests).

To protect the venue from ticket touts, the tickets will not be transferrable.

4.2 Website

The primary booking method is via the 20 Fenchurch Street website (www.Skygarden.london).

The system incorporates a colour coded calendar showing the dates and times that are available to book. Dates that are too late to book or already fully booked, are shown as 'unavailable'.



> Venue > Date/Time > Basket > Delivery > Terms & conditions > Finish

Select date and time for your visit

Please choose the date and time of your visit and click **Proceed**.

Sky Garden free visit

January 2015						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
4	5	6	7	1	2	3
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

☐ Tickets available
 ☒ Day selected
 ☐ Too late to book online
 ☐ Soldout / Unavailable

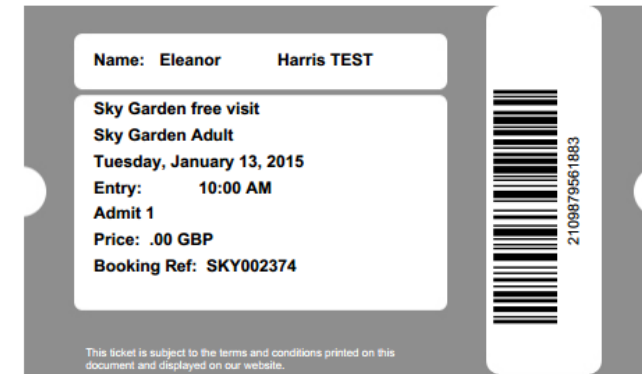
Please select your visit time from the options below and then click on **Proceed**.

10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30
12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15

Visitors enter their contact details and receive an automated booking confirmation via email at the end of the booking process. The email includes a PDF entry pass with a barcode.

The images shown are for illustrative purposes only.

Any significant change to the booking system must be agreed with the City of London in advance.



This is your e-ticket - please bring it with you. There is one ticket per visitor.

Enhancements to the booking system to allow visitors to amend or cancel bookings will be available by December 2015. This change has been agreed with the City of London following feedback from members of the public. The Owner will look at the feasibility of adding a community group booking option to the system to show availability and simplify the booking process.

4.3 Postal Application

Visitors are able to write to [Sky Garden Management Team, 20 Fenchurch Street, London EC3M 3BY] to request up to ten tickets per person for a selected date and time, enclosing a self-addressed envelope. Providing tickets are available, tickets are posted back to the visitor. Postal applications must be made at least 10 normal working days in advance.

4.4 School and other group visits

The owner will permit visits from schools, charities and other community groups outside of S106 hours. Visits are subject to availability and advance booking with the Owner. The Owner commits to provide access to no less than 12 community group visits outside of S106 hours each year.

4.5 Entry to the building

Signage around the building clearly signposts the Sky Garden. The dedicated entrance contains a sign highlighting the Sky Garden.

4.6 Ticket and security check

Visitors with a booking for the Sky Garden proceed directly to the entrance where the barcode on their ticket will be scanned by staff. Tickets can be produced either on paper or electronically via a handheld device.

Visitors without a valid entry pass are denied entry.

The management team reserves the right to refuse entry or to remove any person who behaves in an anti-social manner or contrary to the Code of Conduct in Section 10 which is likely to affect the safety of other visitors. To prevent offensive weapons or dangerous articles from being taken in to the Sky Garden visitors will be subject to a security check carried out by licensed security operatives. The security searches may involve one or more of the following checks:

- walking through a metal detector;
- checks of all bags through an x-ray machine;
- checks of all coats through an x-ray machine;
- a check of the visitor with a hand-held explosives trace detector;

- a search of the visitor by the security personnel.

Visitors take one of the lifts taking them directly to level 35.

4.7 Exit procedure

At busy times, the Partnership may ask visitors to leave at the end of their time slot in order to ensure that the fire capacity restriction is not exceeded and to allow other visitors to access.

At the end of the visit, visitors make their way back to the level 35 Sky Garden lift lobby and take the lift back down to the entrance on the ground floor.

4.8 Access policy

The Sky Garden is accessible. All staff undergo disability awareness training; in particular those staff who are involved in making bookings.

A DDA compliant lift is available in the south-east corner of the Sky Garden, giving access between the public spaces at levels 35, 36 and 37 for mobility impaired visitors.

If a visitor needs any additional assistance, they are advised to bring a personal assistant with them for their visit.

For those with a visual impairment the website is accessible in line with best practice guidelines. For those with a hearing impairment, the disabled booking line incorporates a Type Talk number. Hearing loops are installed at the Reception desks at the entrance to the Sky Garden.

The Owner will continually look for opportunities to enhance the visitor experience. Any enhancements will be implemented by the Owner acting in the best interests of the public, without seeking prior approval from the City of London.

5 Management & Staffing

5.1 Overview

A team of security personnel are responsible for checking tickets and security searches in reception and providing a presence on the different levels of the Sky Garden. The security personnel assist and manage the visitors to the Sky Garden in the interests of safety and security.

Non diners and diners are treated equally. Members of the public visiting the Sky Garden solely for viewing and garden/leisure purposes are not made to feel that they are entering a restaurant, rather a dedicated public viewing area.

6 Promotion and Communications

6.1 Website

The Sky Garden website (www.SkyGarden.london) is the primary communications tool for the facility to:

- inform visitors to the website that the Sky Garden is a free public amenity
- find out opening times;
- get information on the Sky Garden experience;
- book a visit slot;
- get travel directions;
- check in for daily updates on public transport, planned and unexpected closures
- to get information on arrangements for visitors with special access needs

Visitors are able to go directly to the site; they can also access it through:

- a search engine
- links from the City of London website;
- a link from the 20 Fenchurch Street building site (www.20fenchurchstreet.co.uk)
- links from related tourism sites

6.2 Visitor Feedback

The Owner will retain and archive visitor feedback, which will be available to the City of London on providing 10 normal working days' notice.

7 Safety and security

7.1 Capacity management

- Capacity will be managed by a booking system with a designated visit time and a people counting system. People counting cameras are located at entrance points to the Sky Garden to count everyone entering and exiting the space (including general public, staff and tenants) in order to provide a real time count of the number of people in the space. Where capacity reaches close to the maximum, a number of actions can be taken. These include:
- enforcing the 'rules' concerning the time slot duration and asking visitors to leave when their time slot has finished;
- holding visitors at ground floor reception and stopping any more visitors entering the space until others have left.

CCTV is in operation throughout the Sky Garden, lifts and reception space with surveillance whenever the space is open to the public.

7.2 Code of conduct

- Visitors are asked to behave reasonably at all times and to respect the enjoyment of other people using the Sky Garden
- Visitors must not cause damage to any planting or surfaces
- Visitors shall not use threatening abusive or insulting words or behaviour to the detriment of other people in the Sky Garden
- No knives, guns or other weapons shall be brought into the Sky Garden

- Any person infringing this Code of Conduct may be required to leave the Sky Garden

Visitors can read and download a copy of the Visitor Rules and Regulations from the Sky Garden website;

<http://skygarden.london/visitor-terms>

7.2 Emergency procedures

Full emergency procedures are agreed with the District Surveyor, the London Fire Brigade, City of London Police and other emergency services.

8 Ongoing Monitoring

8.1 Review Procedure

The obligations contained within the S106 legal agreement and the Deed of Variation will be complied with at all times.

Within 28 days of the date of this approved VMP and monthly thereafter the Partnership will provide the City of London with visitor data. The data will include a monthly report containing details of booking numbers and attendance figures, visitors turned away at the reception

The City of London will review the VMP within six months from the date this Visitor Management Plan is approved.

Further reviews will occur;

- if it is found by The City of London that the space is not being operated in accordance with the S106 Agreement and this document
- if there is a significant change in circumstances
- if the Owner wishes to change the management and access arrangements
- if either party, acting reasonably, wishes to review the document and visitor access arrangements

COVENANTS IN SECTION 106 AGREEMENT DATED 6 OCTOBER 2009 (AS AMENDED ON 1 JULY 2011)

Sky Garden

The Company shall provide and thereafter retain at all times when the Main Building remains in place the Sky Garden as illustrated on the Sky Garden Drawings and a dedicated lift to the Sky Garden from an entrance on Fenchurch Street in accordance with this Deed or as approved pursuant to the Planning Permission or any subsequent planning permission. The provision of the Sky Garden pursuant to this paragraph shall occur on the earliest of the following:

- (i) immediately upon Completion
- (ii) prior to Occupation
- (iii) not more than 18 months following completion of construction of the Main Building

Not less than six months prior to Occupation the Company shall submit for approval by the City a visitor management plan for the Sky Garden which shall include details of the following:

entrance security arrangements;

access/ticketing and pre-booking system which shall permit no less than 250 members of the public to access the Sky Garden at any one time who have not pre-booked any of the catering facilities;

public facilities in the Sky Garden, i.e. toilets; and

security in the Sky Garden

(the “Sky Garden **Visitor Management Plan**”);

The Company shall allow public access to the public lift to the Sky Garden at all times when the Sky Garden is open to the public.

The Company shall cleanse maintain and keep in good repair and good working order the surface of and the lighting and drainage to the Sky Garden together with any furniture and hard and soft landscaping and the dedicated lift to the Sky Garden;

The Company shall keep the Sky Garden open to the public for access on foot and in wheelchairs and as a viewing area for recreation and viewing purposes (to which access may be gained by members of the public free of charge) at all times and in accordance with the Sky Garden Visitor Management Plan save as provided for in this Deed or as may be approved by the City;

- (a) public access to the Sky Garden shall be provided at all times save in the following circumstances:

Force Majeure;

the requirement to carry out maintenance, cleaning, renewal and necessary or required works, including works associated with the landscaping to be provided within the Sky Garden and works of restaurant and café fitting or other structural or non-structural alteration, except that any works under this sub-paragraph shall be undertaken in such a way as to cause minimum disruption to the public, and in any event shall not continue for more than 48 hours in any eight week period without the written approval of the City (not to be unreasonably withheld or delayed) save in the case of Force Majeure;

closure outside the hours 1000 – 1800 on weekdays and the hours 1100 – 2100 on Saturdays, Sundays, Public Holidays and Bank Holidays;

- (iv) with the prior approval of the City from time to time, the use of areas for tables, chairs and other features including planters which are intended to enhance the enjoyment of the space in the Sky Garden by members of the public;
- (v) closure for the holding of private events, exhibitions or similar functions (to which the public at large are not admitted) PROVIDED THAT the total duration of such private events, exhibitions or other similar functions shall not exceed 14 days in any calendar year. FOR THE AVOIDANCE OF DOUBT the closure of the Sky Garden for private events, exhibitions or similar functions during the hours of 1000-1800 on weekdays and 1100 – 2100 on Saturdays, Sundays, Public Holidays and Bank Holidays outside the aforementioned parameters shall not be permitted without the City's prior written approval.

Save insofar as the same is insured by the landlord of the Main Building, to keep the Sky Garden properly insured and in the event of damage to pay out any insurance payments on making good such damage.

At all times when the Sky Garden is open to the public, access shall be permitted to no less than 420 members of the public at one time; and

At all times when the Sky Garden is open to the public no more than 828 square metres of the Sky Garden (as shown for illustrative purposes edged red on the Sky Garden Plan) shall be used for Class A purposes or ancillary purposes and the area shown for illustrative purposes edged and shaded blue on the Sky Garden Plan shall be kept free and unobstructed for recreation and viewing by the public.

definition of “Sky Garden”

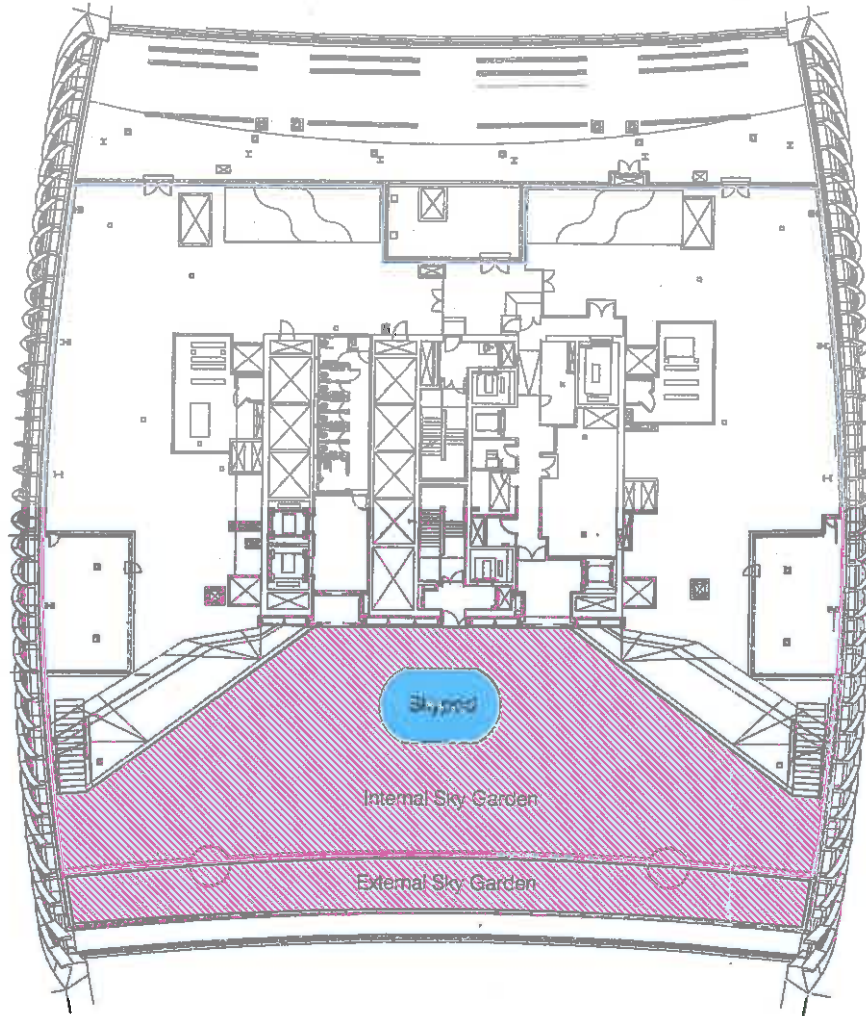
“Sky Garden” means those parts of the Main Building at Level 35 and above constructed and made available (with landscaping as approved pursuant to the planning permission) for use for public access and viewing and for Class D1 and Class A3/A4 purposes being shown for the purpose of identification only on the Sky Garden Drawings”

Appendix 2

FENCHURCH STREET

PHILPOT LANE

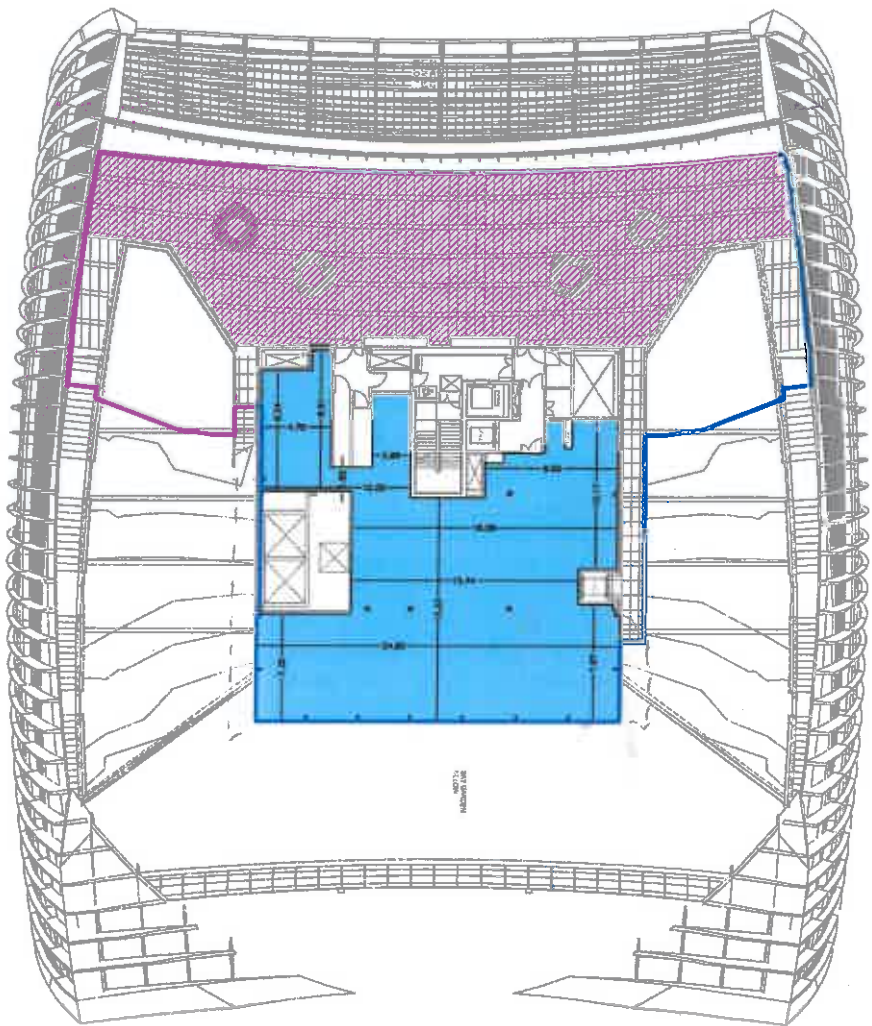
ROOD LANE



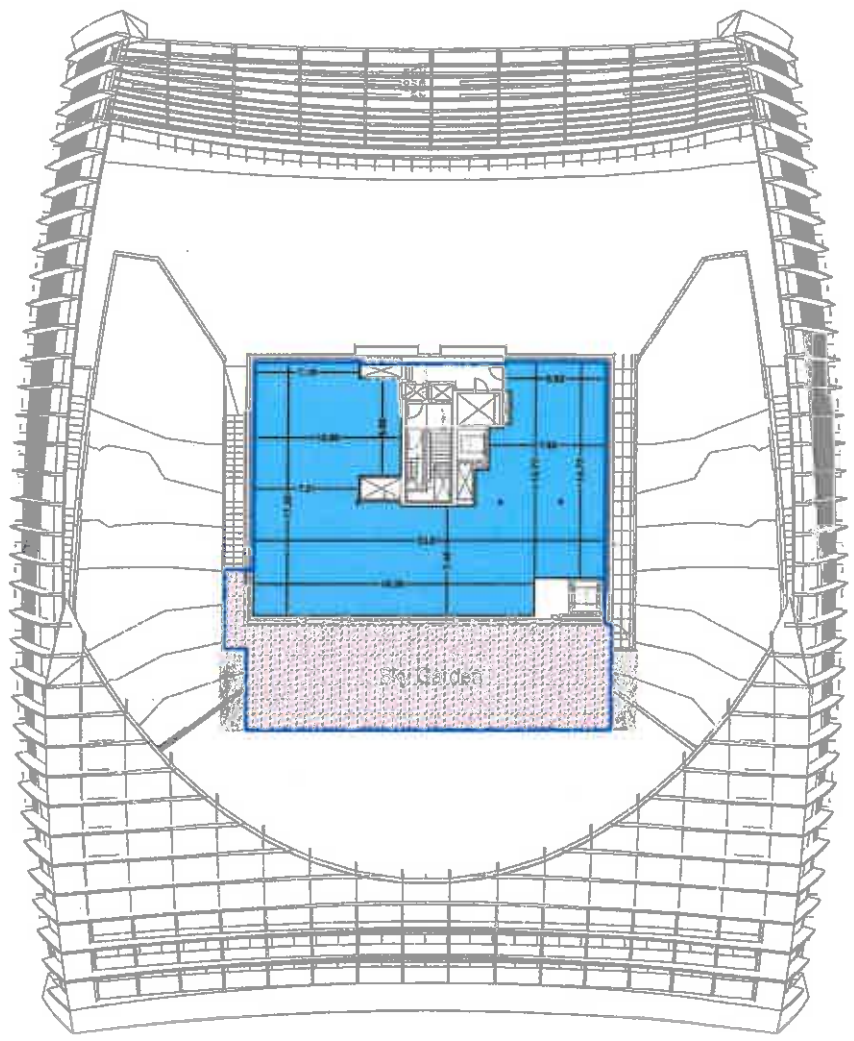
FENCHURCH STREET

PHILPOT LANE

ROOD LANE



FENCHURCH STREET



ROOD LANE

PHILPOT LANE

Appendix 3

To: Michael Welbank MBE (Chair),
Marianne Bernadett Fredericks (Deputy Chair) and members of
The City of London Planning and Transportation Committee

Tuesday, 26 May 2015

Support officer: Katie Odling
Email: katie.odling@cityoflondon.gov.uk

City of London Corporation
PO Box 270
Guildhall
London
EC2P 2EJ

Dear Mr Welbank and members of the Committee,

I am writing in a personal capacity having just visited the 'Walkie-Talkie' tower at No.20 Fenchurch Street.

My understanding is that the highly controversial decision to grant planning permission for this building was granted on the condition that the developers included a 'park in the sky with public access'. My experience was that what has been provided is neither a 'park' nor 'public' on a fair interpretation.

As you probably may know, access by day is regulated by applications to be made on-line no less than 3 days ahead. On arrival, photo i/d (passport or driving licence) must be provided. By evening, access is limited to those who have both a booking, and the means to pay for one of the two expensive restaurants. During the day, my wife bought 2 glasses of wine (small), 1/2 pint of cider, a pint of lager and 4 packets of crisps (small) for the total of £50.

Fortunately, I can afford such a grossly inflated amount, but this is well beyond the means of most members of the public - and it is strictly forbidden to bring your own food and drink. To describe such access as 'public' is not what most would understand by the term. It is far from it in practical terms.

As to the 'park' or even a 'garden', the position is well expressed in this article in the Architectural Record:

Wainwright: How Developers are Hiding Behind Shrubbery

Architectural Record, 04/16/2015

Spring has sprung and developers are getting green-fingered. Across London, their planning applications are sprouting leaves and bursting into bloom. They're promising trees on bridges and jungles in the clouds, sky-gardens and life-giving linear parks, along with a whole network of green ribbons weaving through town.

Who could say no to this fecund vision for London? What mean-spirited planning committee would stand in the way of this pastoral dream? Very few can resist the lure of a good garden. That is precisely the problem.

Developers have got wise to the power of a few plants in easing their bloated schemes through the planning system. They've realised that a little green garnish can mask a multitude of sins. A clutch of 40-storey luxury apartment towers in a conservation area, you

say? But check out that lovely lawn! A bridge-shaped tourist attraction for a stretch of the Thames that doesn't need another crossing, to be built at vast expense to the taxpayer ? But what nice shrubs it has! The word "garden" has never been misused as such a damaging decoy.

If ever evidence were needed that the promised planting of a CGI mirage might not be as good in reality, it can be found 150 metres up in the air at No 20 Fenchurch Street . The 37-storey Walkie-Talkie tower was given planning permission in an area never intended for tall buildings – way outside the City's planned "cluster" – on the sole basis that it would come with a majestic "sky garden".

Leaving aside any issues about the rule of law, when planning permission is granted on one basis, and what is provided falls short, the authority of the planning authorities is called into question and its authority greatly diminished.

For these reasons, I would be grateful for the answers to two questions:

- 1) Does the City of London Corporation consider that the terms of the planning permission have been complied with (both in letter and spirit)?
- 2) Does the Committee have any plans to enforce the basis on which planning permission was given?

I am encouraged by the statement on your website which states:

The City's pre-eminence as a world financial centre has a strong influence on the work of this Committee. It ensures that the City and its residents and workers enjoy well planned buildings, safe, clean streets and a good public transport system.

I sincerely hope so,

yours,



Andrew Waugh

Appendix 4

PUBLIC SPACE - SKY GARDEN

CO'S 7
S.V.

SKY GARDEN LEVEL 35

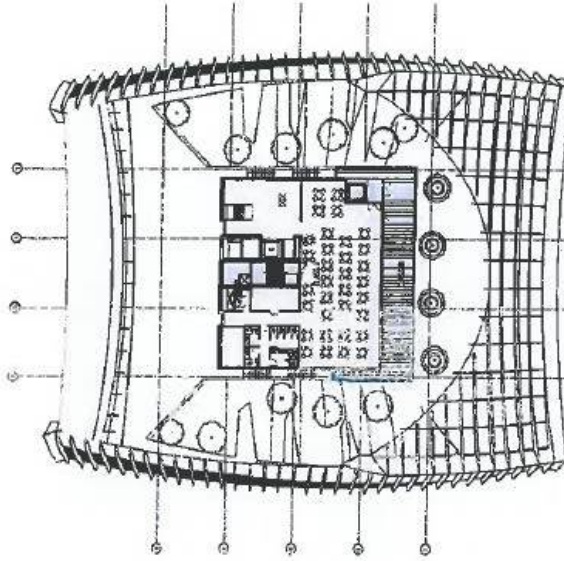
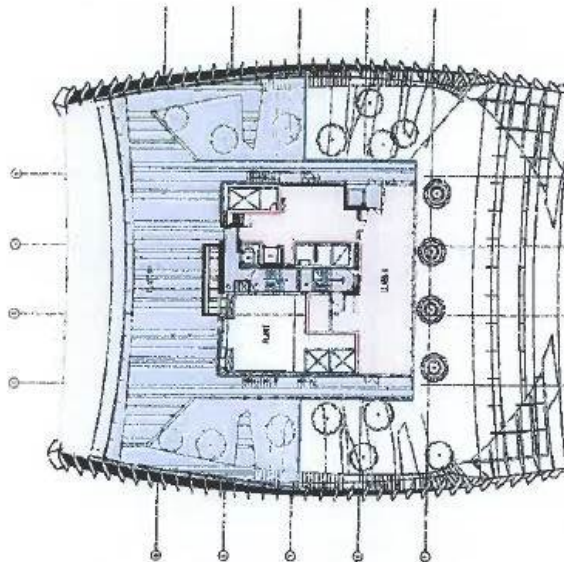
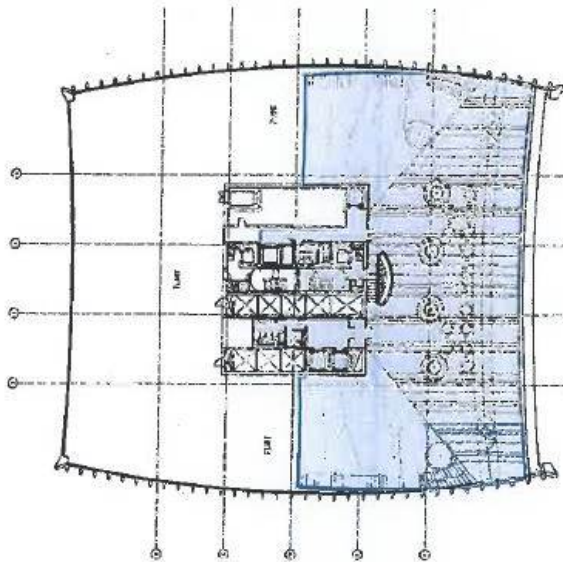
CLASS D1 CIRCA 1540m²
CLASS A CIRCA 23m²

SKY GARDEN LEVEL 36

CLASS D1 CIRCA 1125m²
CLASS A CIRCA 340m²

SKY GARDEN LEVEL 37

CLASS D1 CIRCA 245m²
CLASS A CIRCA 465m²



PUBLICLY ACCESSIBLE OPEN SPACE - CLASS D1

CLASS A

TOTAL AREAS

CLASS D1 CIRCA 3630m²
(INCLUDES 720m² FOR SKY GARDEN LIFT SHAFT)
CLASS A CIRCA 828m²

RAFAEL VINOLY ARCHITECTS

20 FENCHURCH STREET

Appendix 5



20 Fenchurch St - Sky Garden Update

1. We have increased the public access from 300 to 400 visitors per hour (100 every 15 minutes.) This 'over-booking' has been done to deal with the high level of no-shows and results in us achieving well in excess of the required minimum 250 public visitors (non-diners) in the space at any one time.
2. The advance booking period has been reduced from min 3 days when we opened, to 1 hour before (subject to availability).
3. We now allow a limited number people to access the Sky Garden without advanced booking (subject to availability).
4. We have employed two Sky Garden hosts at the ground floor entrance assist with ticketing queries and issues and a host on level 35 to direct members of the public and manage the queuing and lift access. This has vastly improved the visitor experience.
5. Since opening we have hosted 29 tours for community groups, including local churches, charities and schools, all outside of S106 hours, with a further eight tours confirmed in June 2015.
6. We have introduced 'Community Mondays' on the first Monday of each month between 08:00 and 10:00 when we give community groups, charities, schools, colleges, amateur photographers, artists etc. free access to the Sky Garden outside of S106 hours.
7. We have relaxed security restrictions at the ground floor entrance to improve the visitor experience. The feedback received from visitors since this change has been very positive.
8. We have replaced some of the security staff with more customer friendly operatives to improve the experience.
9. We have introduced tablets at level 35 for visitors to rate their experience from poor to very good so we can measure public opinion and take action to address any issues.
10. We have appointed a Sky Garden Manager whose primary focus is compliance with the S106 Agreement and Visitor Management Plan and ensuring public access arrangements are being maintained to the standard agreed.
11. We have appointed a Sky Garden Administrator working from 09:00 to 18:00 Monday to Friday who manages the info@ email account and telephone enquiries from members of the public. The Sky Garden Administrator also monitors the booking system, people counting system, dwell times and is responsible for reporting.

12. We have introduced a free public Wi Fi service in the Sky Garden.
13. We have instructed changes to the booking system to introduce a cancel and amend option. Completion date to be confirmed once received from the specialist.
14. We are currently exploring options for an alternative booking system offering user benefits such as App integration and better user experience.
15. We have instructed a team to develop a detailed design for the proposed 'animation' of the level 36 terrace which will include additional planters, seating and a servery. This will encourage the public to make more use of this particular space.
16. Both lifts are now available to the public to access the Sky Garden, with one lift alternatively serving L20 to pick up office tenants. This is over and above the S106 requirement which specifies only one lift for the public.
17. We have increased the number of wheelchair users to six (the max we can allow within the evacuation strategy) in response to feedback from the City.
18. We now release tickets two weeks in advance to help deal with no shows which has resulted in a significant increase in the number of public visits each week.
19. We are averaging two maintenance closures every eight weeks, compared to our right to use up to six in any eight week period. We retain the right to close the space for essential maintenance for up to 48 hours in any eight week period as per the S106 Agreement.
20. We have installed a system to measure visitors' dwell time which has proved useful when reviewing the visitor management plan and booking arrangements.
21. We are going to develop a Sky Garden App, including a free, basic version for all visitors.
22. Free binoculars will be installed in the four corners of the Sky Garden (level 35 and 36) in June 2015. A number of binoculars will be available to wheelchair users and people of short stature.
23. We are looking at the feasibility of a self service station at the entrance to allow 'walk up' visitors with no advance booking, subject to availability.
24. We plan to carry out an independent survey every quarter to gauge public opinion and perception of the space.
25. We celebrated the 100,000 member of the public to visit the Sky Garden by offering a free meal for two in Darwin Brasserie.
26. We have agreed to host City of London Festival 2015 in the Sky Garden which will provide free entertainment to visitors.
27. We are considering a regular programme of live music as a form of free entertainment to the public and to further animate the space.
28. We are considering re-planning of the ground floor entrance space to improve the flow of people and overall visitor experience. This will include seating and planting.

29. We are considering changing the doors at the ground floor to revolving doors to prevent draughts in the lobby. This will help with management of queuing and temperature control in the space.
30. The pocket park has been named "Sky Garden Walk" in response to the preference expressed by the City.
31. We are in discussions with a professional photographer which we believe will be of interest to visitors (this won't be free but is a service numerous visitors have requested.)
32. Our team have been told to use their discretion and where possible, allow access to members of the public arriving before 10am on weekends and 11am on weekends.
33. We do not enforce a policy of removing visitors after 6pm on weekdays (and after 9pm weekends). This means that even outside of S.106 hours, public visitors can remain in the space if they choose to do so.
34. We continue to proactively monitor use of the space to look at ways to improve the visitor experience.

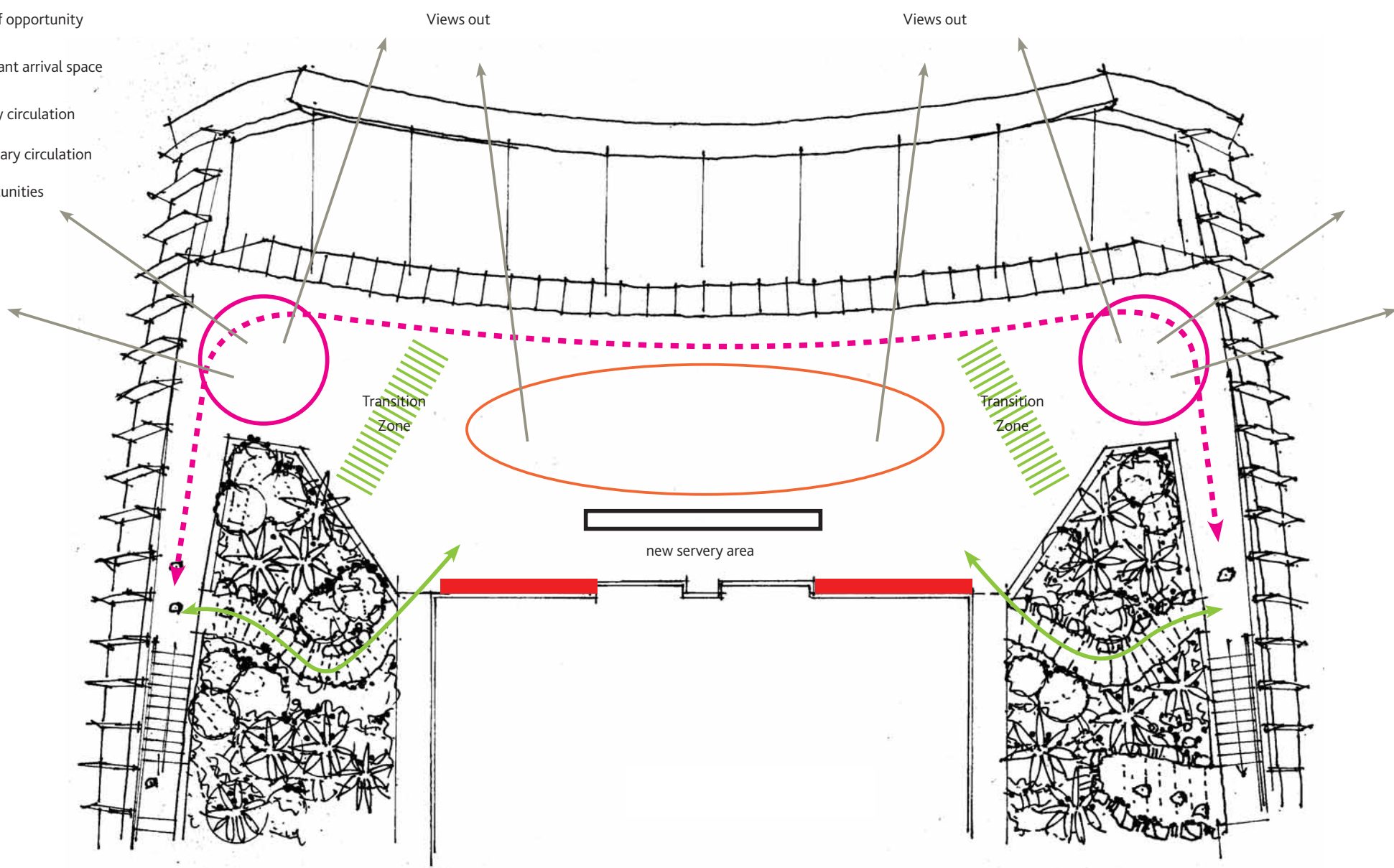
20 Fenchurch Street




Sky Garden Public Spaces Review
Sketchbook 05

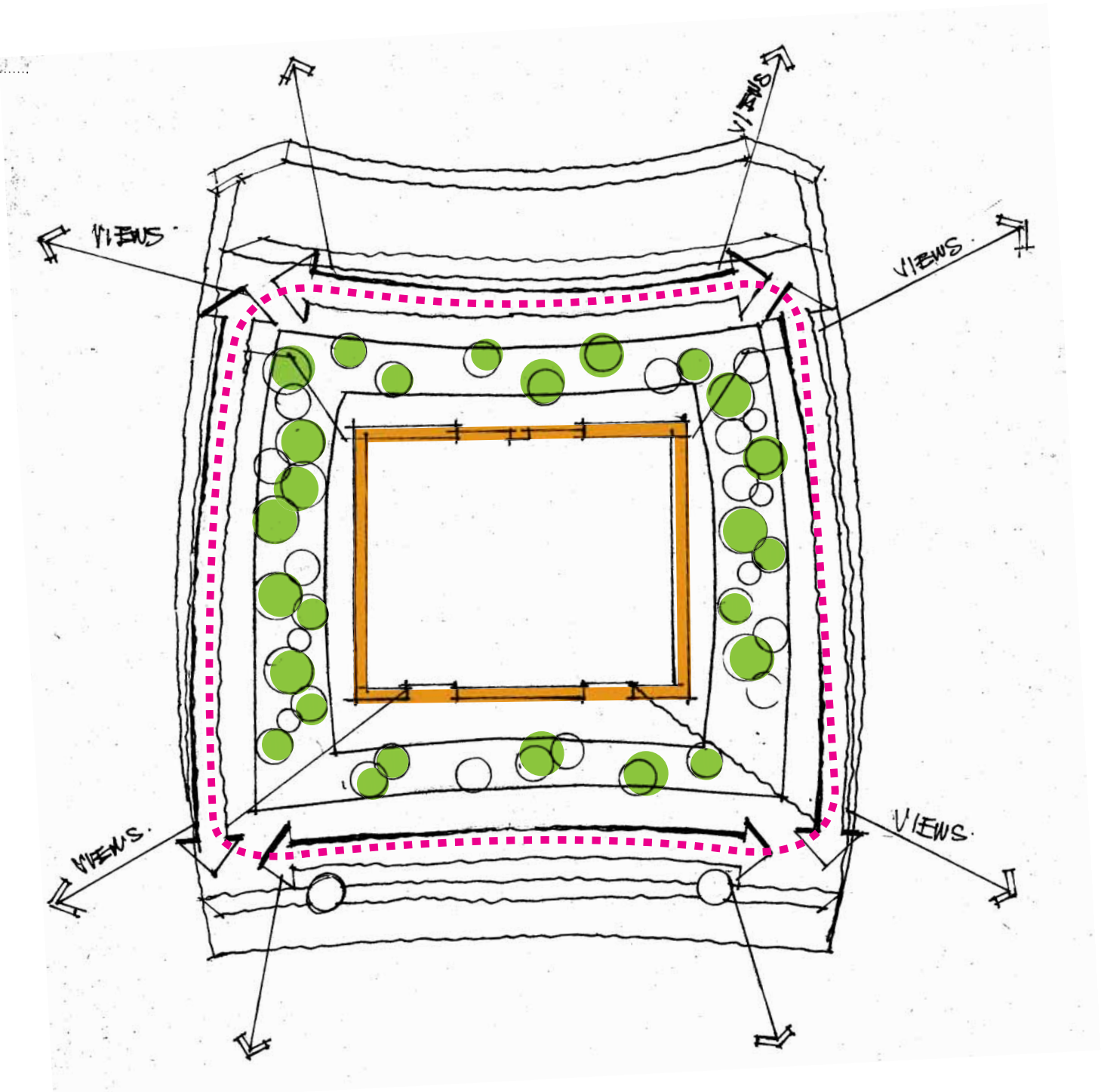
July 2015

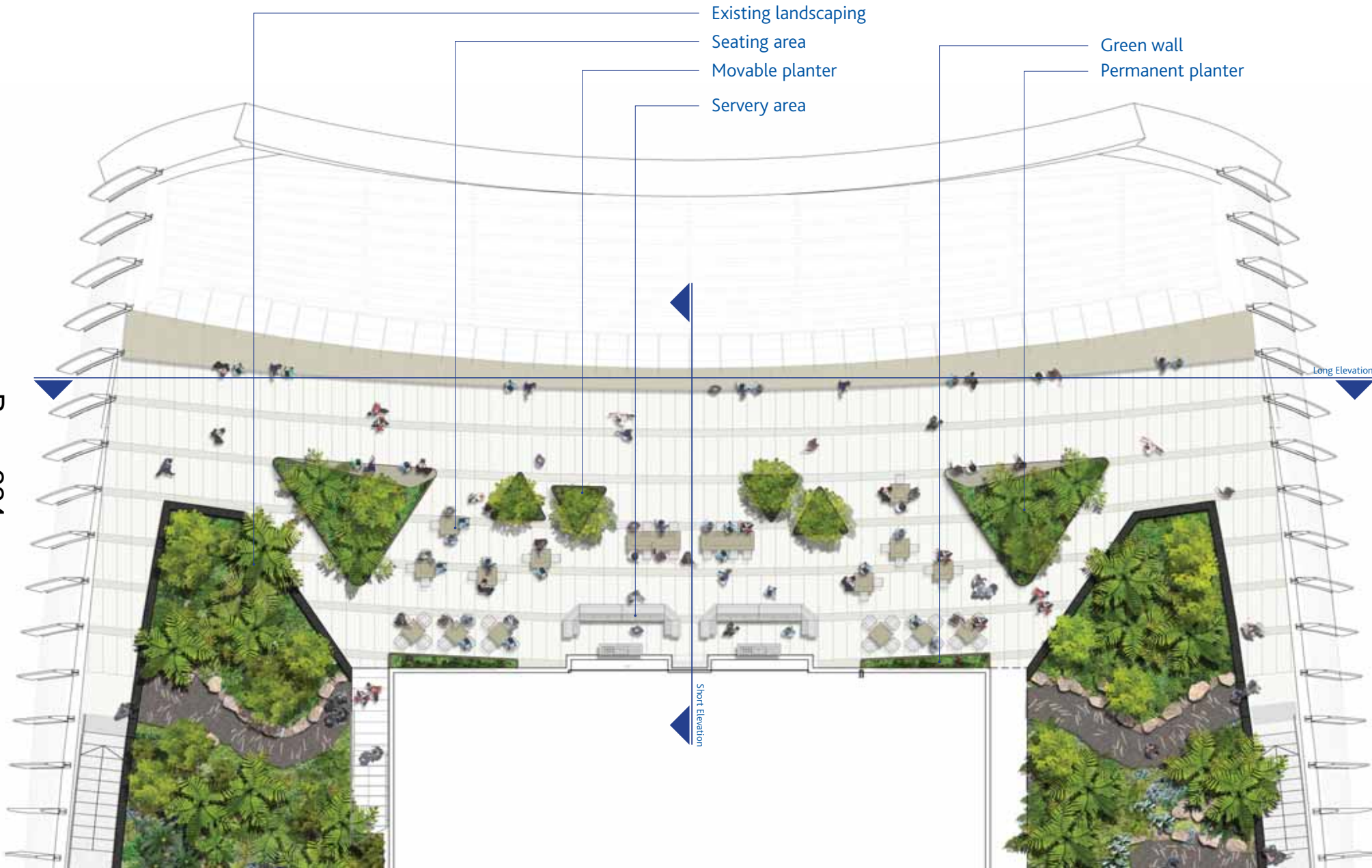
Level 36

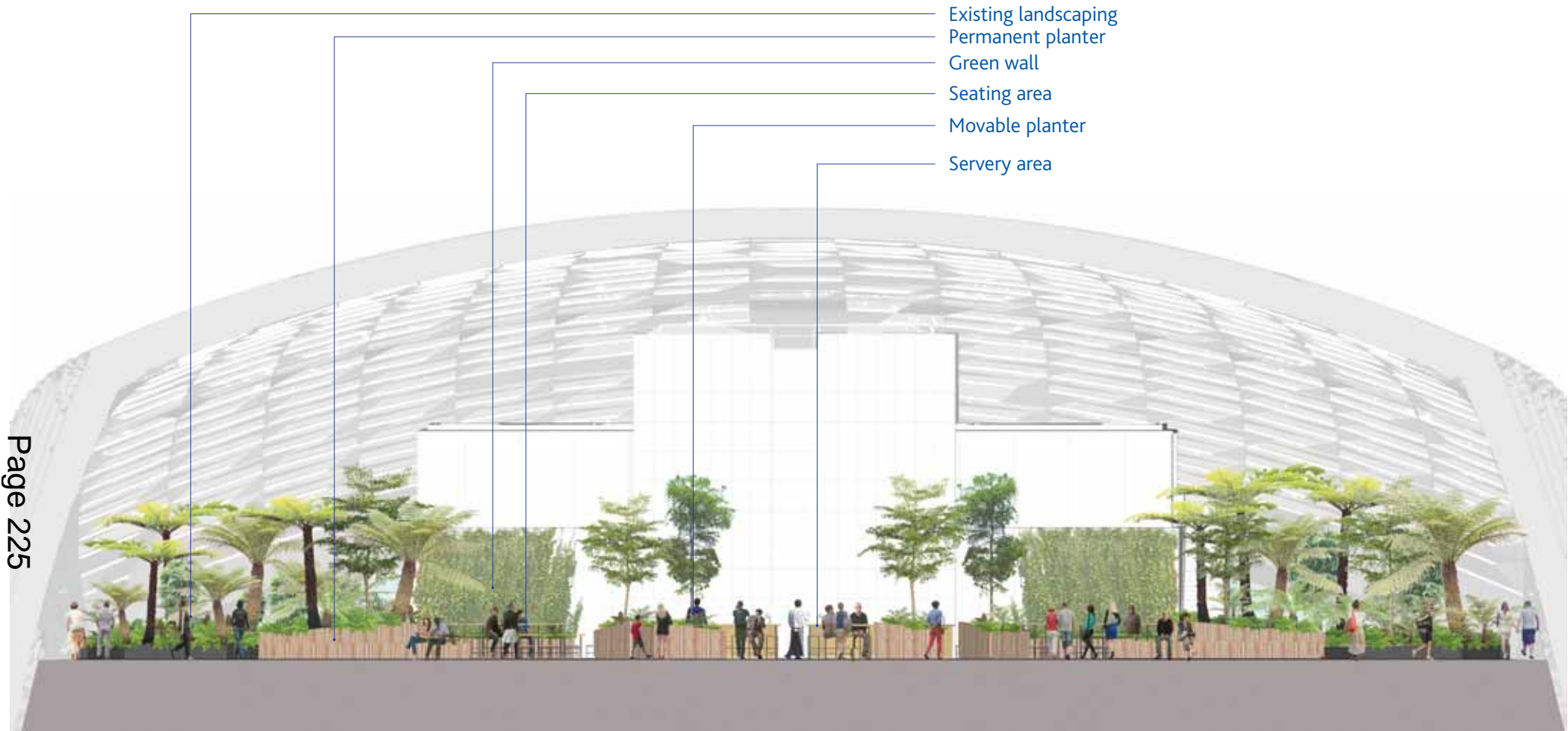
- Zone of opportunity
- Important arrival space
- ↔ Primary circulation
- ↔ Secondary circulation
- Opportunities



-  viewing zone
-  proposed green zone
-  pavilion zone











Perspective View



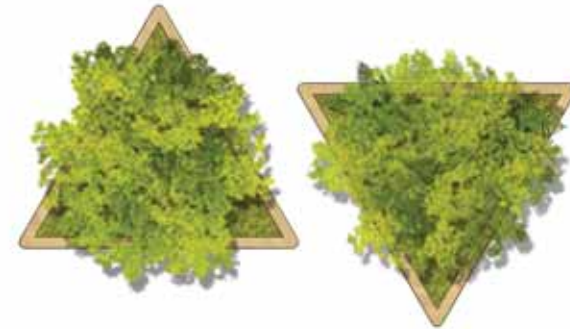
Plan View



Front Elevation



Perspective View



Plan View

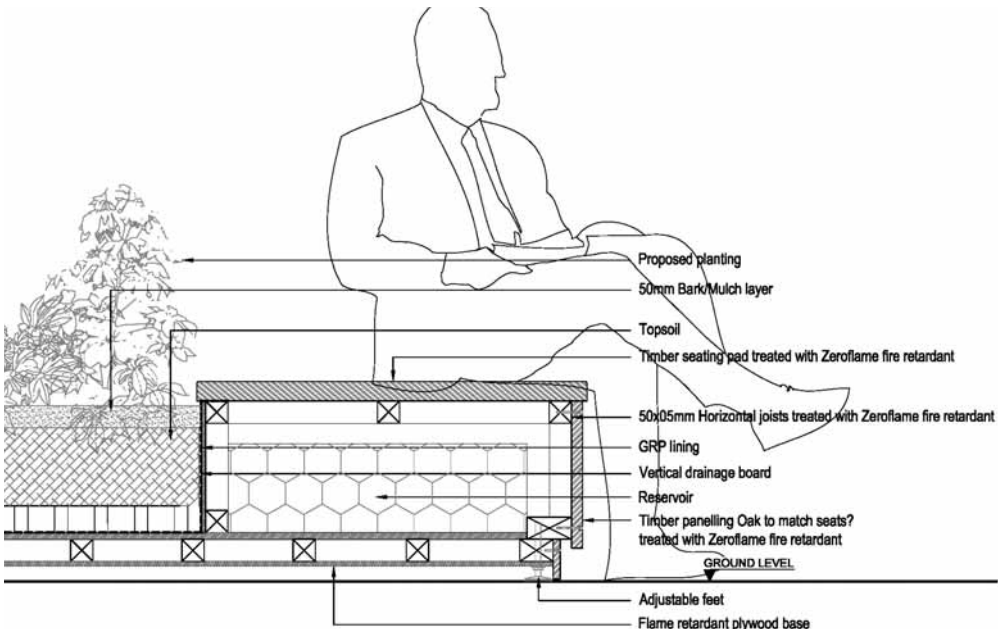
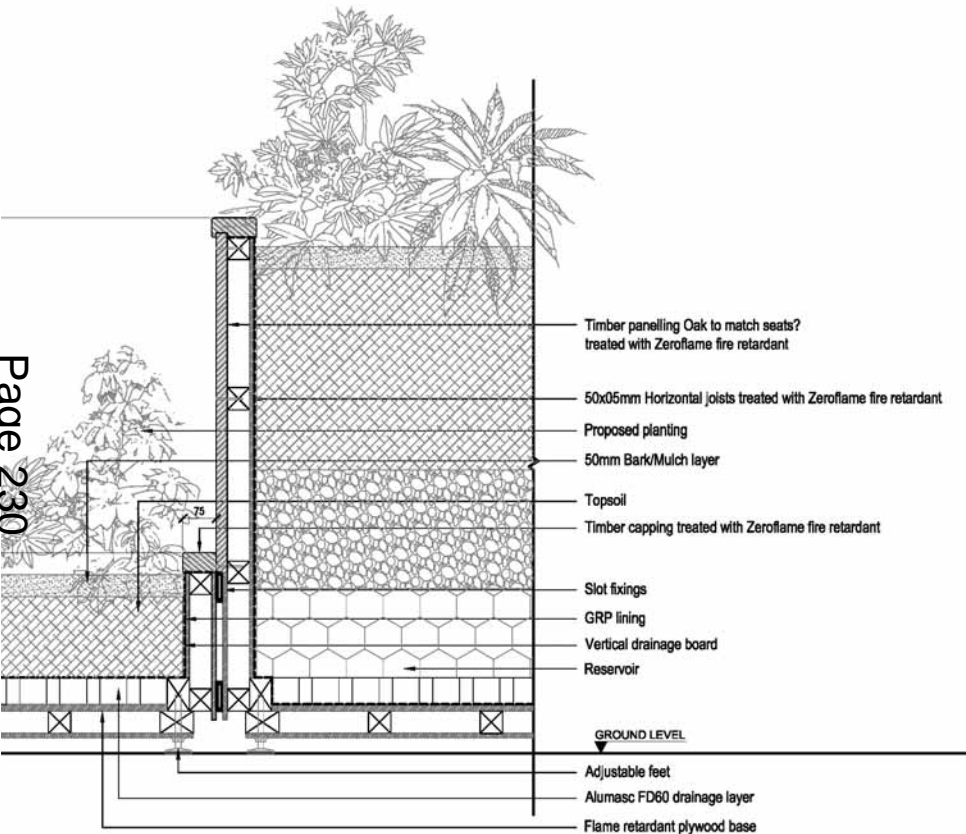


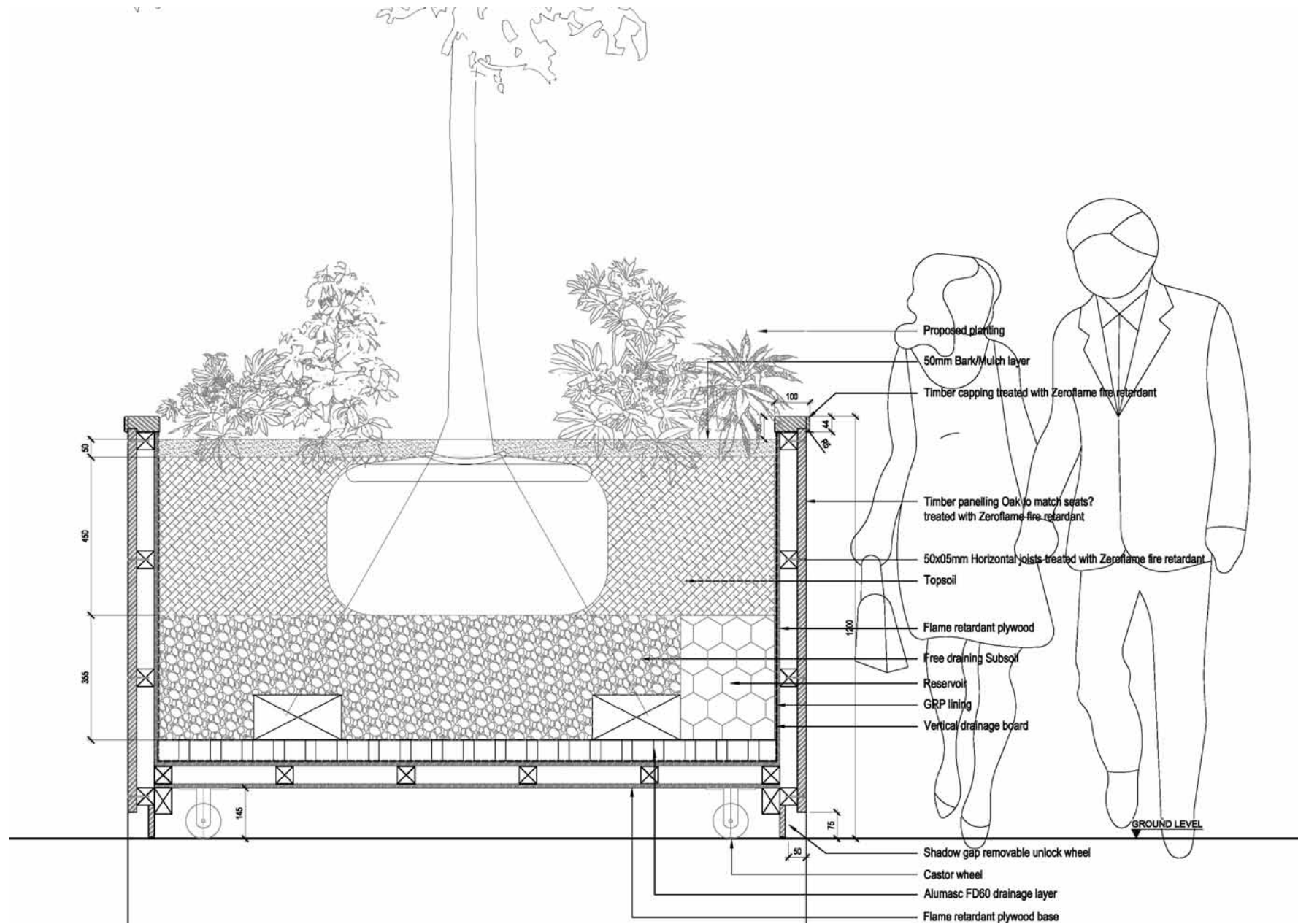
Front Elevation

PLANTER SYSTEM PRECEDENTS

Introduce warmth of timber and contrasting forms













Level 37



Photos as Existing



like the idea of repetition - low level planters in front of restaurant windows



bench seating option for public viewing terrace



large format planters featuring olive trees - keeping the foliage above eye level to maintain views across the terrace

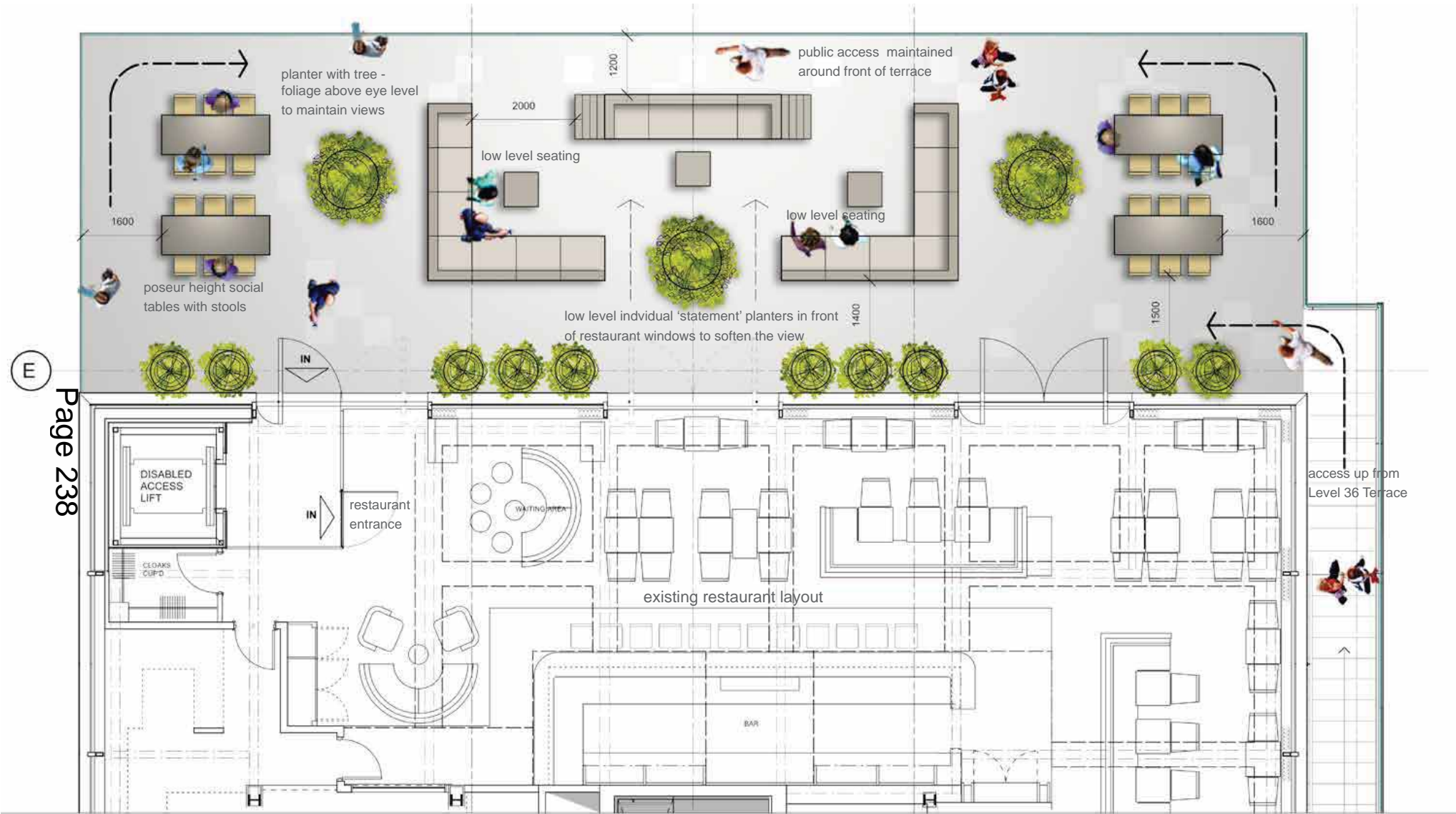


soft glow lighting within the higher level foliage

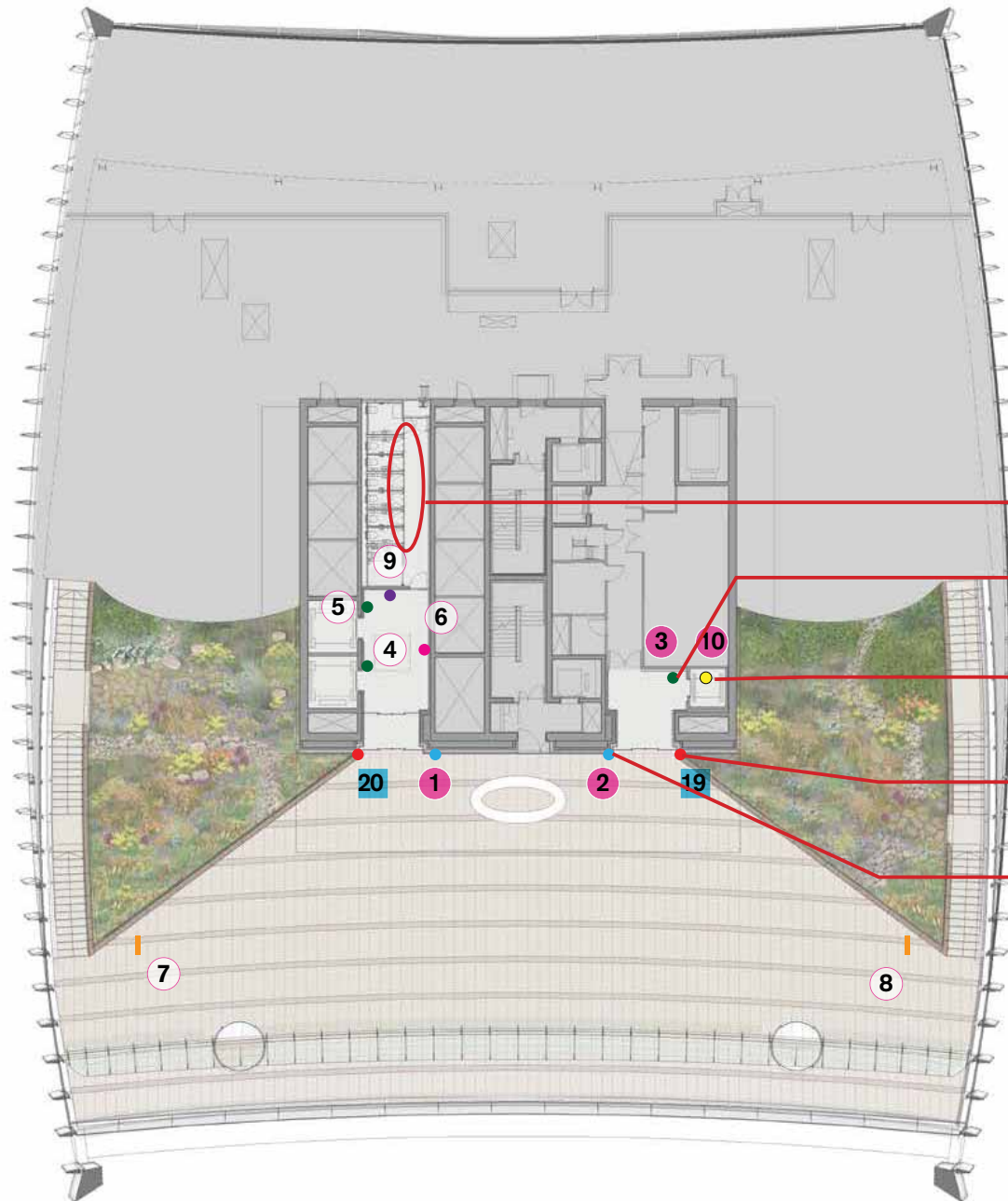


low level 'Miami' Style modular seating arrangement





Signage Strategy



- ① to ② ● Lift Core Directional Sign
- ③ to ⑤ ● Lift Car Identification
- ⑥ ● Directional Sign - Wall Fixed
- ⑦ to ⑧ ■ Directional Sign - Free-standing
- ⑨ ● Facility Identification Sign
- ⑩ ● Lift Index Sign (internal)

- Signs to be updated
- New Signs

Tactile toilet signs to be added to door fronts

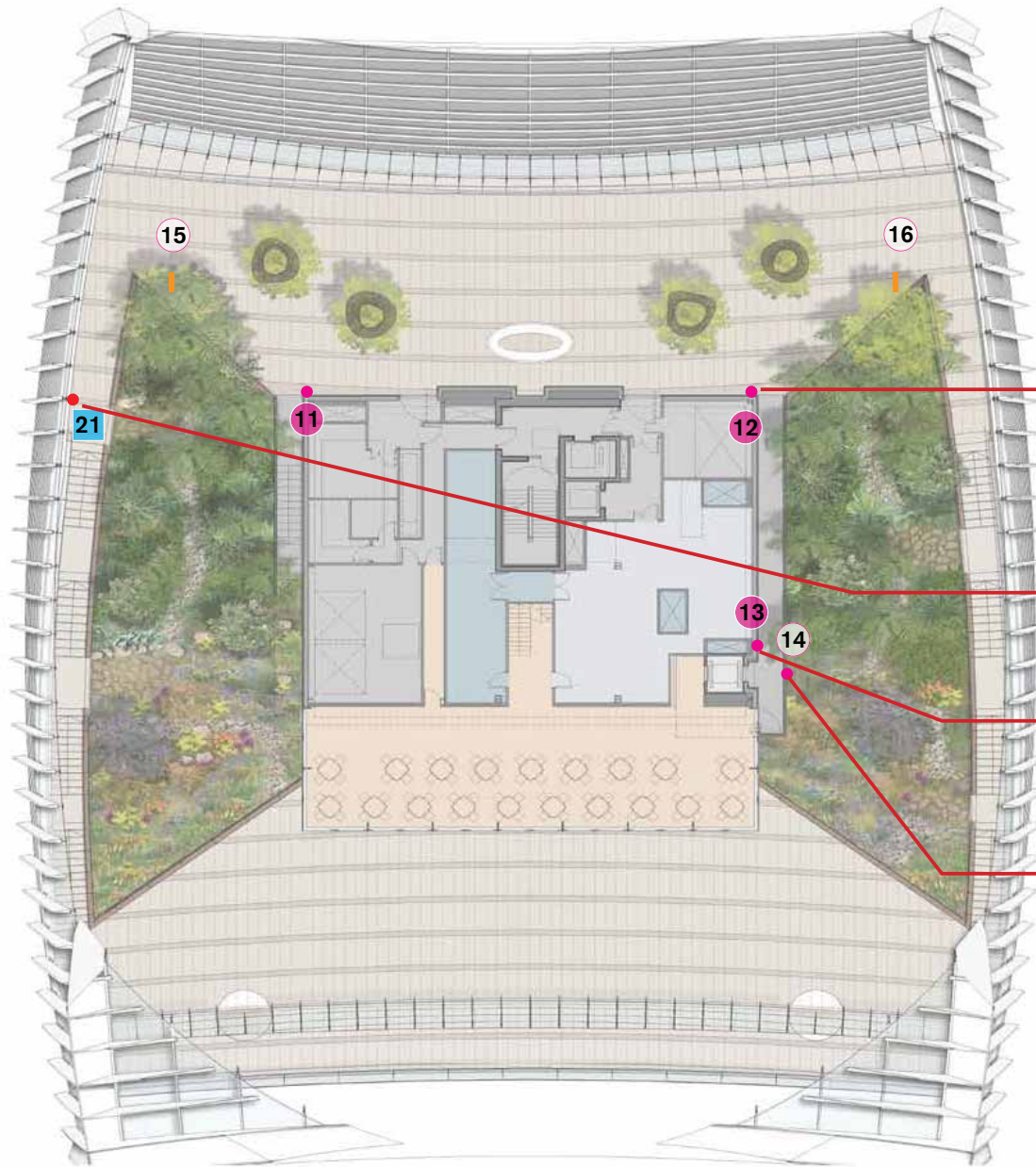
Sign item 3 - revise graphics - more explicit about levels

Sign item 10 - revise graphics - new restaurant name and reference to L36 terrace

Add NEW blade/projecting sign with accessible lift identification

Sign items 1 & 2 - Larger sign to increase prominence of accessible lift

Add NEW blade/projecting sign with toilet symbols



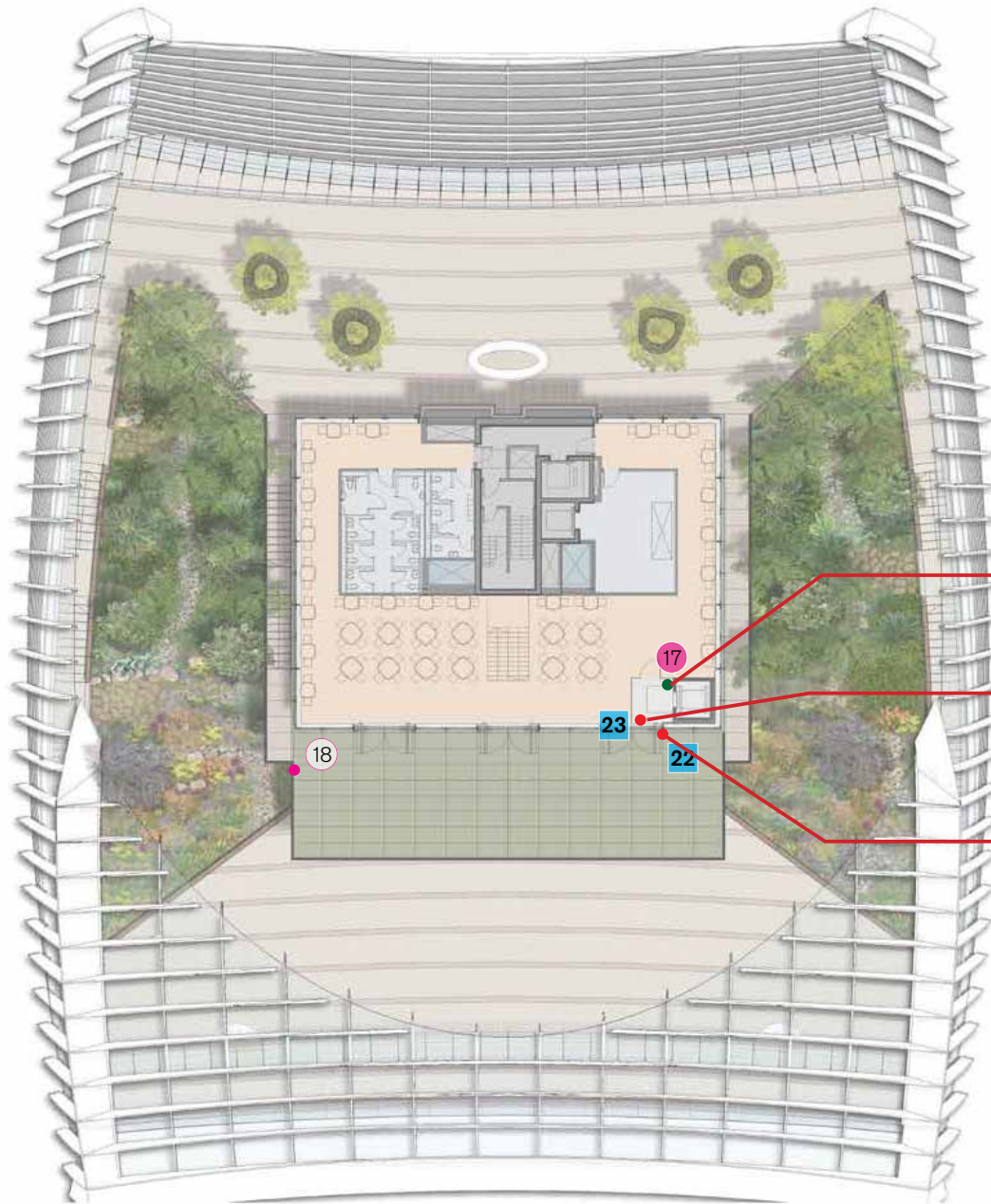
- 11 to 14 ● Directional Sign - Wall Fixed
- 15 to 16 — Directional Sign - Free-standing
- Signs to be updated
- New Signs

Sign items 11 & 12 - increase in size to show accessible route to L37 and lift.
Sign to be relocated from walls which are now to be faced with planting

Additional sign to direct through planted area - route to L37 Upper Terrace

Sign item 13 - change graphics to be more explicit about access to lift and levels

Sign item 14 - increase in size to show accessible route to L36



- 17 ● Lift Identification
- 18 ● Directional Sign - Balustrade Fixed
- 17 ● Signs to be updated
- 22 ■ New Signs

Sign item 17 - change graphics to be more explicit about access to lift and levels

Sign/manifestation by or on door to direct out to L37 Upper Terrace

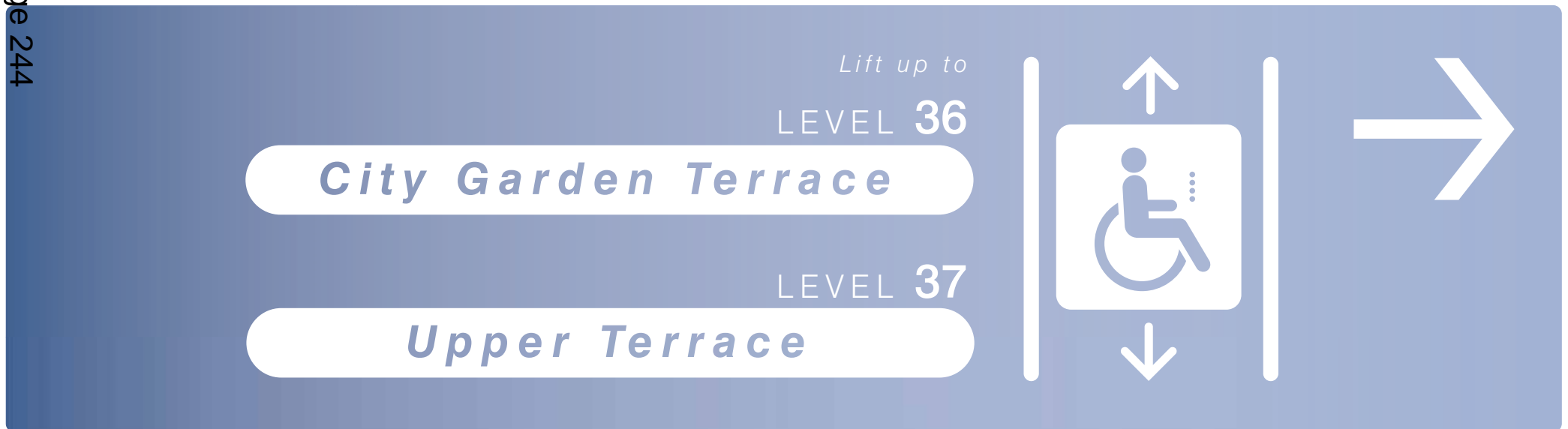
Additional "flag" blade/ projecting sign to show location of accessible lift



Note:
Reinstatement of existing signs
with new graphics



Sign Item 1 (Sign doubled in size)



Sign Item 2 (Sign doubled in size)

Note:

New signs to replace existing - twice original size

800

200

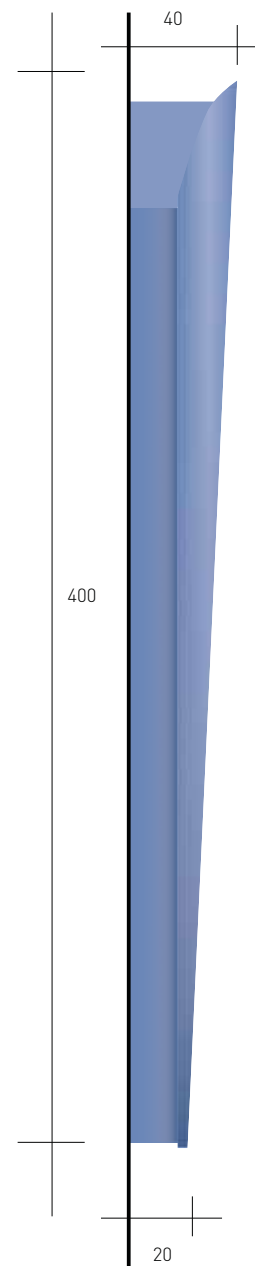


Sign Item 14 (Sign doubled in size)

Note:
New sign to replace existing - twice original size

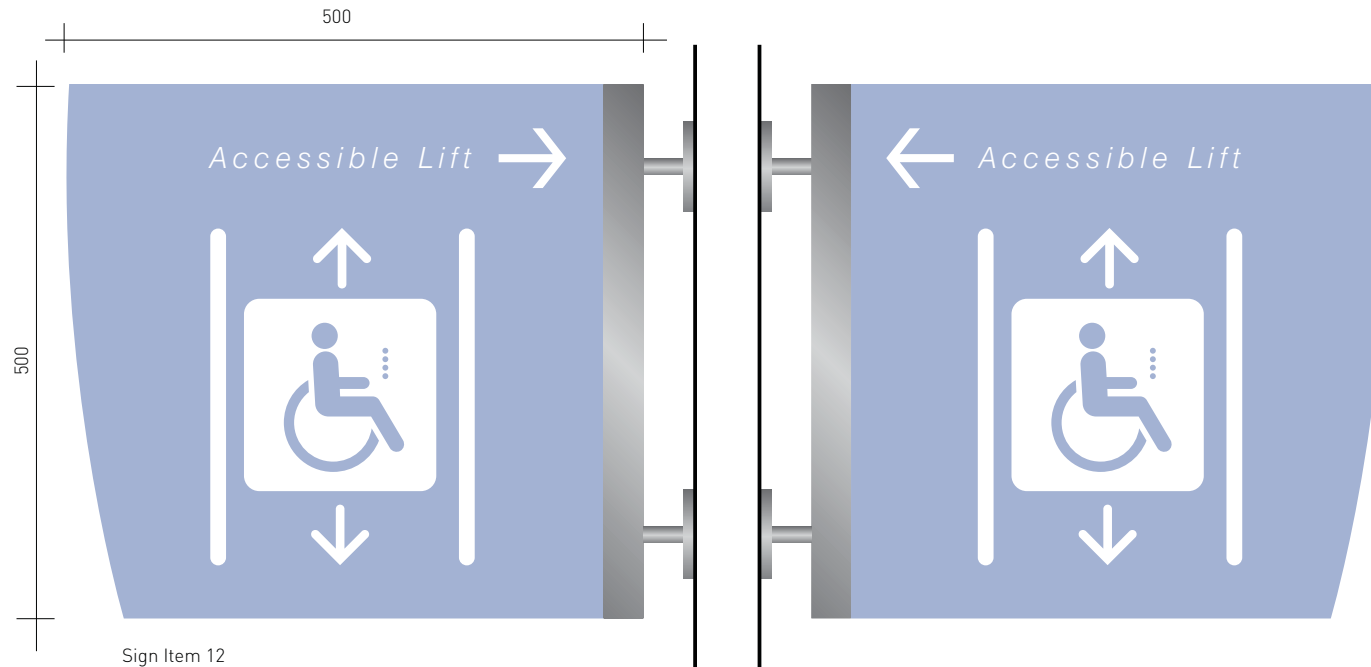
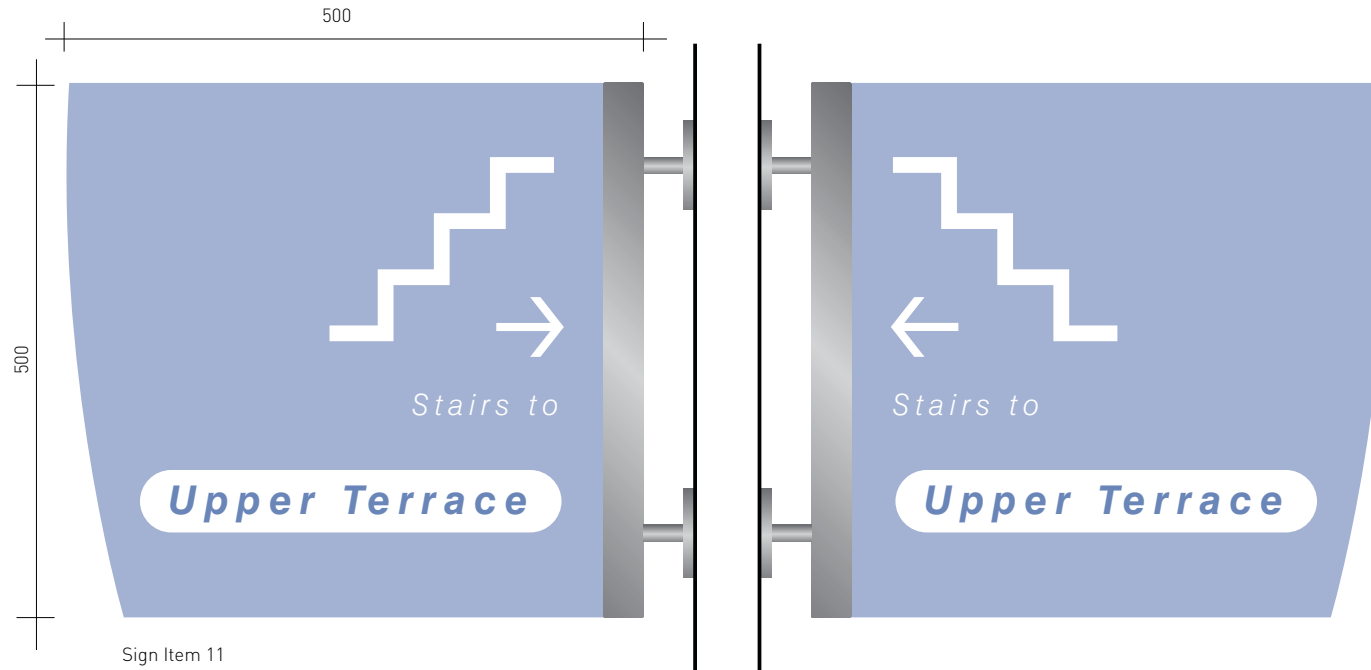


Elevation - Sign Item 10 - Revised Graphics
Scale 1:2 @ A3



Side Elevation
Scale 1:2 @ A3

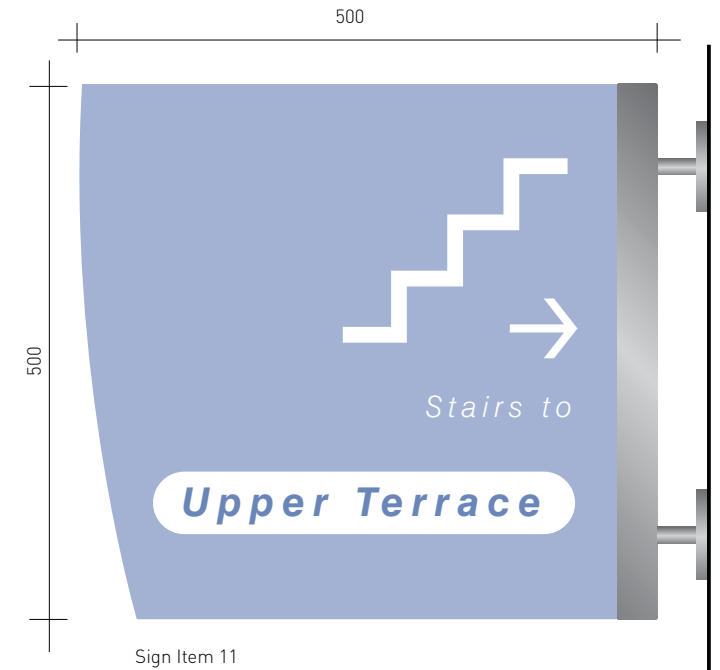
Note:
Reinstatement of original sign within accessible
lift car

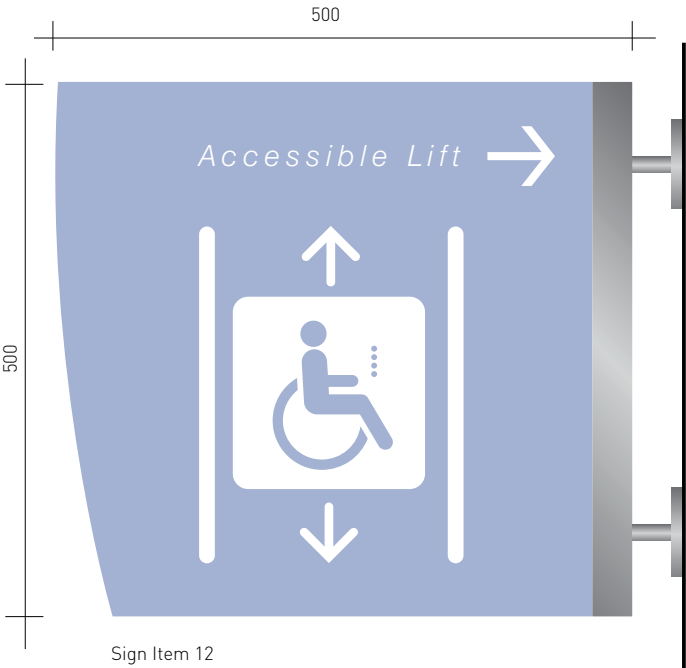


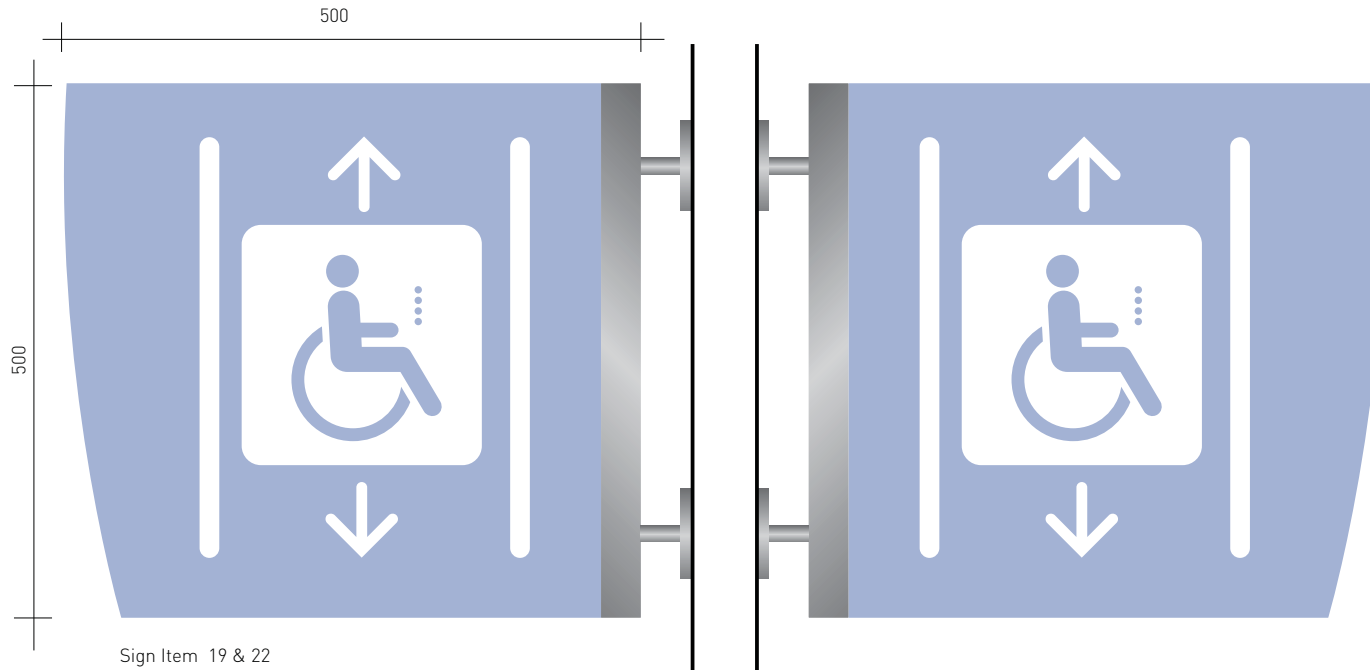
Note:
Original signs applied flat on to cladding to be removed and replaced with projecting/flag signs



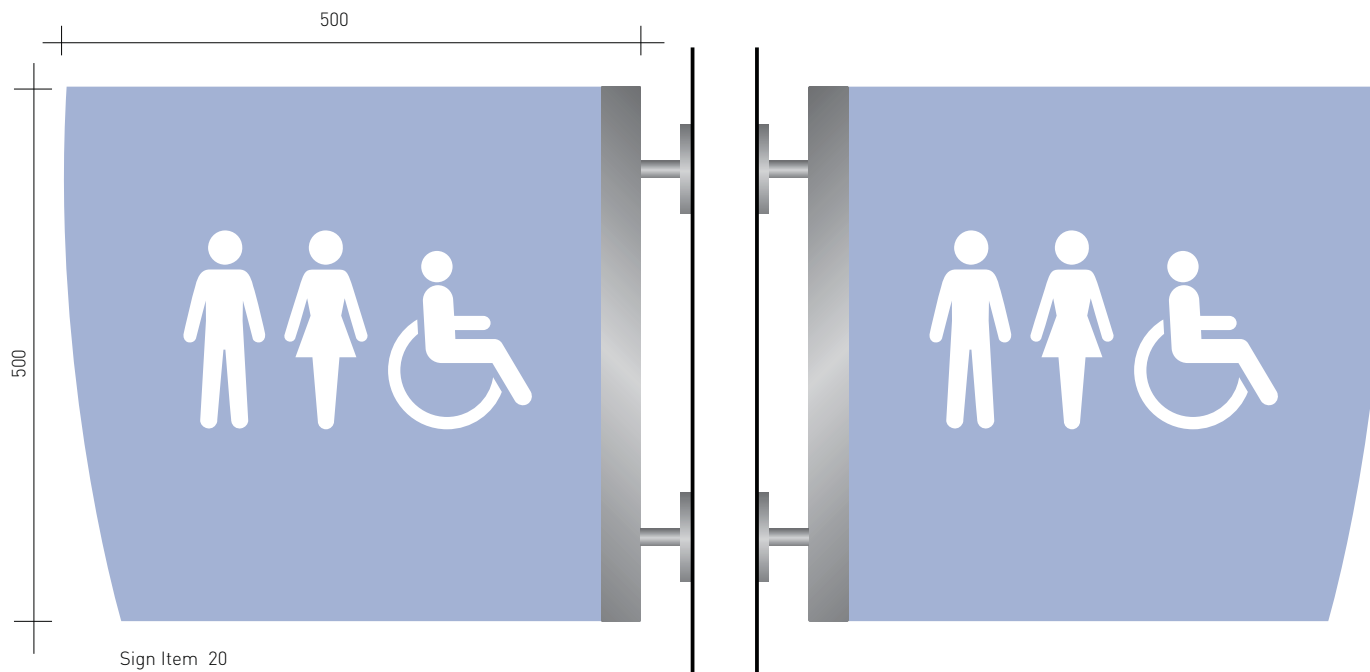
Sign Item 11 - Level 36 Indicative View



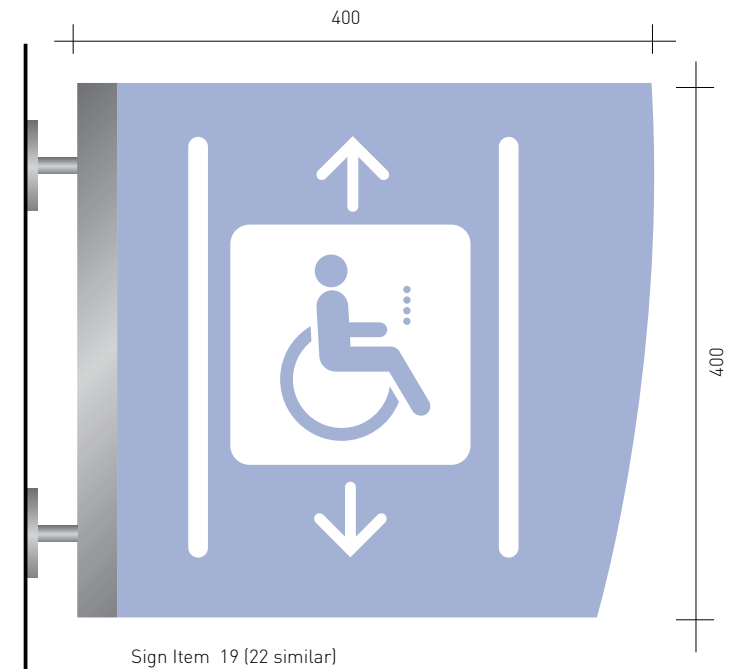


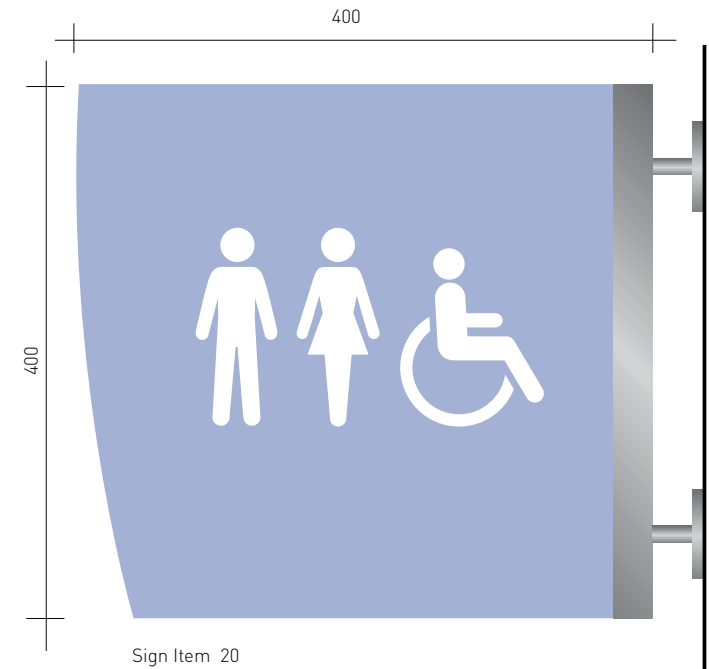
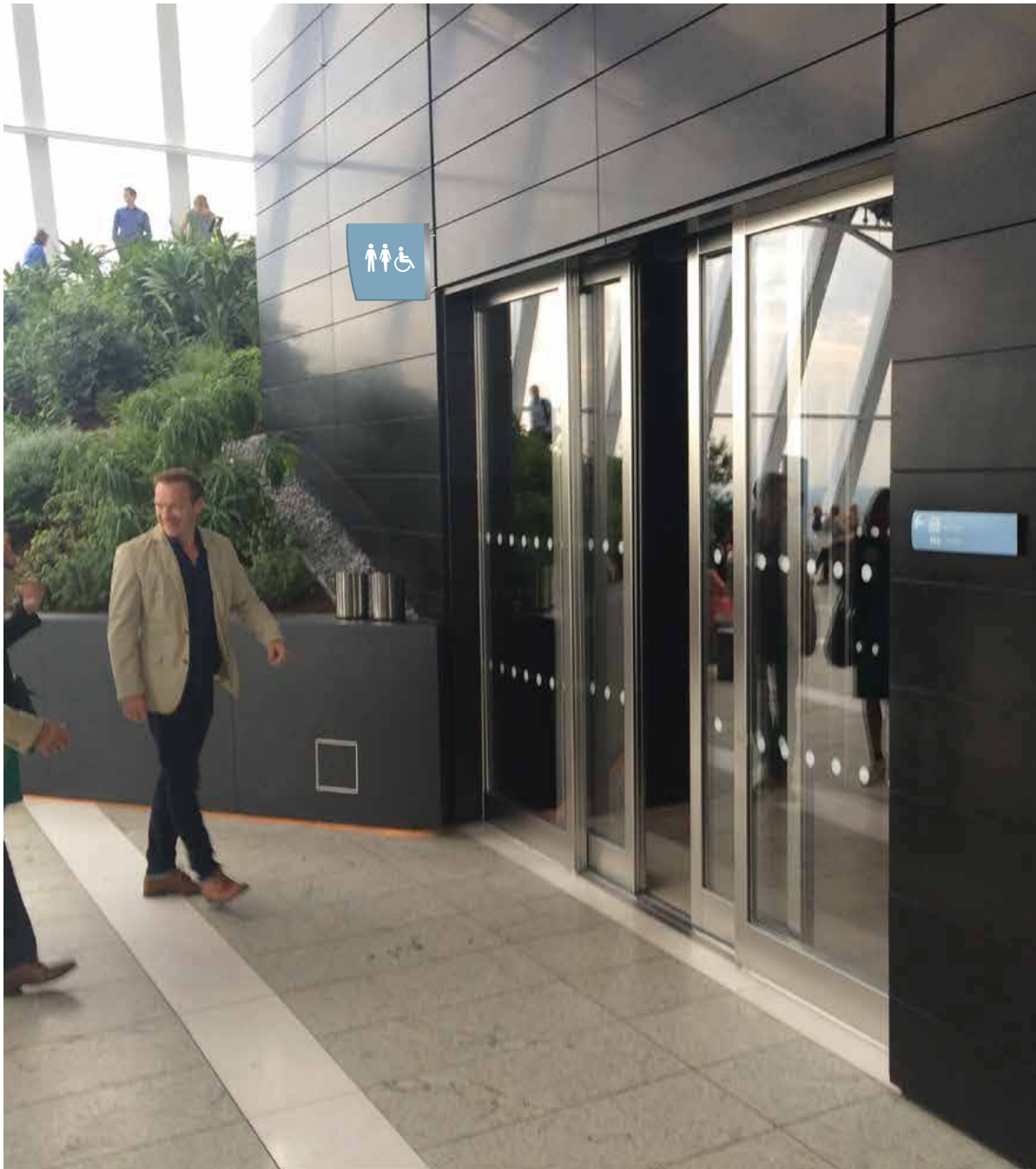


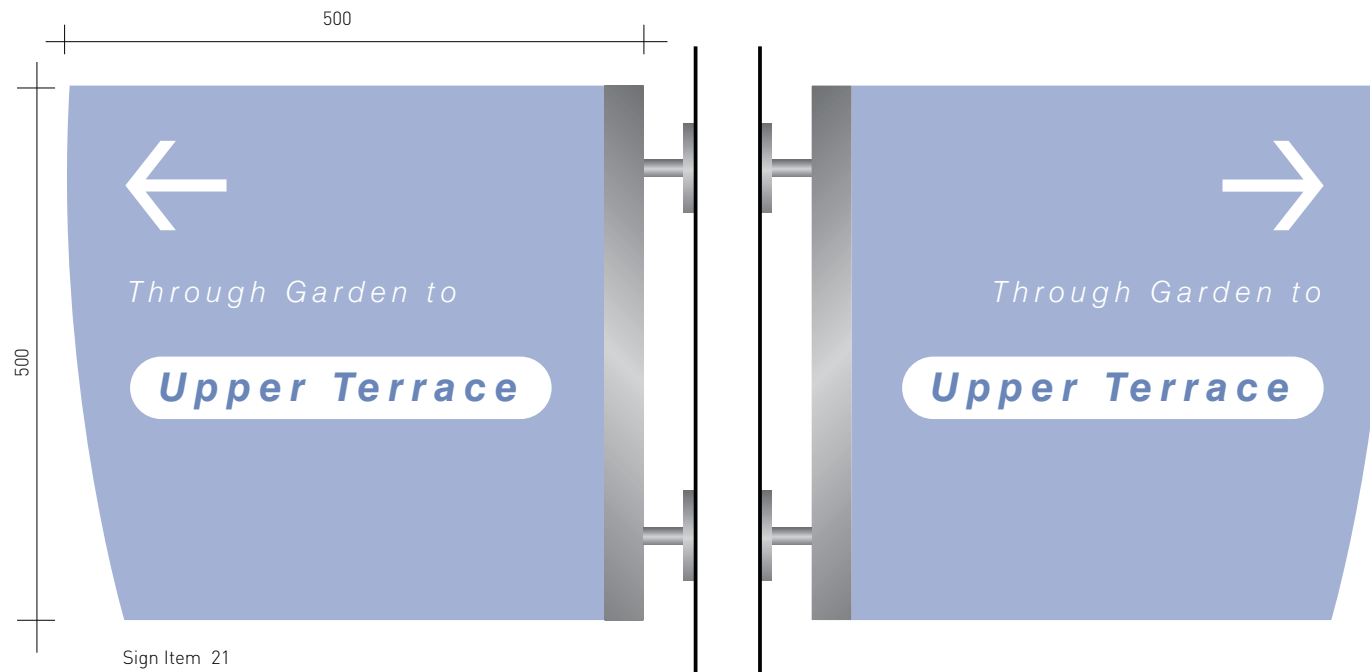
Note:
New signs to be fixed above point of entry to lift lobby at levels 35 & 37



Note:
New sign to be fixed above point of entry to main lift lobby at level 35 - route to toilets

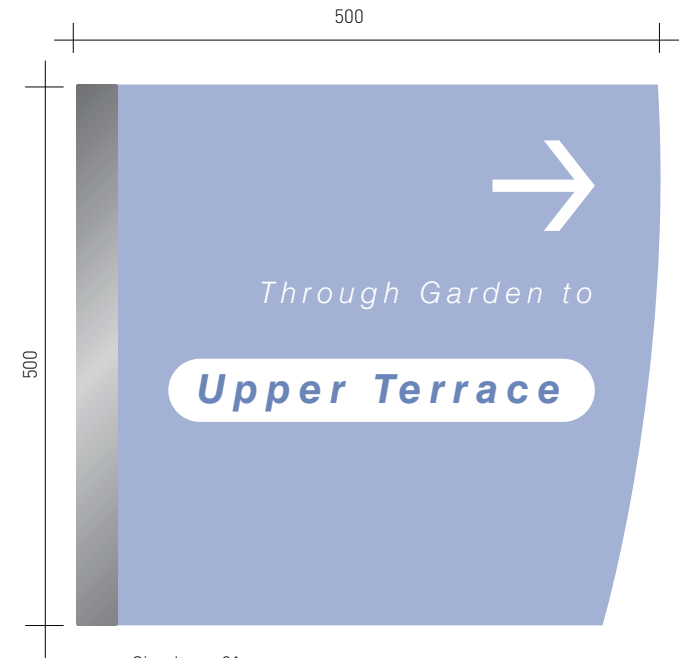






Sign Item 21

Note:
New flag/projecting signs to be fixed off building structure adjacent to steps leading up to level 36 on either side of building



Sign Item 21

Note:

New flag/projecting signs to be fixed off building structure adjacent to steps leading up to level 36

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Committee(s):	Date(s):	Item no.
Planning and Transportation Committee	31 July 2015	
Subject: Fleet Street Conservation Area Character Summary and Management Strategy – draft Supplementary Planning Document		Public
Report of: The Chief Planning Officer		For Decision
<div style="text-align: center;"><u>Summary</u></div> <p>A character summary and management strategy has been prepared for the Fleet Street Conservation Area. This analyses the special architectural or historic interest of the conservation area and sets out the existing policies and guidance.</p> <p>Members are asked to agree the draft Fleet Street Conservation Area Character Summary and Management Strategy, and agree to it being made available for informal and formal public consultation to enable its adoption as a Supplementary Planning Document.</p> <p>Recommendations</p> <ul style="list-style-type: none"> • Members approve the draft text of the Fleet Street Conservation Area Character Summary and Management Strategy SPD, appended as Appendix A to this report, and agree to it being placed on the website as a ‘living draft’ prior to formal public consultation in autumn 2015; • The Chief Planning Officer be authorised to make amendments in response to the public’s comments, providing these do not materially change the document; • Agree that following informal public consultation the document be published for formal consultation, prior to any comments being received and your adoption of it as a Supplementary Planning Document. 		

Main Report

Background

1. Section 71 (1) of the Planning (Listed Building and Conservation Areas) Act 1990 requires the local planning authority to "*formulate and publish proposals for the preservation and enhancement of any parts of their area which are Conservation Areas.*"
2. The London Plan, adopted March 2015, encourages the identification and recording of heritage assets through character appraisals or conservation plans.
3. The City Corporation has prepared character summaries for conservation areas, under the umbrella document '*Conservation Areas in the City: A General Introduction to Their Character*' (1994). Character summary and management strategy Supplementary Planning Documents (SPDs) have been adopted for 16 conservation areas and will be prepared for the remainder.
4. The Local Development Scheme (LDS) sets out the planning policy documents to be prepared and the timetable for preparing them. The most recent update of the LDS was approved by your Committee in April 2014 and includes a programme to complete character summaries and management strategies for the remaining conservation areas which have no document, and to revise and update existing character summaries. These are being prepared in line with current Historic England guidance on the appraisal and management of conservation areas.
5. The City Corporation's Local Plan was adopted by Court of Common Council in January 2015. Policy CS12: 'Historic Environment' seeks to preserve and enhance the distinctive character and appearance of the City's conservation areas, while allowing sympathetic development within them. The draft SPD is consistent with the approach outlined in the Local Plan.

Current Position

6. The draft Fleet Street Conservation Area Character Summary and Management Strategy documents are attached to this report – see Appendix A.
7. The draft SPD updates the previous statement prepared in 1996 and comprises two main parts. The character summary defines the special interest of the Conservation Area by analysing its historical, spatial and architectural character. The management strategy sets out existing policies

and guidance relating to the preservation and enhancement of the conservation area.

8. It is intended that the Character Summary and Management Strategy will be adopted as an SPD.
9. SPDs must be prepared in accordance with procedures set out in relevant regulations and public consultation must be in accordance with the City's Statement of Community Involvement (SCI), adopted in 2012. The draft SPD has been prepared having regard to the matters specified in Section 19 of the Planning and Compulsory Purchase Act (2004) and prescribed in Regulations 8 and 10 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
10. Prior to formal consultation, it is proposed that the Fleet Street Character Summary and Management Strategy should be placed as a 'living draft' on the website. The 'living draft' document will be available for City developers, private land owners, organisations, residents and any other interested parties. It will be available for comment and this will be an informal consultation stage.
11. It is proposed that the Character Summary and Management Strategy will be the subject of a public consultation exercise for a six week period in autumn 2015, in line with the relevant Regulations and the City's SCI. This involves publishing a draft version of the SPD together with a consultation statement (setting out the persons consulted when preparing the draft SPD, a summary of the main issues raised and how those issues have been addressed in the SPD) and carrying out public consultation. Formal consultation will take place concurrently with other draft SPDs. This will deliver cost and efficiency savings over separate consultation on each document.
12. At the end of the formal consultation period I will report back to your Committee on any comments received and how these have been taken into account in the final version of the SPD recommended for adoption.

Corporate & Strategic Implications

13. The Fleet Street Conservation Area Character Summary and Management Strategy supports the Strategic aims of the Departmental Business Plan, relating to the sustainable design of the streets and spaces and the protection and enhancement of the City's built environment. These aims are met by promoting the protection and enhancement of the Fleet Street Conservation Area.

14. An Equality Impact Assessment has been carried out for the draft SPD and no equality issues were identified. This can be found in Appendix B.
15. A Sustainability Appraisal Screening Report has been carried out for the draft SPD which has concluded that a full Sustainability Appraisal / Strategic Environmental Assessment is not required, subject to statutory consultees' confirmation. This can be found in Appendix C.

Implications

16. There are no financial, risk, legal, property or HR implications arising from the proposed SPD consultation and adoption process.

Conclusion

17. Members are asked to agree the draft text of the Fleet Street Conservation Area Character Summary and Management Strategy for informal consultation on the City Corporation's website and, subject to there being no material changes to the drafts following this consultation, to agree that they be issued for formal consultation in autumn 2015.

Appendices

- Appendix A – Fleet Street Conservation Area Character Summary and Management Strategy draft SPD
- Appendix B - Equality Impact Assessment
- Appendix C - Sustainability Appraisal Screening Report

Contact:

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City of London Corporation
Fleet Street Conservation Area
Draft Character Summary and Management Strategy
Supplementary Planning Document

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Westerly view along Fleet Street from Ludgate Circus

Several of the maps in this series on conservation area character are based upon Ordnance Survey maps © Crown copyright and database rights 2011 Ordnance Survey 100023243.

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Introduction

The present urban form and character of the City of London has evolved over many centuries and reflects numerous influences and interventions: the character and sense of place is hence unique to that area, contributing at the same time to the wider character of London.

This character summary and management strategy provides an understanding of the significance of the conservation area by identifying and analysing its principal characteristics. It does not include specific detail about every building and feature within the area, and any omission from the text should not be interpreted as an indication of lesser significance. The character summary and management strategy has been prepared in line with the Historic England document *Understanding Place: Conservation Area Designation, Appraisal and Management* (2011).

The original character summary was adopted in 1996. This document comprises an updated character summary and added management strategy. It was adopted as a Supplementary Planning Document (SPD) to the City of London Corporation's Local Plan on [INSERT DATE]. It should be read in conjunction with the Local Plan and other guidance, including *Conservation Areas in the City of London, A General Introduction to their Character* (1994) which has more information on the history and character of the City.



St Bride's Church

Character summary

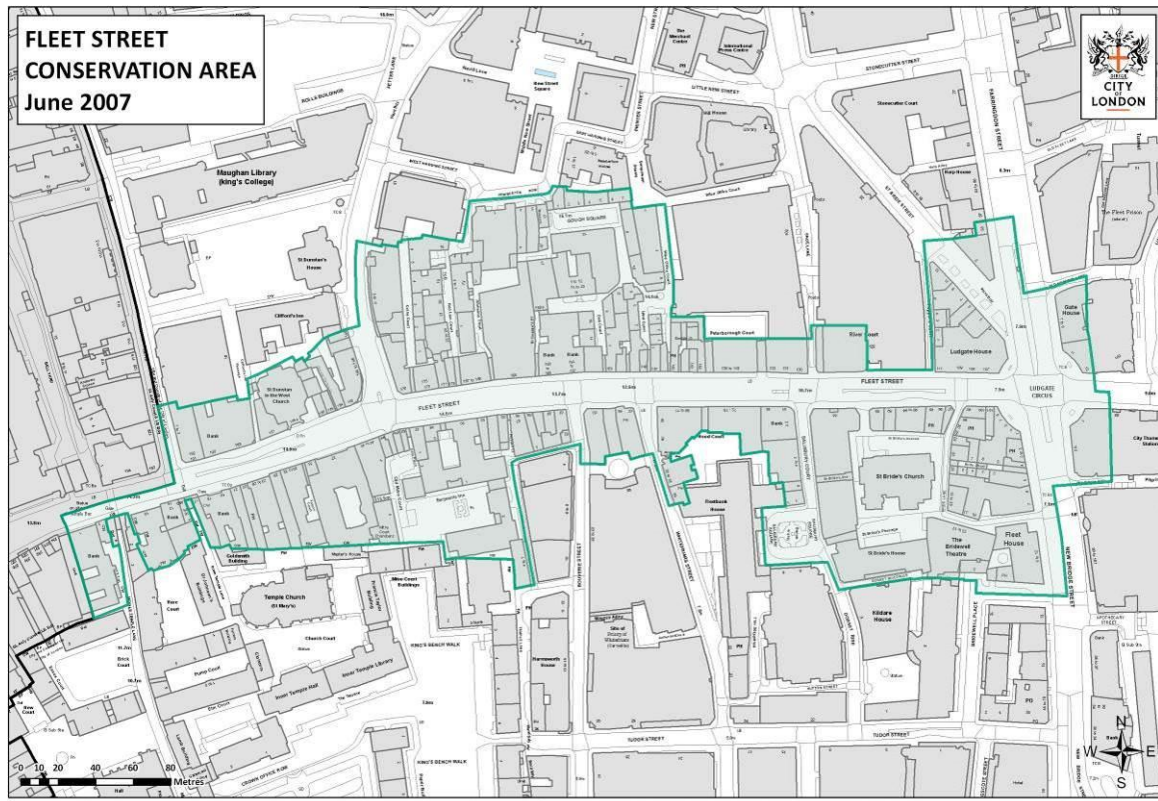
1. Location and context

Fleet Street Conservation Area lies in the west of the City of London (the 'City'). It lies to the north of the Temples and runs from the boundary between the Cities of London and Westminster eastwards to include Ludgate Circus and part of the west side of New Bridge Street.

The area's boundaries are defined by the Temples, Lombard Lane, Pleydell Street, the courtyards to the south of 65 Fleet Street and north of Fleetbank House, Salisbury Square, Dorset Rise, Dorset Buildings, Bridewell Place, New Bridge Street, Pilgrim Street, Ludgate Hill, Old Seacoal Lane, Farringdon Street, St Bride Street, Poppins Court, across Shoe Lane, Peterborough Court, Wine Office Court, Gunpowder Square, Pemberton Row, across Red Lion Court and Crane Court, Fetter Lane, Clifford's Inn, Chancery Lane and Fleet Street.

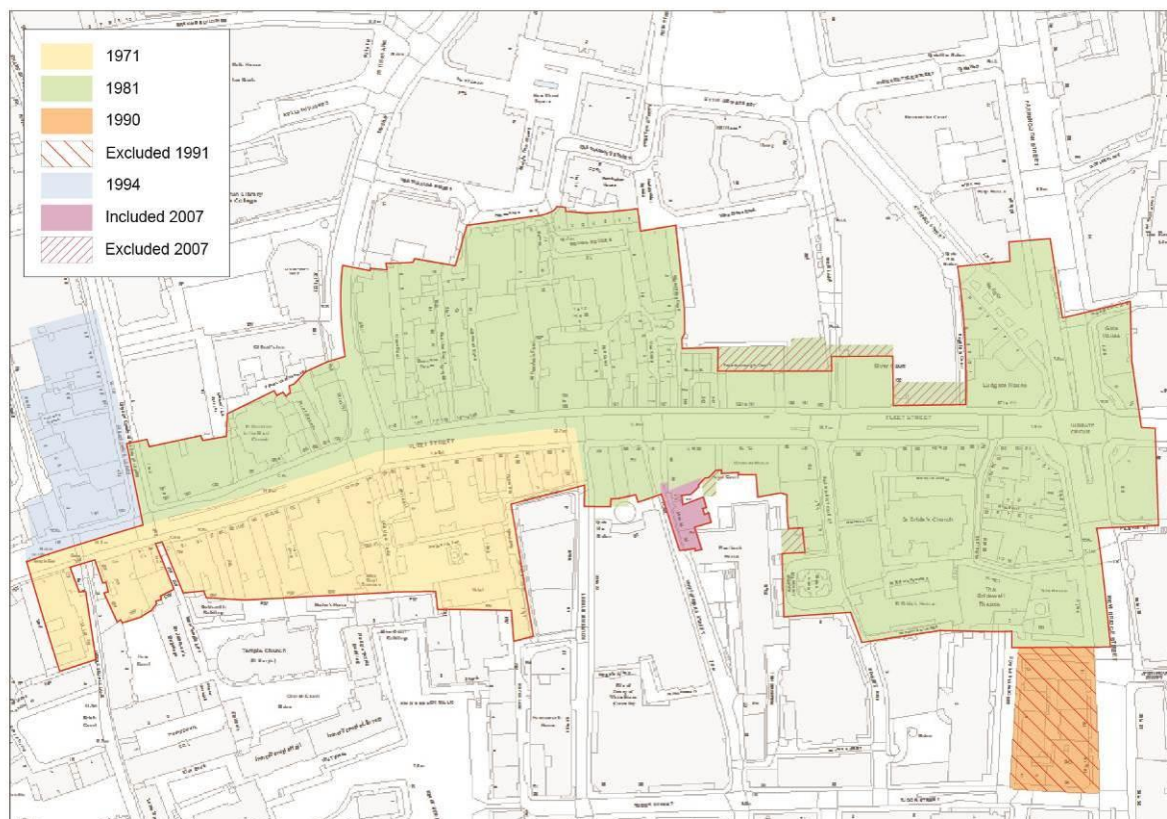
It is surrounded by conservation areas, including that covering the Strand in the City of Westminster, Chancery Lane to the north, Whitefriars and Temples to the south, and St Paul's Cathedral to the east. The boundary with the Temples Conservation Area to the south is considered particularly sensitive. The area boundary is located to the rear of No. 1 – 45 Fleet Street and Serjeants Inn; these buildings are generally of a scale and mass that respect the historic enclave of the Inner and Middle Temples.

Fleet Street Conservation Area covers an area of 6.7 hectares. It is located in the Wards of Farringdon Within, Castle Baynard and Farringdon Without.



(above) The conservation area boundary

(below) Map of boundary changes since first designation



2. Designation history

11 February 1971	Part of the present Fleet Street CA was designated in 1971 as Fleet Street South.
10 December 1981	The CA was extended substantially in 1981 to include the whole length of Fleet Street North and St Bride's.
1 February 1990	The boundary was further extended when the street block bounded by New Bridge Street, Bridewell Place and Tudor Street was added.
16 May 1991	Following a comprehensive review of the City's conservation areas, the 1990 extension was re-designated as part of an extended Whitefriars CA.
21 July 1994	A modification to the Fleet Street CA entailed a slight realignment of the boundary, to exclude No. 5 Chancery Lane, and the transfer of buildings on the western side of Chancery Lane to the City of Westminster. This was the result of a detailed review following local authority boundary changes on 1 April 1994. No. 5 Chancery Lane is now within the Chancery Lane CA.
14 June 2007	The 2007 Conservation Area boundary review saw inclusion of street space in Pemberton Row and a small space behind St Dunstan in the west, part of Procession House, 35-38 Whitefriars Street. Excluded from the conservation area were parts of Fleetbank House on Salisbury Square, non- listed rear parts of Peterborough Court and the Daily Express Building, and 116-119 Fleet Street.

3. Summary of character

The characteristics which contribute to the special interest of Fleet Street Conservation Area can be summarised as follows:

- The ceremonial grandeur and commercial bustle of Fleet Street, the broad, main route running east to west through the City;
- The evocative historic network of streets, lanes and alleys either side of Fleet Street, particularly to the north, which are contrastingly intimate;
- A variable urban grain with contrasts between broad main street, subsidiary alleys and formally planned Circus;
- An exceptional richness and variety in architectural styles and building ages, including 17th century timbering, narrow Victorian eclecticism, understated Georgian domestic frontages, dignified commercial architecture, and monumental 20th century newspaper buildings;
- The highly significant grade I listed churches of St Dunstan-in-the-West and St Bride's, which has perhaps the most recognisable of the City Churches' spires;
- The views of St Paul's Cathedral from Fleet Street and of St Dunstan-in-the-West backed by the Royal Courts of Justice from Ludgate Circus, both of which create a strong sense of ceremony;
- A long-lived association with the newspaper industry that unusually persists despite their recent departure from the area (for example, St Bride's church continues to be known as the Journalists' church);
- Associations with nationally significant literary figures such as Dr Johnson and Oliver Goldsmith;
- Associations with medieval institutions such as the Knights Templar, Whitefriars, the Inns of Court and the clergy, as well as current associations with the legal quarter;
- An area originally outside the City wall, developed since the Great Fire of London (1666) on what was formerly a low-density suburb into a key route between the City and Westminster.

4. Historical development

Early history

Fleet Street is named from the river Fleet, which flowed across its eastern end at Ludgate Circus (uncovered until the 18th century) into the Thames. The gentle incline and curve of the street reflect the Fleet valley's pre-urban topography and the former more northerly location of the Thames foreshore. Like much of the City, there is little evidence for human activity in the area before the Romans, although scattered prehistoric finds have been made in the vicinity.

In the Roman period Fleet Street lay outside the Roman city boundary. The Roman city was founded on two low hills, and the western hill - Ludgate Hill - was bounded on its western side by the Fleet river. There remains a clear fall in levels to the east along Fleet Street down to Ludgate Circus, which marks the crossing of the Fleet valley. Further to the east, St Paul's Cathedral occupies its dominant position at the top of Ludgate Hill.

The current alignment of the street likely dates from the Roman period, when there was a western route out from the Ludgate over the Fleet River. The surrounding area was sparsely inhabited until the later Roman period, when it became a favourable place for villas (the remains of a Roman tessellated floor, probably from a villa, were discovered beneath St Bride's church). This suburban character would develop in the medieval period, when many institutions and residences of influential citizens were located here (see below). Roman archaeological finds to the west suggest the road was in regular use.

Following the demise of Roman occupation in the 5th century, the Saxon settlement of 'Lundenvic' was formed to the west. The locus of activity remained there until the late 9th and 10th centuries, when it declined and settlement was re-established within the Roman walls. Fleet Street was an important connecting thoroughfare between these settlements. Further evidence for Saxon activity includes the remains of a 6th century building discovered beneath St Bride's church (founded in the 11th century); its dedication and that of St Dunstan-in-the-West are of Saxon origin. The name 'Fleet Street' is recorded from 1002.

The medieval (1066 to 1485) period and 16th century

In the early medieval period Fleet Street began to develop an institutional and ecclesiastical character, and the area started to become more developed. Writing in the 12th century, William FitzStephen described the area as a 'populous suburb'. By the 13th century the area had been brought within the boundaries of the City, marked at the western end of Fleet Street by the Temple Bar.

The religious institutions of the New Temple (Knights Templar, 1185) and Carmelite Friars (Whitefriars, 1253) were founded to the south. The church of St Dunstan-in-the-West (known by c.1170, rebuilt in 1830 after road widening) jutted distinctively into the street at its western end. Prominent clergy including the Abbots of Faversham and Cirencester established Inns either side of the street, a combination of grand residence and place of education. Of these, the Bishop of Salisbury's Inn was the largest and most important, located on the south side of Salisbury Square; it was

destroyed in the Great Fire and not rebuilt. From the 14th century onwards the area became associated with the legal profession, when Serjeants Inn and other legal enclaves were founded. The Middle and Inner Temples were leased to lawyers after the Templars were suppressed in 1312.

For such figures and institutions, Fleet Street was conveniently located between the court at Westminster and the commercial centre of the City. This strategic position accounts for its long-standing association with the printing and publishing professions, beginning in the 16th century. The nearby presence of legal and educational establishments created a demand for printed literature, while the street's location between Westminster and the heart of the City would prove useful in newsgathering and reportage.

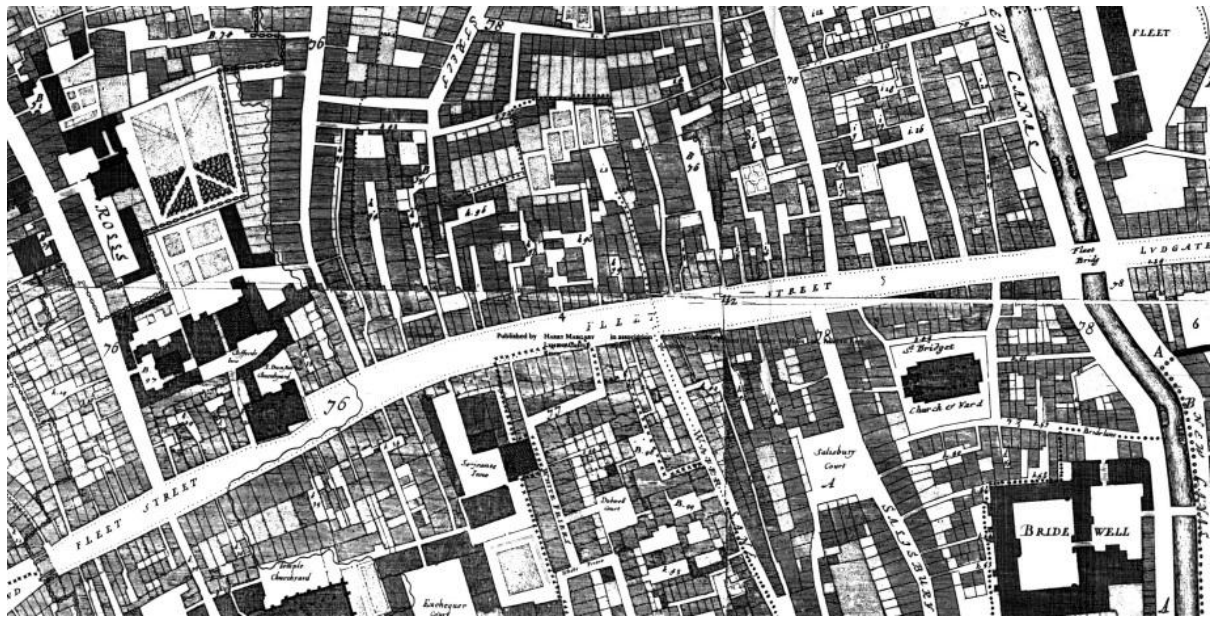
A colleague of William Caxton's, Wynkyn de Worde, moved to the sign of the Sun near Shoe Lane c.1500 and printed approximately 800 works until his death in 1535. Numerous other printers and publishers opened and operated businesses in the vicinity throughout the century, increasing the commercial element of Fleet Street. Together with the proliferation of taverns serving travellers to and from the City, the street began to acquire the bustle that it retains today.

Within the conservation area, some medieval establishments survive in place names, such as Salisbury Square and Whitefriars Street. The many narrow building frontages along Fleet Street are an evocative legacy of the building plots established during the medieval period. While building activity increased along the street, the flanking land remained open as fields, gardens or orchards. In Braun and Hogenberg's London map of the late 16th century, the street is distinctly more suburban than the city within the wall, with areas of green space clearly visible behind and beyond the buildings.



Braun and Hogenberg, 1560/72

Seventeenth and Eighteenth centuries



Ogilby and Morgan, 1676

By the 17th century the area was more urbanised and much of the remaining open space had been developed, creating a dense urban grain. To the north the surviving system of alleys and courts came into being, while to the south riverside land was parcelled up into tenements. The Great Fire in 1666 obliterated two-thirds of the street and its environs but was halted at Fetter Lane to the north and the Temples to the south. The street layout survived the Fire, with rebuilding following the same plots as before.

Some remnants of the late 17th century survive in the conservation area. These include the Tipperary (c.1667) and Old Bell (rear part c.1669) public houses and Nos. 5 & 6 Crane Court (c.1670) by Nicholas Barbon. The Cheshire Cheese was formed out of two 17th century houses, while No. 17 Gough Square, Dr Johnson's house, was built in c.1700 for a City merchant. St Bride's church was rebuilt to a more regular plan by Christopher Wren, with its renowned spire being added in 1701-3 and rebuilt after a lightning strike in 1764.

By the early 18th century, Fleet Street's religious and institutional houses had been largely replaced by commercial and residential buildings. The street became known for taverns, coffeehouses and places of entertainment, an example being 'Mrs Salmon's Waxworks', formerly located at or near No. 17 Fleet Street. Commercial activity continued to increase in the area, with banks such as Child's and Hoare's intermingling with the bookselling and printing businesses. The brick frontages of Nos. 33, 145 and 146 are characteristic of this period.

At this time Fleet Street was a scholarly and literary hub, notable for its associations with eminent figures across the sciences and the arts. A house in Crane Court was the meeting-place of the Royal Society until 1780. Dr Johnson, James Boswell, David Garrick, Oliver Goldsmith and many others mixed in the numerous coffeehouses and taverns. The Mitre and the Bolt-in-Tun were two such establishments, on the sites of what are now Old Mitre and Bolt Courts. Social activity in the street would persist with

the growth of the newspaper business in the area, heralded by the publication of the first daily, the Daily Courant, in 1702.

In 1760 the Ludgate was demolished, along with much of the City wall. The Fleet River had long been noxious and polluted from industries clustered along its banks (gaining the epithet 'ditch' in some maps), and in 1733 it was partially covered over. In 1739 a market was established on the covered portion, which ran between Holborn bridge to the Fleet bridge (the Fleet Street crossing). In 1766 the remaining part of the river down to the Thames was channelled underground, under what is now Farringdon Street. These changes erased the physical distinction of Fleet Street as a place originally outside the Roman and medieval walls.

Nineteenth century



O/S, 1869-80

In the Victorian period Fleet Street, like rest of the City, became more dominated by finance and commerce at the expense of a residential population, which had begun to relocate to other parts of London.

Infrastructure and public building works led to upheaval in the townscape during the 19th century. The Royal Courts of Justice by GE Street (opened 1882) occupied a very large plot at the western end, immediately outside the City. The street was widened in 1830-3, when St Dunstan-in-the-West was rebuilt by John Shaw, and again in 1878, when Wren's 17th century Temple Bar was replaced in 1880 by Horace Jones' existing memorial to it. At the eastern end, Ludgate Circus was formed on the site of the Fleet Bridge between 1864-9, creating a significant new element on the ceremonial route to St Paul's Cathedral. St Bride Street was laid out in 1871.

Road widening required the refronting of many of the buildings, whose medieval timber or Georgian brick facades were replaced by richly decorated frontages within the same medieval plot widths. Among these narrow and tall frontages, banks and insurance businesses were constructed with wide and grand facades, visibly intensifying the street's commercial character.

Following the repeal of stamp duty in 1855 (enabling a drop in newspaper prices and thus their mass consumption), the newspaper trade grew in vitality and stature and began to more fully dominate the commercial activity of the street. Purpose-built printing works began to appear in the surrounding streets, particularly to the north and east. Towards the end of the century, newspapers established their headquarters in the area, such as the Daily Telegraph at No. 135 in 1868. Printing works and offices were combined on large sites, usually with the offices fronting Fleet Street and the printing works located to the rear. Most of the Victorian press buildings have either been demolished or were rebuilt on a grander scale in the next century. Smaller-scale activity continued in the Courts, such as at No. 18 Red Lion Court, a rare survival of a printing works from this time.

The pub trade continued to thrive amid this activity, and many of the area's taverns became opulent. Writing in 1879, Charles Dickens junior remarked that: 'A tavern-street, as well as a literary centre, Fleet-street was and is'. The elaborate neo-Jacobite style of the Punch tavern, built in 1894-7, is a typical 'gin palace' of the period.

Twentieth and twenty-first centuries

The pace of change accelerated in the 20th century, which saw the boom of the newspaper industry on Fleet Street and its departure in the century's latter decades. Many of the smaller newspapers established modest offices that conformed to the old plot widths but announced themselves through prominent advertising, such as that which can still be seen on the mosaics at No. 186. There were also larger headquarters, such as the Daily Telegraph and the Daily Express buildings (built between 1928-31, the former in the Graeco-Egyptian style, the latter in the Modern), which combined offices and printing works resulting in very large floor plates that would be echoed by later developments in the area. Their size and opulence convey the growing power and influence of the industry.

During the Second World War most of Fleet Street escaped serious bomb damage but the areas immediately north and south were badly hit. The second half of the 20th century saw the construction of a number of large buildings over previously small plots, as a result of post-war rebuilding and the redevelopment of newspaper offices. The eighties and nineties saw the flux and dispersal of the newspaper industry to sites in the Docklands and in other parts of London. In their place came other businesses who built large headquarters on the extensive sites left by the newspapers. Two examples are the Goldman Sachs building behind the Daily Telegraph headquarters, built in 1988-91 to designs by Kohn Pederson Fox, and No. 65, on a site vacated by the News of the World, built in 1988-9 to designs by the YRM Partnership.

Today, Fleet Street is a vibrant street enhanced by past religious, ceremonial and institutional associations and its links with the newspaper industry, with one of the longest ensembles of pre-war buildings in the City. It is part of the established processional route and the route of the Lord Mayor's show.

5. Spatial analysis



Red Lion Court

Layout and plan form

Fleet Street forms an obvious focal point for the conservation area. A number of secondary roads, such as Fetter Lane or Bouverie Street, connect with the main street. Intermingled with them are a network of smaller, tighter lanes and streets that open onto the street from the north and south. These create a high degree of permeability and dramatic shifts in scale.

A notable characteristic of the conservation area is the contrast between the length and breadth of Fleet Street and the dramatic reduction in size and scale of its subsidiary courts and alleys. To the north, the conservation area encompasses a hinterland of streets and courts that have retained their historic layout. Here, the street pattern has a crooked, incidental quality, with courtyards and squares connected by minute thoroughfares.

There is less intricacy in the layout to the south, but there are a number of subsidiary spaces that convey a similar sense of enclosure found. A vestige of the historic street pattern exists at Pleydell Street and Lombard Lane, while Falcon and Old Mitre Courts are redolent of those to the north. To the south-east, St Bride's Churchyard and Salisbury Square retain their historic configuration.

At the eastern end, Ludgate Circus forms a distinctive urban set-piece into which flow a number of larger roads, the legacy of improvement schemes from the late 18th century onwards. The broader, more expansive spaces created at this junction provide another contrast between Fleet Street and its narrow hinterland.

Building plots

The shapes and sizes of plots are varied and reflect the unplanned nature of development. A significant proportion of the buildings fronting Fleet Street retain narrow medieval plot widths, an important characteristic of the conservation area. Sequences of these frontages alternate with some later buildings of more expansive width and depth, creating a sense of rhythm in the streetscape.

Small historic plots are found in the system of courts and alleys to the north. Interspersed with them are larger, irregularly shaped sites that result from the combination of plots and 20th century development. These generally respect the street layout, although some historic thoroughfares were lost, such as Racquet Court underneath the Daily Express building, or Hanging Sword Alley under Fleetbank House. The small to medium sized plots in the conservation area are an important juxtaposition with the massive plot sizes just outside it; these were originally created for printing works in the 19th and 20th centuries and are now occupied by large offices.

Generally the building line is consistent along Fleet Street, although occasionally there are recessed areas – such as the churchyard at St Dunstan-in-the-West – and slightly projecting buildings, such as the Tipperary pub. These nuances contribute to the overall rhythm of the street scene. Building lines in the courts and alleys are generally regular despite the more intricate street pattern. At Ludgate Circus, the carriageways broaden and the concave faces of the quadrants provide a contrast to the generally linear street scene elsewhere.

Building heights

Overall, building heights in the conservation area vary between three and nine storeys, though the majority are of five or six storeys. Most constructed during the 18th, 19th and much of the 20th centuries are generally of this height. On Fleet Street, sequences of such buildings, typically narrow-fronted, have resulted in some consistency in roofline in parts of the conservation area. These sequences are mingled with developments of greater scale, an example being the run of historic buildings bookended by the Daily Telegraph building and No. 161-170 on the north side of the street.

A similar mix of heights can be found in the areas behind the main frontages of Fleet Street. To the north, court and alley building heights are more domestic, at four to five storeys, but again punctuated with taller modern development. At the eastern end of Fleet Street, large modern developments sit immediately behind the street with recessed upper storeys that conceal them from street view.

Many of the roof extensions in the conservation area have been set back to preserve the architectural character of the original buildings. Features such as dormer windows, chimneystacks, balustrades and gables proliferate at roof level, adding variety and interest to the street scene. The spires of St Bride's and St Dunstan's provide further visual landmarks (as identified in the City Corporation's Protected Views SPD).

The monumental newspaper buildings at the eastern end of the street are of a larger scale; however, this is mitigated by their recessed upper storeys and the descending gradient of Fleet Street as it approaches Ludgate Circus.

Views and vistas



Local views map

Distant and local views make a strong contribution to the character of the conservation area. The sinuous plan form of Fleet Street means that views along it are not open or formal vistas but rather evolving views, which develop sequentially as the observer moves along the street. This is particularly true of the view of St Dunstan-in-the-West approaching from Ludgate Circus and the view of St Paul's that is gradually revealed as the observer rounds the bend in the street. These long views are juxtaposed with more intimate views in and out of the subsidiary spaces north and south of the main route, such as the view of St Bride's south down Bride Lane.

The following illustrates the range of distant and local views which exist in Fleet Street Conservation Area. This list is not comprehensive, and the area provides further opportunities to capture long, short and kinetic views.

1. View east from the Cheshire Cheese (No. 145) towards St Paul's Cathedral
2. View west from Ludgate Circus towards St Dunstan-in-the-West
3. View east along Fleet Street from Child's bank (No. 1)
4. View south from Fetter Lane towards Mitre House (No. 45)
5. View of St Dunstan-in-the-West and No. 180-186 from across the street
6. View into Salisbury Court from the corner of Fleet Street and Shoe Lane
7. View of St Bride's spire framed by No. 85-88 Fleet Street
8. View of St Bride's east end framed by entrance to Bride Lane

9. View into Bride Lane from New Bridge Street
10. View south down Wine Office Court from outside No. 7
11. View of Dr Johnson's House from the east end of Gough Square
12. View east of Bolt Court from its north-west corner
13. View north of No. 18 Red Lion Court from the Fleet Street entrance
14. View of the east side of Crane Court from its northern entrance
15. View into Falcon Court from Fleet Street
16. View into Old Mitre Court from No. 5
17. View south of Ludgate Circus from St Bride Street
18. View south along New Bridge Street from Farringdon Street
19. View of No. 1-13 St Bride Street from No. 1-6 Farringdon Street
20. View of St Bride's spire from the north-east quadrant of Ludgate Circus
21. View north from Salisbury Square to Fleet Street
22. View south through the Inner Temple Gatehouse from Fleet Street

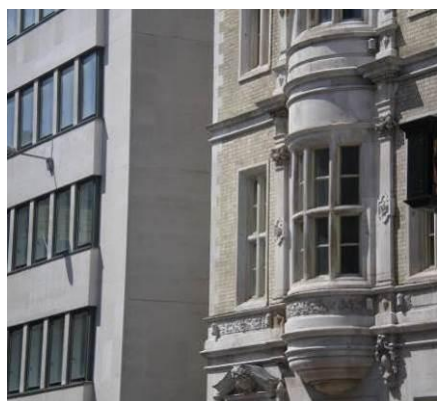
Though outside the City, the view of the Temple Bar memorial from the Strand is of great historic and aesthetic value.

Fleet Street is a critical viewing point for St Paul's Cathedral, an important consideration for development on relevant sites elsewhere in the City. Much of the street forms part of the Cathedral's setting. The Fleet Street Conservation Area is subject to the St Paul's Heights policy protecting the views of St Paul's Cathedral, in this case from Ludgate Circus. The north-eastern extremity of the area falls within the wider setting consultation area of St Paul's Strategic Views.



View no. 1: St Paul's Cathedral from the Cheshire Cheese

6. Character analysis



No. 187 & 188 (detail)



No. 143-44 (detail)



No. 120 & 130 (detail)

Fleet Street, north side

Of Roman origin, Fleet Street is a section of the ancient, ceremonial route connecting the City with the Palace of Westminster. It runs broadly east-west, rising gently from Ludgate Circus and curving gradually down towards the Strand. Historically an important route into the City, it remains a busy thoroughfare with heavy pedestrian and vehicular use. In this section, the buildings on Fleet Street are described from east to west towards the Strand, reflecting the original function of the street as a route out of the Roman city.

On the north side, the first third of Fleet Street is lined with large, 20th century buildings of a similar scale and mass. No. 107-111 forms part of the north-west quadrant of Ludgate Circus. Originally Thomas Cook's travel agency, it has generous stone Classical detailing that creates a sense of commercial grandeur at this end of the street. No. 120 is part of a large, modern development to the north of the street; it has a well-detailed stone-clad street frontage of proportionate scale to its neighbours, with recessed plant at roof level. Glass infill connects it with the former Daily Express building, a striking Art Deco building clad in black vitriolite panels relieved by strips of glazing. A powerful visual statement, its historic value, careful massing and appropriate scale mitigate the use of materials inconsistent with the wider conservation area. The street frontage is curtained and inactive, which has a negative impact on the street scene.

No. 130 is of a smaller scale and more traditional style than its neighbours. It has a well-detailed stone elevation with large window openings to the upper levels. No. 131 is part of a large, modern development to the rear and is plainer but of a suitable height. Mersey House (No. 133) introduces curved elements to the street, including a large, ground floor arched opening with well-detailed fenestration and a large stone bow window with mullions and transoms between austere, curved columns. The latter echo the use of giant, fluted columns on the former Daily Telegraph building next door (No. 135 to 141). This is in a Graeco-Egyptian style with Art Deco flourishes and a prominent clock; recessed bays between the giant columns add rhythm to the frontage. Like the Daily Express building, it has an inactive street frontage. The scale of these buildings is alleviated by their recessed upper storeys and the lower gradient of Fleet Street at this point.

A sequence of narrower 19th and early 20th century buildings of varying styles contrasts well with the large preceding buildings. The eclectic former King and Keys pub (No. 142) has a narrow frontage with two-storey central oriel window with Diocletian window and prominent gable above, an arrangement repeated elsewhere on the street. Mary Queen of Scots House (No. 143-144) has profuse Gothic details in richly decorated stone and a statue of Mary, Queen of Scots in a niche between the first floor bays. The two well-defined bays, with gables above, echo the medieval plot widths characteristic of the street. The Cheshire Cheese (No. 145) and its neighbour No. 146 have much simpler Georgian style brick frontages with sash window arches. The Cheshire Cheese has an attractive 19th century style shopfront and projecting lamp sign, while No. 146 provides access to Wine Office Court but has an incongruous modern shopfront that undermines the Georgian effect. Despite different styles, No. 142-146 are united by regular rectangular window openings and a similar scale.

No. 147 is a plain brick building whose height and basic window openings contrast uncomfortably with the buildings either side. This is offset at street level by an appropriate traditional shopfront. No. 148 returns to the scale and glazing arrangements of No. 145-146. It has white render with decorated tympanums to the upper windows and recessed dormers. No. 149 uses a range of architectural motifs and is a storey higher than its neighbours, though this increase in height is alleviated by a tapering gable. No. 150-151 has alternating bands of red brick and stone with a minimal detailing and different roofline treatments. Its mullioned windows echo those on No. 149. No. 152-153 is a plainly detailed, rendered building that is lower than its neighbours; its regular rectangular openings continue the general theme of this sequence.

Bouverie House (No. 154-160) begins a succession of wide-fronted, overly scaled 20th century buildings that dominate the remainder of the north side. The original building is subtly detailed in stone with 11 bays separated by large chamfered uprights and pilasters, creating a sense of verticality. Its recessed upper storeys are unbalanced by an ungainly three-storey block added in the 20th century. The right-hand portion of the ground floor has original fenestration, railings and signage. No. 161-170 is an extensive office block that is fundamentally out of scale with the conservation area, but this is redeemed to an extent by a regular pattern of window openings. St Dunstan's and Red Lion Courts are accessed through openings below, creating permeability that alleviates the monolithic scale. The incorporation of entrances to courts and alleys in street frontages is a key feature of the conservation area.



Narrow plots along Fleet Street, ultimately of medieval origin (No. 142-149)

No. 171-173 are narrow, eclectic frontages of 1903 and 1881 incorporating Classical and foliate detailing. The frontage of No. 173 has been included in the neighbouring postmodern office block (No. 175-176). This is of brick with ceramic detailing and curtain walling to the upper storeys, including above No. 173. The retention of No. 173's façade adds interest to the street scene and contrasts well with the modern frontages nearby. No. 175-176 turns the corner into **Fetter Lane**, with well-articulated facades in brick and terracotta that alleviate its scale. No. 5-11 Fetter Lane diverges in materials and detailing but it maintains the scale and vertical emphasis of its neighbour.

Returning to Fleet Street, No. 180 echoes No. 173 in materials and detailing, though its scale and facades are less well handled. The façade to Fleet Street is a postmodern interpretation of the narrow, eclectic facades of 184-185, which have central bays and curved and gabled roof treatments in the manner of other buildings in the conservation area.

No. 186 is constructed of glazed brick with stone dressings. Formerly the offices of newspapers including the Dundee Courier, it has prominent mosaic bands advertising the names of the titles formerly resident within, creating valuable historic

associations. Its crow-stepped gable complements those at 180-185. It has undergone recent sympathetic conversion and extension.

The church of St Dunstan-in-the-West was constructed between 1830-3 to designs by John Shaw Senior. The tower is of yellow Ketton stone, echoing the Bath stone of Hoare's bank, and its octagonal spire is an important focal point in views west along Fleet Street. Parts of the church (including a former Sunday school) are set back from the street, creating an open space behind railings that breaks pleasantly from the building line and allows the flank mosaics of No. 186 to be read. The street elevations add a wealth of interest to the street scene, containing well-carved Gothic detailing, ornaments from the demolished (1760) Ludgate, and a projecting bracket clock with strikers. The former Law Life Assurance (No. 187) is by Shaw Junior, and adds similar interest as an early example of the Jacobean revival style and a purpose-built insurance building. Yellow brick and fine stone detailing complement the church, while the roofline steps down appropriately to meet the church's tower. The groups of buildings either side of the church and to the rear form an important part of its local setting.

Between No. 187 and 188-190 is a small passage leading to the Clifford's Inn gatehouse by Decimus Burton, of stone in a 19th century Tudor style.

The north side concludes with two later 20th century buildings. No. 188-190 is the former Coutts & Co bank. A ground floor of black gabbro stone with large 'portholes' supports stone-clad upper storeys, with finely detailed rectangular window openings whose quantity creates a strong sense of rhythm on the frontage. No. 191-192 is of the same scale with pink granite cladding and projecting bays to the corner of the building. Though tall, the detailing of the buildings is well-executed and they are of an appropriate scale within this part of the conservation area.

Fleet Street, alleys and courts (N)



Wine Office Court



Gough Square



Crane Court

Despite later rebuilding, the system of courts and alleys north of Fleet Street correspond to their appearance on historic maps (such as those by John Rocque (1742) and Richard Horwood (1799, below), with some regularisation of building line. Much of the buildings themselves were lost to war damage and post-war redevelopment, but their replacements are generally consistent in the use of traditional materials and forms and follow historic building lines. As well as their historic value, the courts provide a series of intimate spaces and pleasing incidents in the townscape that contrast dramatically with the hubbub of Fleet Street.



Excerpt from Richard Horwood's map, 1799

Bolt Court

The Court is named from a now-demolished medieval Inn, the Bolt-in-Tun. Traditional brick and tiled elevations with sash windows frame an attractive pedestrian

courtyard, to which iron railings, traditional iron lamps, trees and planting add value. The former School of Illustrated Printing (No. 6) fills most of the north side, a 20th century building of brick with stone dressings and metal casement windows. It has an unusual timber doorcase with a prominent shell door hood that gives the frontage a rococo accent. No. 10 is a well-executed neo-Georgian office block of similar scale and materials to No. 6, while adjacent No. 3 has a 19th century frontage in the same style. No. 11 continues the traditional theme. Though varied in date, the shared style creates integrity within the court.

Crane Court

Crane Court has a group of 17th, 19th and 20th century buildings on the east side, consistent in materials and scale, while its west side is dominated by 20th century development. No. 5-6 are the earliest surviving buildings by Nicholas Barbon, the 17th century property speculator. They were constructed in 1670 of brick with sash windows and doorcases (restored after a fire in the 1970s) and importantly retain their late 17th century domestic appearance. To the south, No. 4 is a brick building that is appropriately scaled and detailed. No. 3 has bow windows at ground floor level and strip fenestration at first and second floors. Built in 1863, No. 2 has rendered brick and stone dressings with slender iron columns to first and second floors. No. 1 has a classical doorcase and fanlight, with bow windows to ground floor. Cumulatively, the buildings make a pleasing group, with interplay of details underpinned by consistent materials and scale. The Royal Society held its meetings here in the 18th century, commemorated by an orrery (solar system model) over the entrance arch.

Gough Square

The square was developed by the Gough family in the late 17th century. Dr Johnson's House (No. 17) stands on the west side, the only original part to remain. It is of brick with four bays of sash windows and two carved doorcases. The peaks of its tiled roofs and two chimneystacks are visible from street level. The other sides of the square are 20th century buildings in a brick neo-Georgian style of matching five-storey scale that successfully recaptures its 18th century appearance, though the deep window openings of No. 12 are incongruous in this context. Historic granite setts, traditional railings, cast iron lamps and a silver birch tree all add value to the street scene. A statue of Hodge, Dr Johnson's cat, is at the east end of the square. Facing Dr Johnson's House is a small caretaker's lodge of later construction in sympathetic materials and over-large Baroque details. Between is a modest courtyard space bounded by a brick wall that enhances the intimate feel of the square.



Gough Square (detail)

Hen and Chicken Court

A narrow court entered through a passageway beneath No. 185 Fleet Street, the layout of which corresponds to its appearance on Ogilby and Morgan's map of 1676. Traditional brick elevations enclose a narrow rectangular courtyard, and the west side is formed by the flank wall of the building adjoining St Dunstan-in-the-West.

Johnson's, St Dunstan's & Hind Courts

These are smaller courts with plainer frontages. Johnson's Court is named after a tailor who lived there, but was also one of Dr Johnson's homes near Fleet Street. It consists mainly of the rear or flank elevations of other buildings, which are executed mainly in brick with stone dressings. Though much plainer, the court is sympathetic in tone and materials with the others, and retains its historic layout. The same can be said of St Dunstan's Court, which has elevations of ceramic tiles, brick and plain lintels to the windows, giving it a regular appearance. It provides an understated contrast with Bolt Court, to which it leads. Hind Court is similarly plain and traditional in materials.

Pemberton Row

The row forms a group of brick buildings facing the recent New Street Square development, forming a striking contrast. No. 5 is a plain, much-altered house of

c.1700 with recessed dormers. No. 4 shares its width but has a more decorated brickwork elevation with a giant dentil cornice and extra two storeys. The large No. 1 has a traditional treatment but is incongruous in scale. Its materials and window openings are consistent with the other buildings in the row.

Red Lion Court

No. 18 is the former premises of Taylor & Francis, printers, built in the early 19th century. Its brick elevations with sash windows form a group with the similar rear elevations of No. 5-6 Crane Court, and create an intimate courtyard space enlivened by planting. On the wall of No. 18 is the historic signage of the printer Abraham Valpy, of the 1820s, which features a hand pouring oil into a lamp with the motto: 'alere flammam' (nourish the flame). The little enclave is a rare example of an early 19th century printers' premises, a type once very common around Fleet Street. The grade II listed K2 telephone kiosk at the southern end of the courtyard wall adds further interest to the street scene, particularly viewed from the south. No. 4-7 has a large brick and stone frontage that is appropriate in scale and detailing. No. 19 has a plain brick façade with regular window openings. No. 8 is of brick with a traditional appearance with a modern Georgian-style shopfront. No. 1 is a modestly scaled building with a plain, stucco frontage. Opposite, No. 20-24 are larger buildings of brick and stone whose scale and materiality is in keeping with that of other courts. No. 22-24 has some Tudor detailing, while No. 20-22 has large horizontal elements on the frontage at odds with its traditional materials.

Wine Office Court

The licencing office for selling wine was located here until 1666. Accessed through 145-6 Fleet Street, the southerly buildings in the court are of a traditional form and scale. No. 1-3 is a 19th century terrace constructed of brick with sash windows and lightwells framed by railings. Opposite is the flank wall of the Cheshire Cheese public house, also of brick and a similar scale with an attractive traditional shopfront and projecting lamp sign. Tiled roofs, brick chimneystacks and dormers are visible from street level on both sides and reinforce the Georgian effect. To the north, No. 9-10 is a modern building of brick with regular window openings and an incongruous brick loggia. The first home of the Press Association was located at No. 7, an 1860s building of brick with stone dressings and slender, barley-sugar columns to the windows. To the north, 1 Gunpowder Square has a plain brick elevation to Wine Office Court enlivened by small stone plaques depicting grapes and drinking vessels. Though more modern in appearance the north part harmonises with the south through shared materials and detailing.

Fleet Street, south side



No. 37 (detail)



View of No. 50



No. 22 (detail)

The eastern end of Fleet Street is characterised by large, 20th century buildings interspersed with Victorian frontages. No. 98-101 are a pair of late Victorian, five storey buildings sharing a Neo Jacobean idiom, banded brick and stone facades and horizontal floor alignments, which bend round into Bride Lane. No. 99, the Punch Tavern is notable for its elaborate tiled entrance design by Saville and Martin (1894-7), but this is undermined by street clutter and neighbouring inappropriate signage.

Across Bride Lane, No. 95-97 have a welcome lower scale unusual in the conservation area. No. 97 is a simple three-storey corner building that continues the earlier red brick and stone detailing. Its proportions are slightly compromised by an over-large modern shopfront. The Old Bell has a simple frontage of c.1897 with low, domestic proportions and a recessed tiled roof. The rear part of the building facing St Bride's churchyard dates to the 17th century. A traditional glazed and leaded pub front and traditional projecting sign compares favourably with the oversized modern signage and inappropriate awning at No. 95.

Nos. 88 – 94 form a group of buildings with varied detailing united by shared horizontal levels and scale. Built in 1900, Bartholomew House (Nos. 90-94, architects Huntley and Gordon) mixes Tudor and Classical motifs in banded red brick and stone. A prominent gable and triangular dormers animate the roofline, while an elaborate carved stone doorcase between large shallow arches adds interest at street level. No. 98 is plainer, but sympathetic in its use of red brick and stone detailing. Its steep mansard roof has incongruous projecting roof lights. No. 88 is the former offices of the Birmingham Post, built in 1900 of Portland Stone. Its rusticated ground floor and low-key Classical detailing are shared with the next two buildings on the street.

Built originally for the Press Association, No. 85 became better known as the Reuters building, designed by Edwin Lutyens and built between 1934-8. With the Express building opposite it is a powerful expression of the street's historic associations with journalism. The building's detached site, careful detailing and recessed upper storeys help to alleviate its large scale, which is incongruous within the wider context of the conservation area.

Nos. 70 – 81 are three large, wide-fronted buildings of the 20th century that share different forms of pilaster, giving them a strong vertical emphasis. Barclay's Bank has grand Ionic pilasters above a rusticated stone ground floor with giant volutes on the keystones. Nos. 72-78 has giant stripped pilasters with minimal art deco-style capitals. Between them is a lively proliferation of white glazing bars and green spandrels that contrasts well with the muted stone detailing of the previous buildings. The three large bays of No.70 are divided by giant, slim pilasters in a postmodern style, economically detailed with Ionic capitals echoing those on Barclay's bank. The building appears over-scaled within its immediate context, and the dark curtain walling between the pilasters creates an overbearing effect.

Between Whitefriars Street and Bouverie Street there is a stylistically varied group, united by shared horizontal floor levels and narrow fronts, that begins a long sequence of similarly scaled buildings. No. 67 was built in 1930 with a curved corner and regular window openings with deep reveals. A row of dormers at roof level have bulky, overly prominent heads. The Tipperary pub was built in 1667, slightly crooked window details hinting at this age. It has a later, traditional pub frontage and stuccoed upper floors on a narrow historic plot. No. 65 was constructed in 1988 on the former News of the World site. Its frontage to Fleet Street is clad in grey and black granite, and its rectangular window openings and slightly recessed bays complement its neighbours. An archway provides access to a larger building to the rear. On the corner is the former Scotsman building of 1921, whose stone, five-storey elevation reads as a bookend with No. 67. It has low-key, successful modern signage to the ground floor.

A former Lyons café, No. 61 has well-executed white faience and foliate details in an Edwardian renaissance style. The effect is undermined by inappropriate uPVC windows. No. 60 is an assortment of Georgian-style sashes over a stone-clad first floor with timber mullioned windows and large, traditional shopfront. No. 58-59 share banded red brick and stone dressings and rectangular window openings. 59 has a traditional shopfront (currently inappropriately painted) and 58 is a storey lower. No. 56-57 was formerly the Glasgow Herald offices, built in 1927 of seven storeys with an eye-catching bronze-painted bow window and elaborate art deco detailing, including stone thistle and Saltire carvings. Its seven storey height is incongruous among its neighbours, which are four to five storeys tall. No. 55 is of brick with simple stone detailing in a subdued Georgian style. No. 54 is stone with minimal detailing but contains strongly vertical chamfered uprights that create a sense of verticality together with No. 55's pilasters. Completing this sequence of tall, narrow and varied buildings is No. 53, built in 1906 with Gothic stone detailing and eclectic green and crimson diapered brickwork. Ceramic chimneystacks and a triangular dormer add interest to the roofline.

The former Norwich Union Insurance building (Nos. 49-50), an accomplished Baroque composition by Jack McMullen Brooks, has a contrastingly generous plot width. Elaborate detailing, including a rusticated ground floor with central sculpture niche and upper column screen, ensure the stone materiality and wide front do not become monotonous. One of the archways frames a view of the post-war Neo-Georgian Serjeants Inn behind the building. At El Vino, No. 47, there is a well-preserved Edwardian shopfront with curved glass and gold lettering on a black fascia. An ornamental projecting sign is well detailed and adds interest to the street.

Together with No. 46 it has simple red brick upper floors with banded stone detailing, an effective contrast to No. 49-50. No. 46 has the lettering: 'London News Agency LTD' at second and third floors, an attractive remnant of the street's journalistic associations.

Mitre House (No. 44-45) and No. 40-43 are both early 20th century buildings with a similar three bay, six storey composition and strongly vertical emphasis derived from the use of pilasters. Mitre House has a white fenestration and bronze spandrel arrangement reminiscent of that at No. 72-78. Access to Mitre Court is provided at ground floor between two poorly designed modern shopfronts. No. 40-43 is slightly higher but complementary in scale and appearance. Its projecting iron balconies mirror the effect of its neighbour's bronze spandrels. Both buildings rise a storey higher than their neighbours but this is a modest increase in scale that adds rhythm, rather than discordance, to the roofline.

One of the earliest purpose-built banks in Britain, Hoare's Bank (No. 37) was constructed between 1829-30 to a restrained Classical design by Charles Parker. It is a satisfying composition whose seven bays vary the rhythm of the street, with the use of Bath stone providing a warm contrast to the grey stone and brick of neighbouring buildings. It is smartly set back from the street behind iron railings.

There follows an alternating sequence of narrow and wide frontages and styles. No. 33 has a narrow Georgian brickwork frontage with sash windows and rubbed brick flat arches. Its simple effect is compromised by an inappropriate modern shopfront at ground level. By contrast, No. 30-32 has a wide stone frontage in a mixed French/Queen Anne idiom. Its three canted bays, wealth of stone detailing and projecting triangular dormers are an exuberant contrast to Hoare's. The former Promoter Insurance (No. 29) has an eclectic, narrow frontage of the 1860s with disproportionately shrunken upper storeys. Temple Bar House (No. 23-26) has granite lower floors and stone upper floors whose Classical details conform to the general theme of the street. The Cock Tavern (No. 22) has an extremely narrow mock-Tudor frontage of 1912 with faux timbering and a prominent gable. There is a positive contrast between its scale and that of its larger neighbours.

No. 21 was formerly the London and Provincial Law Life Assurance. Built in 1853 to designs by John Shaw Junior (who designed other buildings on the street), it has understated Classical details with French influences. No. 18 is the former Goslings bank, built c.1898 to designs by AC Blomfield reminiscent of Child's Bank further east. It is a good neoclassical composition that complements No. 21 in materials and general theme. Their smart street frontages form a group with the K2 telephone box opposite. The jettied, timbered Inner Temple gatehouse has richly carved oriel windows and is a notable interlude between buildings of predominantly stone, Classical detailing (n.b. both this and the Middle Temple gatehouse are located in the Temples conservation area, but front Fleet Street).

No. 16 has an extremely thin frontage that freely uses Classical devices and steps up in scale between the gatehouse and No. 14. The latter is the former Union bank of London, a plain Classical composition. It is joined to No. 16 by the thin street frontage of a building to the rear. Both buildings have original painted timber fenestration at ground level that adds interest to the street scene.

The former Legal and General Assurance (No. 10) has a lavish red brick and terracotta frontage, large rusticated ground floor and prominent off-centre gable at roof level. The building uses a varied palette of colours, materials and renaissance detailing. While more richly decorated than its neighbours, it shares their rectangular window openings and Classical idiom. The Middle Temple gatehouse has a prominent Classical frontage of rusticated ground floor, giant stone Ionic pilasters and large upper pediment with dentil cornice. The date 1634 is carved under a painted lamb motif on the central keystone. No. 3 echoes the former's use of stone quoins but is much plainer in appearance, with large rectangular window openings and unsympathetic later window surrounds at first floor level. The former Child's bank (No. 1) is built of stone with large Corinthian columns above a rusticated stone floor with vermiculated detailing. It maintains the scale of its neighbours, and forms a dignified group with the Temple Bar memorial and Royal Courts of Justice opposite.

Fleet Street, lanes and courts (S)



Salisbury Square



Old Mitre Court

The courts and alleys south of Fleet Street are more varied in proportion and intimacy, with large 20th century developments having removed much of the intricacy of the street layout. Nevertheless, there are a number of subsidiary spaces to the south of the street within the conservation area that are described below.

Falcon Court

This court is reached between No. 30-32 and No. 33 Fleet Street, the latter being the former premises of publishers John Murray, who are commemorated by a plaque to the right of the entrance. It is a small, intimate space fronted by neo-Georgian barristers' offices constructed after the war. The buildings on the east of the court are lower in scale than those on the west and different in style (neo-Georgian for the former, Jacobean for the latter) but are unified by the use of brick with stone dressings.

Old Mitre Court/Serjeants Inn

Entered beneath Mitre House (No. 40-43 Fleet Street), Old Mitre Court is named after an Elizabethan Inn on this site. A relatively plain back land space, it is fronted by the subsidiary elevations of surrounding buildings. These generally consist of understated brick with sash windows and stone dressings. Mitre Court Chambers (No. 4) was constructed in the early 19th century and is of yellow brick with stone dressings and

a modern stone doorcase with a Bishop's mitre carved in the centre. It faces a courtyard that is enclosed on the other sides by the post-war buildings of Serjeants Inn, a neo-Georgian set of offices (now a hotel) built in red brick with stone dressings. Though of different periods, the ensemble is stylistically and materially unified.

Pleydell Street, Pleydell Court and Lombard Lane

These three thoroughfares form a remnant of the historic street layout, visible on Ogilby and Morgan's map of 1676 (as 'White Friers').

At the corner of **Pleydell Street** (formerly Silver Street) and Bouverie Street, No. 62 is of a Jacobean style in red brick with an original shopfront at ground level. The north side of Pleydell Street thereafter consists of elevations sharing white stucco treatment to their ground floors with brick upper floors and regular window openings. At the western end of the street is a frontage of similar scale and proportions but with larger, rectangular window openings with spandrel panels at the upper level.

Pleydell Court provides a connection to Fleet Street, and is a tight alleyway fronted by brick walls and sash windows. The frontages are generally harmonious in scale and detailing and both street and court have a narrow intimacy reflecting their historic origins.

The majority of **Lombard Lane** is occupied by the rear elevation of the Serjeants Inn complex: neo-Georgian frontages of brick with stone and rubbed brick dressings. These are of a regular, understated character that reinforces the historic sense of the street. No. 4-7 is a brick warehouse building with regular openings that adds variety to the street scene but with complementary materials and scale. Further value is added by the granite setts with which the lane is paved.

Whitefriars Street

After the curtain walled flank of No. 69-71 Fleet Street, No. 36-38 is a return to traditional materials and detailing, with stone-clad ground and first floors and a brick and stone elevation thereafter. It is modestly detailed with simple classical motifs. The former Coach and Horses pub (No. 35) has a brick Queen Anne frontage with an original shopfront. The traditional materials and sympathetic scale of the two buildings add interest to a street otherwise characterised by large, modern developments. **Hanging Sword Alley** is a modern thoroughfare whose name commemorates a 16th century route on the site of the present Fleetbank House.

St Bride's Churchyard and Bride Lane



St Bride's east elevation



St Bride's Avenue



Bride Lane

The site of St Bride's church has been occupied since the Roman period. Wall fragments from the 6th century together with a Celtic dedication indicate the church was founded before the Norman Conquest. After the medieval church was destroyed in the Great Fire, the present building was constructed to designs by Wren between 1671 and 1703. The church is surrounded on all sides by buildings of traditional materials and scale lining narrow thoroughfares that have an intimate, historic feel, described below. The spire is particularly notable – the diminishing stages said to have influenced wedding cake design – and can be appreciated against a relatively uncluttered skyline, particularly when viewed from the south-east. It is colloquially known as the 'Journalist's church', and has significant associations with the newspaper industry.

Bride Lane is a narrow thoroughfare that is an important contrast to the surrounding large primary streets. Views down the lane from these streets are of evocative combinations of historic buildings. The view from Fleet Street of the east end of St Bride's framed by the narrow lane is particularly notable, as is the view of the spire between No. 85-88 Fleet Street.

Bride Lane's entrance from New Bridge Street is framed by the 20th century columns and bow windows of Fleet House and the contrasting large, round-headed brick bays of 6-7 New Bridge Street. These tall buildings create a sense of enclosure that is softened by the lower scale of the buildings further down the lane. The former St Bride and Bridewell Schools (No. 16-17) were built in 1840 of yellow brick with stone dressings, in a style reminiscent of a Nonconformist chapel. Its height and materials are matched by the wider frontage of St Bride's Institute (No. 12-14). This has a Queen Anne flavour with Classical motifs and stone dressings, and is a well detailed, satisfying composition. Its first three bays are a contrasting mixture of ceramic tiles, iron columns and large glazing.

Bride House (No. 18-20) is a 20th century building of sympathetic brick with stone dressings on the corner of the lane. Understated details at ground and first floor level add interest to the street scene, including rusticated brickwork and herringbone brick panels with iron balconies above. A mature plane tree opposite provides a welcome green element. No. 22-24 share materials, style and scale with Bride House but are plainer in detailing. They have an assemblage of well-maintained traditional shopfronts at ground level that enhance the quality of the street scene. The run of

brick elevations contrasts well with the formal stone architecture of St Bride's east end.

Opposite, No. 87 Fleet Street has a carved doorcase that enlivens the frontage to Bride Lane. The high wall of the churchyard that faces the buildings provides a pleasing sense of enclosure along the lane. **St Bride's Avenue** is a narrow thoroughfare along the north side of the churchyard. Reached by steps up from Bride Lane, the rear of the Old Bell forms an evocative group with the church and yard. The other frontages along the avenue are of a larger scale but have appropriate red brick and stone facades.

Salisbury Court and Salisbury Square

This small road leads to Salisbury Square, named after the Bishop of Salisbury's Inn, a prominent medieval mansion that stood on the south side. The east side of the road is taken up by the flank elevation of the Reuters building, whose regular deep window openings and stonework contrast pleasingly with the varied materials and styles of the buildings opposite.

After the Classical Barclays Bank (described under **Fleet Street, south side**), Greenwood House (No. 4-7) is of a red brick Queen Anne style with fine brickwork decoration, carved stone ornament and large white oriel windows below gables in its three bays. On one of the brick piers, a shield carved with three casks and a chevron indicate the building was formerly the premises of the Vintners' Company. The first edition of the Sunday Times was edited here, commemorated by a blue plaque.

No. 8 is a narrow-fronted brick building with stone detailing and slender cast iron columns halving the wide window openings, which diminish in height to each floor. The window openings echo those on its neighbour. No. 1 **Salisbury Square** is a 20th century reconstruction of a Georgian building. It has red and brown brick with regular sash window openings generally echoing the materials of the Court. In the centre of the square is a granite obelisk originally located at the northern end of Ludgate Circus. Around it, planting and trees form an attractive setting to No. 1.

The east side of the square has two red brick and stone gatehouses from the now demolished Bell's Buildings (1908) that have been incorporated in St Bride's House. The latter has piers of brown brick separating strips of dark glazing and extends behind to face St Bride's church from the south.

Ludgate Circus



South-west and north-west quadrants of Ludgate Circus

Ludgate Circus was formed between 1864-9 and its buildings were constructed in the 1870s. It replaced the Fleet Bridge, which crossed the (now underground) river at this point, with a formally planned set-piece of a type hitherto absent from the area. The north-west, north-east and south-west quadrants survive from the 19th century, while the south-east quadrant was destroyed by bombing in WWII and was rebuilt in the late 20th century. At this time the centre of the carriageway was raised for Thameslink infrastructure works.

The well preserved historic architecture and rooflines of the three Victorian quadrants make an important contribution to the conservation area. The Circus has Fleet Street's interplay of different materials and architectural devices, set in a grander context created by the concave facades and confluence of the roads.

The north-east quadrant has a lively Franco-Classical frontage in yellow brick and stucco with dormer windows crowned by bristling iron finials. The north-west quadrant is predominantly Classical with decorative flourishes and a similarly rhythmic roofline of dormers and chimneystacks. The south-west quadrant has a more delicate character with a distinctive arrangement of chimneystacks and dormers with rococo accents. The stone-clad modern south-east quadrant completes the Circus in a similarly scaled, appropriately understated manner. The form of the Circus could be further reinforced in the treatment of hard landscaping.

St Bride Street/Poppins Court

No. 2 St Bride Street is a compact flat-iron shaped building of red brick, stone dressings and round headed windows that animate the elevations. It has an attractive carved stone doorcase on the thin end. No. 5-13 is a terrace of brick and stone dressings, whose run of pointed dormers animate the roofline. It has well-executed strips of red terracotta detailing. No. 3 has a large, prominent gable that echoes the small triangular dormers of its neighbour. It has rectangular window openings divided by stone mullions, and is an effective transitional building towards Ludgate Circus. To the rear is Poppins Court, a narrow thoroughfare down to Fleet Street. No. 5 has plain 19th century brick elevations with regular window openings and timber fenestration, while No. 1-4 shares this style but is of white glazed ceramic tiles and incorporates traditional shopfronts. The Court's intimate scale and plain elevations contrasts well with the bustle of the main street.

Farringdon Street

No. 1-6 is of brick with stone dressings. Its muted detailing is an effective prelude to the north-east quadrant of Ludgate Circus, which it neighbours. It has a late 20th century roof extension and mansard above its cornice line of appropriate scale and detailing.

New Bridge Street

Part of the south-east quadrant of Ludgate Circus, No. 110 has sympathetic stone cladding over recessed glazing. The wide-fronted Albion public house (No. 2-3) is a storey lower than the neighbouring south-west quadrant but is of complementary proportions and detailing. No. 4 is narrower but shares the height and some detailing of the Ludgate Circus buildings. It provides access to pedestrian Bride Court at ground level. No. 5 is similarly narrow but is a storey higher, with plain detailing enhanced by an ornamental iron balcony. No. 6-7 is a wider, three-bay, five-storey building of dark red brick with red brick dressings and a slate mansard. It is a well detailed building whose scale is appropriate to its neighbours. Fleet House (No. 9-12) is a large 20th century office block that has fenestration and spandrels arranged between stone piers that give a strongly vertical effect. In 2014 conditional planning permission was granted for the redevelopment of the site.

Bridewell Place

The buildings on the north side of the street are within the conservation area boundary. For the flank elevation of Fleet House 9-12 (New Bridge Street), see **New Bridge Street**. Next to it is the St Bride's Tavern (part of the Fleet House development), a stone-clad 20th century building with a large central bow window echoing that at No. 56-57 Fleet Street. In scale it mediates effectively between Fleet House and No. 2 Bridewell Place. The latter is the former St Bride's Vicarage, designed by Basil Champneys in 1888. A pleasing red brick composition in a Queen Anne Style, it has lively pedimented dormers and brick detailing that add rhythm and interest to the street scene.

7. Land uses and related activity

Fleet Street is one of the City's five designated Principal Shopping Centres, and contains a rich variety of shops, restaurants, pubs, wine bars, banks, building societies and various agencies. These are primarily at ground floor level, but also occupy space in basements and on upper floors. These activities make a fundamental contribution to the richness and vitality of the area's character. Where shopfronts and signs are of a traditional or complimentary design, they make a positive contribution to the appearance of the conservation area.

There remains a legal and clerical flavour to the area, thanks to the presence of the nearby Temples and Serjeants Inn within the boundary. Many buildings continue to be occupied by legal firms, and proximity of Lincoln's Inn, the Temples and the Royal Courts of Justice all create strong associations with the law.

Evidence of the former proliferation of printing and publishing businesses is less obvious (apart from No. 18 Red Lion Court and No. 33 Fleet Street – see section (6)), but the association with journalism is strongly present in the streetscape, the numerous surviving newspaper buildings being prominent landmarks today. There are now numerous banking, accountancy and law firms occupying sites in Fleet Street's hinterland.

There are some buildings in residential use, although these account for a comparatively low proportion overall.

8. Architectural character



NE quadrant of Ludgate Circus



No. 144 & 145 Fleet Street

Architects, styles and influences

Architectural variety is one of Fleet Street's fundamental characteristics, creating a stimulating street scene of exceptional richness and interest, with a bustling and at times riotous quality. This is almost entirely down to happenstance rather than design; even in the formally planned Ludgate Circus, frontages are expressed differently. Within this variety are a series of thematic combinations, discussed below, that give consistency to the street scene.

Many of the narrow medieval plots were given sympathetic and imaginative frontages in the Victorian and Edwardian periods, often in an eclectic style. The aforementioned buildings of Ludgate Circus are examples, as are No. 142, No. 53, No. 29 and Nos. 184-185 Fleet Street. Additionally, many buildings freely combine the relieving arch, Diocletian window, gable, Palladian window and projecting oriel window devices, creating some consistency through the street. Many of the large window openings at high level were created to provide maximum illumination for composers setting out newspaper pages.

Other narrow frontages are plainer in design. Some date from the late eighteenth and early 19th century, offering examples of the plain brick frontage that would have been the precursor to livelier re-fronting (e.g. No. 33 and No. 145-6 Fleet Street). The courts and alleys leading from Fleet Street are characterised mainly by this sort of frontage, interspersed with plain 19th century warehouses and 20th century neo-Georgian buildings.

The grander buildings of the 19th century, usually banks, have more formal architecture that contrasts with the eclecticism elsewhere. Good examples are No. 37 (Hoare's Bank), No. 18 (former Gosling's Bank) and No. 1 (former Child's Bank) Fleet Street. Their more composed Classicism is echoed along the street by the use by smaller frontages of pilasters, rustication, pediments and other devices. Other

larger frontages imaginatively combine motifs, materials and styles to create eye-catching compositions such as No. 10 and No. 30-32 Fleet Street. Further styles include the Queen Anne revival, found at the St Bride's Institute and No. 2 Bridewell Place.

Architectural innovation is to be found on Fleet Street: No. 187, by John Shaw Jun. (c.1834), is a very early example of the Jacobean revival style, while the Daily Express building by Sir Owen Williams (1930-3) is said to be the first curtain-walled building in England. It is also an example of a building whose significance transcends the inconsistency of its scale and materials with the wider conservation area. The Daily Express, Telegraph and Press Association buildings are obvious products of journalism's boom years, but there are a number of surviving smaller offices, such as those of the Dundee Courier (No. 186), Birmingham Post (No. 88) and Glasgow Herald (No. 56-57) that hint at the extent to which the industry dominated the street.

Later architecture is either contextual or plainer. Some postmodern buildings include details such as gables, oriels and pilasters that sympathise with earlier buildings along the street, though the quality of their execution varies. The Fleet Street frontage of No. 65 is an example of successful integration of modern development within the existing street scene.

Building ages

Buildings in the conservation area date from the 17th century onwards. The earliest is the Inner Temple gatehouse, which dates to c.1610. There are a handful of survivals immediately post-Great Fire, such as No. 5-6 Crane Court, the Tipperary and St Bride's church. There are a similarly small number of buildings from the 18th century. Dr Johnson's House and No. 33 Fleet Street are examples from this period.

There is a proliferation of buildings from across the 19th century; Hoare's (No. 37 Fleet Street) and St Dunstan's church were constructed in the 1830s while the later part of the century saw the redevelopment of many plots in the area, some resulting from road widening schemes. The end of the nineteenth and beginning of the 20th century was an especially prolific period from which many buildings survive in the area. The Victorian parts of Ludgate Circus, the St Bride's Institute, the former Child's Bank and No. 184-185 Fleet Street are all representative examples.

The 20th century is well-represented, with buildings dating from Edwardian, interwar, post-war and later decades. Examples include No. 61 Fleet Street, the former Daily Express building, No. 161-170 Fleet Street, and No. 180 Fleet Street.

9. Local details

Architectural sculpture



Sculpture of Mercury, Telegraph building

There are many fine examples of architectural sculpture in the conservation area, mainly on commercial buildings. These take the form of decorative relief motifs, lettering, sculptural groups and ornamental features that are a key enhancement of the conservation area. Embellishing the principal elevations of buildings underlined the use of the building, identified its occupant, conveyed prestige or simply enriched it.

The former King Lud public house (north-east quadrant of Ludgate Circus) has sculpted crowned heads at roof level between dormers, while Ludgate House (north-west quadrant) has profuse carvings of cherubs and portrait heads. Cherubs are also found above the doorcase of No. 92 Fleet Street, the work of Gilbert Seale.

The Daily Telegraph building has twin Art Deco sculptures of the Roman messenger god Mercury over its main entrance, while the Press Association building has a bronze statue of Fame (by William Reid Dick) in the same position. Both entities have evident journalistic connections. The former Glasgow Herald building (No. 56-57) has carved thistles and Saltires (found elsewhere at No. 130) displaying its Scottish connection.

The frontage of No. 4-7 Salisbury Court is decorated with foliate carving and a shield carrying the arms of the Vintners' Company, indicating it was their headquarters. Mary Queen of Scots House has a statue of the eponymous queen in a central niche at first floor level. No. 50 has an allegorical sculptural group, 'Justice with Prudence and Liberality', by A. Stanley Young at the centre of the ground floor. The Temple gatehouses bear sculptural reliefs of their emblems: Pegasus for the Inner Temple, and the Lamb of God, for the Middle Temple.

Public statuary and other features



St Dunstan-in-the-West: clock & strikers



Bust of T.P. O'Connor, journalist

Public statuary is found in many places on Fleet Street and recalls many phases in its history. The works are variously located high on buildings, at street level or in open spaces, and further enhance the character of the conservation area.

The Temple Bar memorial by Horace Jones with J.E. Boehm, C.B. Birch, C.H. Mabey, and C.S. Kelsey marks the former site of the Temple Bar, the entrance to the City from Westminster. Atop is the City's symbol, a dragon in bronze, with niches either side holding stone figures of Queen Victoria and Edward, Prince of Wales. The group is an important manifestation of Fleet Street's ceremonial associations. Temple Bar was designed by Sir Christopher Wren and was removed for 19th century road widening; it has now been relocated to Paternoster Square.

Along the street, St Dunstan-in-the-West has a notable group of historic features. A clock with strikers – two men with clubs in an aedicule – was said to have been made by Thomas Harrys in 1671 for the original church. On the wall is a statue of Queen Elizabeth I, said to have been carved in 1586 by William Kerwin and recycled from the Ludgate. Inside the church are further statues from Ludgate of King Lud and his sons. These are extremely evocative survivals that have a commemorative quality in common with the Temple Bar memorial. Forward in time, a bust of Viscount Northcliffe (Lady Hilton Young, 1930), a newspaper owner, offers a contrast with this group.

Other works include a bronze bust of the journalist T.P. O'Connor (F.W. Doyle-Jones, 1929) at No. 72-78 Fleet Street, a plaque to writer and journalist Edgar Wallace at Ludgate House, and a bronze statue of Hodge, Dr Johnson's cat, in Gough Square. An obelisk in Salisbury Square adds interest to the street scene and was originally located to the north of Ludgate Circus.

Examples of street furniture include historic bollards of painted iron in numerous locations, decorative iron gates such as those to Serjeants Inn, and traditional iron railings (such as those to Hoare's Bank). Some courts, including Crane Court and Bolt Court, contain metal planters with decorated mouldings.

Signage and shopfronts

Shopfronts and signage along Fleet Street are numerous and of variable quality, being a mixture of surviving original frontages and altered, modern shopfronts that in some cases detract from the appearance of the host buildings. Furthermore, inappropriate projecting signs, flags and awnings can disrupt important views. Traditional shopfronts and projecting signs evoke the historic commercial character of the street.

They generally incorporate subdivided glazing, a stallriser and fascia panel with non-illuminated signage bookended by corbels. There might be a projecting sign, typically of black, decorated metalwork terminating in a thin double-sided board or decorated pendant with illumination where appropriate.

Notable examples of both include El Vino (No. 47) and the Cheshire Cheese (No. 145). Examples of hanging signage include the Punch Tavern, the Bell, Hoare's Bank, and the Tipperary public house. A notable enclave of traditional-style shopfronts is Bride Lane, where the frontage of the Crown and Sugarloaf begins a run of understated, traditional shopfronts that contribute greatly to the appearance of the area.

In many cases along Fleet Street, the traditional shopfront survives but has been unsympathetically painted or weakened by the use of adhesive displays. Elsewhere modern signage has been successfully sited on historic buildings. No. 63 and 88 Fleet Street have modern signage that is appropriately understated, with the former utilising discreet individual lettering on the stone fascia.

There are also a number of historic signs that refer to the former usage or occupants of buildings. The prominent mosaics at No. 186, and lettering at No. 46, spell out the names of former newspaper and press organisations at those addresses. No. 18 Red Lion Court displays the 1820s sign of the printer Abraham Valpy, while on No. 18 Fleet Street a hanging sign depicts three squirrels, the sign of the former Goslings Bank whose building this was. All these add a wealth of interest to the street scene.

Clocks

A number of clocks, both projecting and set in frontages, add further interest to the street scene. Examples include those at No. 187 Fleet Street, St Dunstan-in-the-West, No. 161 Fleet Street, and on the Telegraph building at Ludgate House.

Flags

A number of flagstaffs are to be found on many of the buildings along Fleet Street. The occasional display of national or institutional flags is appropriate for ceremonial occasions.

Blue plaques



Throughout the City, City of London Corporation Blue Plaques add interest to the streetscene: plaques are reminders of the City's history. The following significant sites in the Conservation Area are commemorated by Blue Plaques:

No. 1 Fleet Street – Site of the Devil Tavern, demolished 1787

No. 37 Fleet Street – Site of the Mitre Tavern

6 Bouverie Street – In a house on this site lived William Hazlitt, 1829

Bolt Court (No. 3) – Site of The Medical Society of London 1787-1850

Gifted by a founder John Coakley Lettsom MD FRS

Bolt Court (No. 6) – Site of the Stationers' Company's school 1861 - 1893

Salisbury Court (E side) – In a house on this site Samuel Pepys, Diarist, was born 1632-1703

See www.cityoflondon.gov.uk/blueplaques.

10. Building materials

Architectural variety is mirrored by the broad range of building materials found in the conservation area. Colour and polychromy are prevalent. The materiality of the street is primarily brick and stone, with a differing combination of treatments and materials.

Various types of stone are found in the area, with Portland stone used on most buildings. St Dunstan-in-the-West is of yellower Ketton stone, while Hoare's Bank opposite is of warm Bath stone. Red stone dressings are found at No. 4-7 Salisbury Court and at No. 184-185 Fleet Street. Some later buildings are granite-clad, such as No. 65 or No. 179 Fleet Street. The ground floor of the former Coutts building is of black gabbro stone. Red, brown and yellow brick are all used extensively. Rubbed red brick detailing is used on some buildings as a decorative finish, such as the caretaker's lodge at Dr Johnson's house. The various hues and textures of these materials complement the diversity of the architecture.

Other less frequently used materials add further interest. On individual buildings, the coffee-hued terracotta of No. 10 Fleet Street and the black vitriolite (a kind of structural, pigmented glass) panels of the Daily Express building create focal points within the street scene. Though the latter is generally inconsistent with the wider conservation area, it is integral to the building's architectural and historic value. Ceramic or glazed finishes appear at Poppins Court (white), No. 53 Fleet Street (green and crimson) and the elaborate frontage of the Punch Tavern. The timbering of the Inner Temple gatehouse and the Cock Tavern look back to the pre-Great Fire streetscape. Some buildings are occasionally finished in stucco.

Metal is used extensively for fenestration details, spandrel panels, brackets and projecting balconies. Where visible, building roofs are primarily of slate, tile and lead.

11. Open spaces and trees

As a busy thoroughfare, intersected by further secondary and tertiary routes, the environment around Fleet Street is predominantly one of hard surfaces. Refuge from the noise and bustle of the main road is offered by the courts and alleys. In addition to the qualities of the buildings which front them, the character of these spaces is derived from appropriate tree planting and green space. Gough Square, Bolt Court, Wine Office Court and Johnson's Court all contain trees that soften the built environment around them. Similarly, a row of trees along St Bride Street and Farringdon Street provide a welcome contrast to the busy roads nearby.

Two further green enclaves are St Bride's Churchyard and Salisbury Square. The former provides a noticeable shift in enclosure, noise levels and planting to provide a secluded space that contrasts greatly with the bustle of the street. Trees add value to views of St Bride's, particularly of the east end down Bride Lane. Salisbury Square is more open, but contains an attractive group of trees and planting that softens the modern east and south faces of the square.



Bolt Court

12. Public realm

The public realm of Fleet Street and its ancillary courts is traditional in its design and material. Yorkstone is the predominant paving material within the conservation area, laid with granite kerbs. Some areas, such as Gough Square and Salisbury Square, are floored with granite setts that underline their historic character. Some parts of the conservation area have footways with asphalt surfacing that is inconsistent with the traditional materials found elsewhere.

13. Cultural associations

From the 16th century onwards Fleet Street was a centre for the printing and publishing industries. Before he printed the First Folio of Shakespeare at the Barbican, William Jaggard had premises at St Dunstan's Churchyard, Fleet Street between 1594 to 1608. William Caxton's colleague Wynkyn de Worde moved to Fleet Street from Westminster, operating from the sign of the Sun near Shoe Lane. William Rastell worked from a house at St Bride's Churchyard between 1530 and 1534, producing among others works by Sir Thomas More, his uncle. There were many more such printers in the area.

Fleet Street's most enduring association is with newspapers. It figures in many publications celebrating and satirising journalism such as Michael Frayn's *Towards the End of the Morning* and Evelyn Waugh's *Scoop*, and its name is synonymous with the industry. The first daily newspaper, the *Daily Courant*, was published near the Fleet Bridge in 1702 (commemorated by a blue plaque). *Punch and the Illustrated London News* were started in the 1840s in Crane Court. As has been noted, the area's association with writers has been a long one, such as in the 18th century when Dr Johnson compiled the first English dictionary at No. 17 Gough Square. He and many others were to be found in the area's numerous coffee houses and taverns such as the Cheshire Cheese and the Devil's Tavern, near No. 1 and now commemorated by a City plaque.

The street is the processional route from Westminster to St Paul's Cathedral, and has formed part of the setting for ceremonial occasions, such as the journey to St Paul's Cathedral by Queen Elizabeth I after the defeat of the Spanish Armada, and the state funeral of Sir Winston Churchill. It is part of the procession for the Lord Mayor's show, an annual celebration of the inauguration of a new Lord Mayor of the City of London. The Temple Bar site is of great historic significance as a stopping-place for the monarch, who formally requests permission to enter the City and is offered the Lord Mayor's Sword of State as a sign of loyalty.

Management strategy

The management strategy sets out the position regarding the wider policies and guidance concerning the conservation and enhancement of Fleet Street Conservation Area. Future development schemes and enhancement projects will need to take account of these policies in relation to the special architectural and historic interest of the conservation area, as detailed in the above character summary.

Documents produced by the City Corporation are available on the website www.cityoflondon.gov.uk.

14. Planning policy

National policy

The Civic Amenities Act 1967 gave local authorities the power to designate conservation areas, and these powers are now contained in the Planning (Listed Buildings and Conservation Areas) Act 1990. The Act (section 69 (1) (a)) defines a conservation area as '*...an area of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance*'. Section 71 (1) of the Act requires the local planning authority to "*...formulate and publish proposals for the preservation and enhancement of any parts of their area which are Conservation Areas.*" See www.legislation.gov.uk.

The Government's planning policies are contained within the National Planning Policy Framework (NPPF), which came into force on 27 March 2012. Historic environment policies are detailed in chapter 12 which sets out the requirements for local authorities and applicants in relation to the conservation of heritage assets, including conservation areas. See www.communities.gov.uk. The Department for Communities and Local Government have published Planning Practice Guidance for the NPPF, of which the section 'Conserving and enhancing the historic environment' is particularly relevant. See <http://planningguidance.planningportal.gov.uk/>.

NPPF historic environment policies are supported by Historic Environment Good Practice Advice notes 1-3, produced by Historic England. See <https://www.historicengland.org.uk/>.

London-wide policy

The London Plan (2015) forms part of the statutory development plan for the Corporation and needs to be taken into account when considering development within the Conservation Area. Key policies to consider are: policies 7.8 Heritage assets and archaeology and 7.9 Heritage-led regeneration. See www.london.gov.uk/thelondonplan.

City of London Corporation policy

Planning policy for the City of London is contained within the Local Plan, which was adopted in January 2015. See www.cityoflondon.gov.uk for more information. Development proposals within the Fleet Street Conservation Area have to be considered in the context of the policies of the Local Plan. Within this framework, particular account will need to be taken of Core Strategic Policies CS10 'Design',

CS12 'Historic Environment', CS13 'Protected Views', CS19 'Open Spaces and Recreation', CS20 'Retailing', and CS21 'Housing'.

In addition to policy CS10 Design, special attention should also be paid to Local Plan policy DM10.6 Advertisements. This policy seeks to encourage a high standard of design and a restrained amount of advertising, in keeping with the character of the City, and to resist excessive or obtrusive advertising, inappropriate illuminated signs and the display of advertisements above ground level. Other key policies in the Local Plan are: DM12.1 'Managing change affecting all heritage assets and spaces'; DM12.2 'Development in conservation areas', DM12.3 'Listed Buildings' and DM10.5 'Shopfronts'.

Protected views

The London Plan and the Local Plan seek to protect strategic views which are defined within the London Plan's SPG – the London View Management Framework (LVMF). In Fleet Street Conservation Area, the following Protected Vistas need to be considered:

The Protected Vista from Greenwich Park (5A.2) is relevant to the Fleet Street CA. The Wider Setting Consultation Area (Background) of this Protected Vista partially crosses the north-eastern extremity of the conservation area (north Ludgate Circus and St Bride Street). The consultation threshold plane for Protected View 5A.2 is 52.2 – 52.3m AOD.

Development proposals in Wider Setting Consultation Areas must be designed or sited so that they preserve or enhance the viewer's ability to recognise and appreciate the Strategically Important Landmark, in this case St. Paul's Cathedral. Further detail can be found in the LVMF SPG - see www.london.gov.uk.

This character summary identifies a number of distant and local views that contribute to the character of the conservation area (see section 5. Spatial analysis: views and vistas). Proposals will be assessed for their potential effect on these and other views of significant individual buildings, townscapes or skylines.

The City of London Protected Views SPD (2012) categorises two City Churches with a Skyline Presence within the conservation area. St Bride, built between 1671-1703 and listed at grade I, has the tallest of Wren's spires, of Portland stone in five octagonal tiers of diminishing height. St Dunstan-in-the-West is by John Shaw Senior and was built between 1830-3. It is listed at grade I, and has a Gothic tower of Ketton stone surmounted by an octagonal stone lantern.

Additionally, the easternmost part of the conservation area is included in the St Paul's Height's Policy Area. More information on St Paul's Heights can be found in the City's Protected Views SPD.

Sustainability and climate change

The City Corporation is committed to being at the forefront of action in response to climate change and other sustainability challenges that face high density urban environments. In particular, areas will need to be resilient to warmer wetter winters, hotter drier summers and more frequent extreme weather events. In adapting to

meet these challenges, it is important that sustainable development is sensitive to the historic environment.

Issues specifically relevant to Fleet Street Conservation Area include:

- Both St Bride's Churchyard and Salisbury Square contain trees and planting that contributes to the biodiversity of the area, and should be enhanced where appropriate;
- The area around Ludgate Circus is within the City Flood Risk Area because it is vulnerable to surface water and associated sewer surcharge flooding. Climate change is likely to increase the frequency and severity of this type of flooding;
- Care should be taken to ensure that historic assets within the area are resistant to inundation by flood water and resilient to the impacts of flooding should they occur;
- In order to minimise the risks of flooding elsewhere in the City, new development schemes will be expected to make use of appropriate rainwater attenuation measures such as the Sustainable Drainage Systems (SuDS) and green roofs;
- The City is an air quality management area for fine particulates and oxides of nitrogen. It is therefore essential that development does not exacerbate existing air quality issues, particularly around sites of particular vulnerability.

The Local Plan policy CS15 provides guidance on sustainable development and climate change and policy CS18 on flood risk. Associated development management policies provide additional guidance on requirements. The City has also produced a *Climate Change Adaption Strategy* (revised and updated January 2010).

15. Environmental enhancement

The City of London has recently reviewed the existing Area Strategy for Fleet Street in order to bring it up to date with current priorities. The focus of the Strategy is on major improvements to the Fleet Street and Ludgate Hill corridor, supplementing the major changes that are taking place in the wider area. A number of enhancement projects were successfully completed in under the previous strategy, such as the Fleet Street Courts and Lanes project, which re-presented these areas with introduced new paving, planting, seating and water features.

The work is underpinned by the City Street Scene Manual (2005), which will be superseded by the draft City Streets & Spaces SPD (2015). This is being prepared to promote high quality design and set the highest standards for every element that contributes to our experience of the City's streets. There are ten overarching aims that support all interventions in the City's public realm:

- An increasingly higher standard of design quality;
- Understanding context and character;

- Simpler and less cluttered streets and spaces;
- Better coordination and more consistency;
- Protecting heritage and ensuring continuity;
- More sustainable streets and spaces;
- Supporting and encouraging good health, well-being and healthy lifestyles;
- Making an exception for exceptional streets and spaces;
- Better connected and more accessible streets and spaces;
- Releasing the potential of streets and spaces to support commerce, culture and art.

These principles, along with detailed guidance, and history and evolution of streets and spaces in the City are set out in detail in the SPD.

16. Transport

Much work has already been done on reducing motor vehicle traffic in the City, including in and around Fleet Street.

- The Mayor's congestion charging zone scheme has significantly reduced motor vehicle traffic in Central London;
- The Mayor's low emission zone scheme has further reduced numbers of the most-polluting heavy vehicles across London;
- In adopting its Local Plan the City Corporation has refined its highway hierarchy to further reduce the adverse impacts of motor vehicle traffic, including on the valued character of the City's conservation areas, and will continue to reduce the impact of traffic management infrastructure.

Further details about transport proposals, including the City of London Cycle Plan, and Rail Strategy are available on the website. See www.cityoflondon.gov.uk

In addition, the Mayor's North-South cycle superhighway will pass through Ludgate Circus. See www.tfl.org.uk.

17. Management of open spaces and trees

Trees, churchyards, gardens and other green spaces make a strong contribution to the character and appearance of the Fleet Street CA, and will be enhanced, where appropriate, when opportunities arise.

The City of London Open Space Strategy SPD (2015) details the existing open spaces of the City, future spaces to be provided and how these could be delivered. The City of London Biodiversity Action Plan 2010-2015 (2010) outlines the importance of the City's urban green spaces, which in Fleet Street includes St Bride's churchyard, Salisbury Square and trees. In addition, the City Corporation has published a Habitat Action Plan (HAP) for Urban Green Spaces, Churchyards and Cemeteries, and for Built Structures.

The City of London Tree Strategy SPD (2012), Parts 1 and 2, sets out a strategy for the protection, maintenance and increase in privately owned trees and City Corporation owned and managed trees within the City of London. The location of trees or the potential loss of trees in the townscape may have an impact on the setting and views of heritage assets. It is important that this issue is considered and that significant harm is not caused to the setting of heritage assets.

Trees in the conservation area are protected under section 211 of the Town and Country Planning Act 1990 (as amended). Anyone proposing to carry out works to a tree in a conservation area must give six weeks' notice to the local planning authority of their intention to do so prior to undertaking such works.

There are currently no Tree Preservation Orders (TPOs) in the Fleet Street conservation area, although the City Corporation will give further consideration to TPO designation in accordance with the Tree Strategy.

18. Archaeology

The City is the historic centre of London and has a rich history, with monuments and archaeological remains surviving from all periods. Its historic landscape has shaped and influenced the modern townscape. There has been almost continuous occupation of the City from the initial Roman settlement and there is also evidence of earlier occupation. Physical evidence of the development of the City is contained in the visible and buried monuments and archaeological remains. The history of settlement has led to the build-up and development of a very complex, and in some areas, deep archaeological sequence. Later building development and basement construction has eroded the archaeological evidence, and in some areas remains have been lost with no record or an incomplete record on only part of a site.

Due to the complex layering of remains above and below ground, the entire City is considered to have archaeological potential unless it can be demonstrated that archaeological remains have been lost, due to basement construction or other ground works.

Where developments are proposed which involve new groundworks, a historic environment assessment, including an assessment of the archaeological potential

and impact of the proposals, will be required as part of the planning application. Where significant remains survive, consideration will be given to amendments to the proposals to ensure that disturbance to archaeological remains is minimised or reduced. The Corporation will indicate the potential of a site, its relative importance and the likely impact to a developer at an early stage, so that appropriate assessment and design development can be undertaken. Developers should refer to *Planning Advice Note 3: Archaeology in the City of London*, and *Conservation Areas in the City of London: A General Introduction to their Character*, for further information. See www.cityoflondon.gov.uk.

There is high archaeological potential in the Fleet Street Conservation Area, including:

- Environmental evidence of the former River Fleet and valley
- Evidence of Roman settlement or occupation, including roads and burials
- Saxon and later remains beneath St Bride's church
- Medieval remains, including the Bishop of Salisbury's Inn at Salisbury Square
- Remains of medieval buildings, roads and settlement patterns

19. Enforcement

Breaches of planning control are investigated in accordance with the City of London Planning Enforcement Standards, August 2013. This sets out the manner and timescales in which breaches will be investigated, and is available on the City Corporation's website. See www.cityoflondon.gov.uk.

20. Condition of the conservation area

The buildings, open spaces and public realm of Fleet Street Conservation Area are generally in good condition and maintained to a high standard. The adaption, upgrading, repair, conservation, or redevelopment of buildings is managed to have a minimum effect on neighbouring buildings, the highway and the amenity of the area.

Potential pressures in the conservation area have been identified as new development, particularly relating to shopfronts, and utilities replacement works, although these do not threaten its character. The condition of the conservation area is judged to have improved in recent years, and is expected to further improve in coming years.

Planning applications will be judged against the local, regional and national policies and guidance identified above, and the loss of buildings and features that contribute to the character of the area will be resisted accordingly.

St Bride's church is currently classified as a Place of Worship at risk by Historic England, and is included on their 2014 Heritage at Risk register for London. Although

spire repairs were completed successfully in 2014, the condition of the nave parapets, aisle roofs and clerestory walls and windows remains poor.

<https://content.historicengland.org.uk/images-books/publications/har-2014-registers/lo-HAR-register-2014.pdf/>

Further Reading and references

Barson, Susie, and Saint, Andrew, *A Farewell To Fleet Street* (1988)

Bradley, Simon, and Pevsner, Nikolaus, *The Buildings of England, London 1: The City of London* (1997).

<http://www.buildingconservation.com>. Information resources for conservation, restoration and repairs, including specialist services and products, skills training and links to the industry's key organisations.

Dyson, Tony, *The Medieval London Waterfront: Annual Archaeology Lecture, Museum of London* (1989).

English Heritage provides a wide range of advice and guidance on heritage matters: <http://www.english-heritage.org.uk>. Some of the guidance is listed below.

English Heritage, *Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment* (2008).

English Heritage, *Understanding Place: Conservation Area Designation, Appraisal and Management* (2011).

English Heritage, *Seeing the History in the View* (2011).

English Heritage, *The Setting of heritage assets* (2011).

English Heritage guidance for property owners - <http://www.english-heritage.org.uk/your-property>. This section offers advice on maintenance, energy efficiency and permissions and consents needed to make changes.

English Heritage climate change guidance and resources - <http://www.climatechangeandyourhome.org.uk/live>.

English Heritage, The National Heritage List for England - <http://www.english-heritage.org.uk/professional/protection/process/national-heritage-list-for-england>.

Freeman, Jennifer (editor) *Save the City: a Conservation Study of the City of London* (1979).

Heritage Gateway provides access to extensive information on England's historic sites and buildings, including images of listed buildings. It allows cross-searching almost 60 resources. <http://www.heritagegateway.org.uk/gateway>.

Huelin, Gordon, *Vanished Churches of the City of London* (1996).

Institute of Historic Building Conservation (IHBC) in association with the Society for the Protection of Ancient Buildings: *A Stitch in Time: Maintaining Your Property Makes Good Sense and Saves Money*. Advice on maintaining buildings. A PDF can be downloaded free of charge. <http://www.ihbc.org.uk/publications>

London Archaeological Archive and Research Centre - administered by the Museum of London.

Museum of London, *Post-war Archaeology in the City of London, 1946-68: A Guide to Records of Excavations by Prof W F Grimes held by the Museum of London* (Archaeological Gazetteer).

Schofield, John, with Maloney, Cath (eds) *Archaeology in the City of London: A Guide to Records of Excavations by the Museum of London and its Predecessors*, Museum of London (1998).

Society for the Protection of Ancient Buildings (SPAB). SPAB offers a wide range of training courses on period buildings for the conservation professional and non-professional - <http://www.spab.org.uk/education-training>. SPAB aims to help owners of old buildings by providing training, technical advice and publications – <http://www.spab.org.uk/homeowners>. For free building conservation advice, telephone the SPAB technical advice line on 0207 456 0916 (Monday to Friday, 9.30 am to 12.30 pm). Books, technical pamphlets and information sheets are available to purchase online.

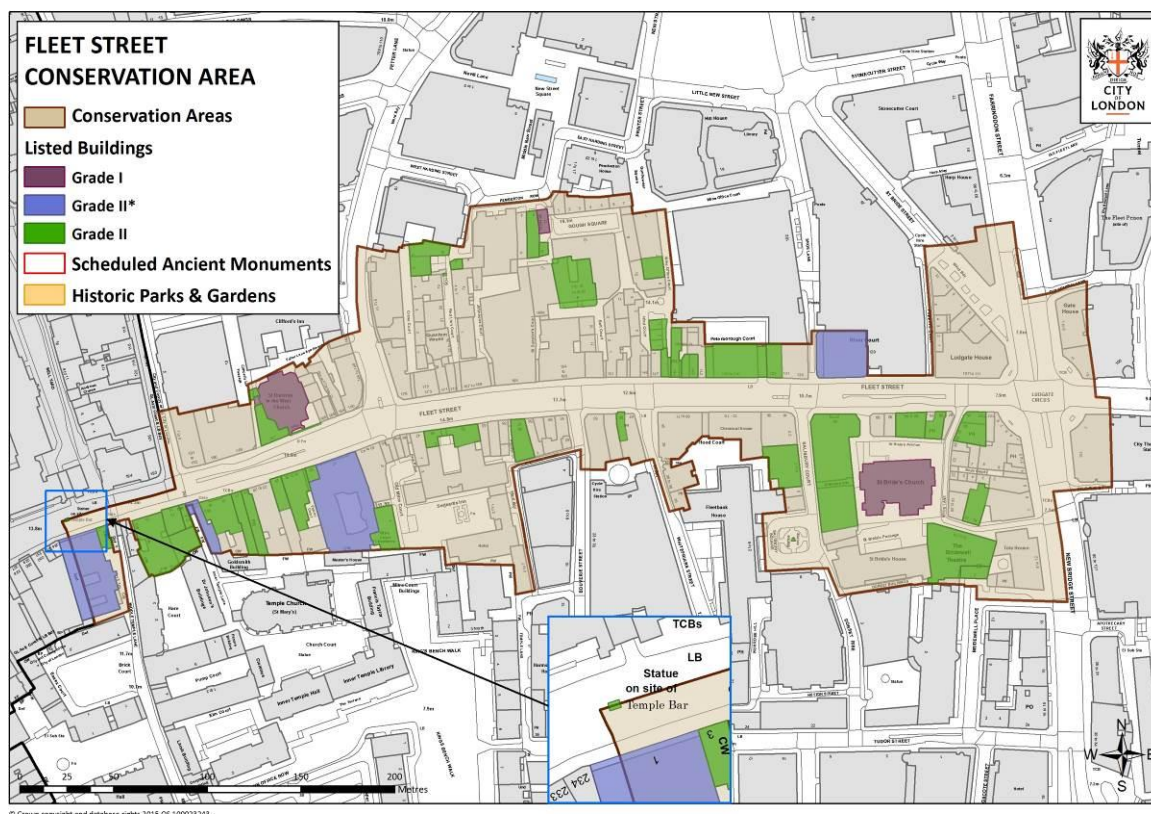
Stephens Curl, James, *Encyclopaedia of Architectural Terms* (1992).

Strype, John, *A Survey of the Cities of London and Westminster* (1720).

Appendix

Designated heritage assets

Information correct as of July 2015. Please consult the Corporation's website for up to date information. See www.cityoflondon.gov.uk/plans.



Listed Buildings

Street	Number/name	Grade of listing
Bolt Court	6	II
Bride Lane	St Bride Foundation Institute and Library	II
	16-17	II
Bridewell Place	2	II
Clifford's Inn Passage	Gatehouse, gateway and screen wall	II
Crane Court	5 & 6	II
Fleet Street	St Bride's Church	I
	St Dunstan-in-the-West Church	I
	St Dunstan-in-the-West Church gates and railings	II
	Temple Bar memorial	II
	1	II*
	3	II
	10	II

	13-14	II
	15-16	II
	18-19	II
	21	II
	Ye Olde Cock Tavern, 22	II
	29	II
	33	II
	37	II*
	49-50	II
	Former Glasgow Herald offices (No. 57)	II
	Tipperary Public House, 66	II
	82-85 (& 9 Salisbury Court) (Reuters)	II
	Bartholomew House, 90-94	II
	Old Bell Public House, 96	II
	Formerly the Daily Express, 120-129	II*
	132-134 (Mersey House)	II
	Formerly the Daily Telegraph, 134-141	II
	143-144	II
	Ye Olde Cheshire Cheese Public House, 145	II
	146	II
	187	II
Gough Square	Dr Johnson's House, 17	I
Old Mitre Chambers	Old Mitre Court	II
Pemberton Row	5	II
Red Lion Court	K2 Telephone Kiosk	II
	8	II
	18	II
Salisbury Court	4-7	II
Salisbury Square	Obelisk (Waithman Memorial)	II
Wine Office Court	1-3	II
	7	II

Contacts

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Tel: 020 7332 1710

Email: plans@cityoflondon.gov.uk

Website: www.cityoflondon.gov.uk/plans

London Metropolitan Archives

40 Northampton Road
Clerkenwell
London EC1R 0HB

Tel: 020 7332 3820

Email: ask.lma@cityoflondon.gov.uk

Website: www.cityoflondon.gov.uk/lma



The City of London Corporation is the local planning authority for the financial and commercial heart of Britain, the City of London. It is committed to maintaining and enhancing the status of the business city as one of the world's three leading financial centres, through the policies it pursues and the high standard of services it provides. Its responsibilities extend far beyond the City boundaries and it provides a host of additional facilities for the benefit of the nation. These range from the Central Criminal Court, the Old Bailey, to the famous Barbican Arts Centre and open spaces such as Epping Forest and Hampstead Heath.

Among local authorities the City of London Corporation is unique. Not only is it the oldest in the country, combining its ancient traditions and ceremonial functions with the role of a modern and efficient authority, but it operates on a non-party political basis through its Lord Mayor, Aldermen and Members of the Court of Common Council.

The City of London Corporation: a unique authority for a unique city.



**Appendix C – Equality Impact Assessment – Fleet Street Conservation Area
Character Summary and Management Strategy draft SPD**

Department of the Built Environment

‘You will not get far if you perceive the duty to be over burdensome or take a mechanistic approach....there will be progress if the duty is seen as a way of fundamentally changing the core values and culture of the organisation.....we need an outcome-oriented approach’

– CRE Chair 2001

Please initially complete pages 2-3; if you answer YES to any of the statements you must continue with the document.

This assessment should be completed at the start of a project, the beginning of a change to service or policies.

Equality Impact Assessment: Stage 1 Initial Assessment

Service Area:		Department of the Built Environment			
Main Contact		Tom Nancollas			
Policy/Project/Service:		Fleet Street Conservation Area Character Summary and Management Strategy SPD			
Related Policies (Please list)		To analyse the character of the Fleet Street Conservation Area (A) and to set out the policies for its management.			
Is the function or policy carried out by a third party?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			
To which of the following equalities issues could the Policy/Project/Service contribute? (Please tick as relevant)					
1. Eliminating unlawful discrimination, harassment & victimisation & other unlawful conduct prohibited by the Act? ¹ (Explain why in box below)	Y	<input type="checkbox"/>	N	<input checked="" type="checkbox"/>	
2. Advancing equality of opportunity between people who share a protected characteristic & those who don't? (explain how in box below)	Y	<input type="checkbox"/>	N	<input checked="" type="checkbox"/>	
3. Fostering good relations between people who share a protected characteristic & those who don't? (if possible identify the different groups and how relations could be improved in box below)	Y	<input type="checkbox"/>	N	<input checked="" type="checkbox"/>	
4. Is there any <i>potential</i> that this Policy/Project/Service <i>could</i> operate in a discriminatory manner?	Y	<input type="checkbox"/>	N	<input checked="" type="checkbox"/>	
5. Is there any evidence (including expressions of public concern or levels of complaints) of unequal impact or detriment to people sharing a protected characteristic or or the undermining of good relations between	Y	<input type="checkbox"/>	N	<input checked="" type="checkbox"/>	

people who share a protected characteristic & those who don't?				
6. Based on the assessment just considered, what is the overall assessment of relevance (or risk) in terms of equalities?	Low X	Medium <input type="checkbox"/>	High <input type="checkbox"/>	
Please provide brief details as above: An initial analysis of the Fleet Street Conservation Area prior to setting policies for its management. This task is neutral.				

Completed by / date:	Tom Nancollas	01/07/15
Manager Sign Off / date:	Kathryn Stubbs	14/07/15
DBE Equalities Champion / date:	Elisabeth Hannah / Ref DBE054 15/7/15	

1 The Act explains that having ' **due regard for advancing equality** ' involves:

- Removing or minimising disadvantages suffered by people due to their protected characteristics.
- Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

Policy/Project/Service where discretion may apply will also need to be considered when determining priority.

Please note that all new policies, projects or functions **must be** impact assessed as part of their development if any relevance to the duty is identified. The assessment should then be included as part of any decision or approval process e.g. included in Management or Committee reports.

Any requirement for new policies or restructuring of services and therefore the need to undertake an impact assessment, should be flagged-up well in advance as part of the annual service planning process to ensure it is part of the overall process and meaningful.

Equality Impact Assessment: Stage 2:

Only complete if you have answered yes to any question in stage 1.

A: Summary Details

Directorate:

Section:

Person responsible for the assessment:

Contact details:

Names of other people participating in review:

Name of Policy to be assessed:

Is this a new or revised policy:

Date policy scheduled for Committee (if relevant):

B: Preparation

*It is important to consider all available information that could help determine whether the policy/project/service could have any actual or **potential** adverse equality impact. Please attach examples of monitoring information, research and consultation reports.*

1. Do you have monitoring data available on the number of people (with protected characteristics*) who are using or are potentially impacted upon by your policy/project/service? *Please specify what information you have available.*
2. If monitoring has NOT been undertaken, will it be done in the future or do you have access to relevant monitoring data for this area? If not please give a reason for your decision.
3. Please list local/national consultations, research or practical guidance that will assist you in completing this EqIA.

C: Policy/Project/Service

1. What is the main purpose of the policy/project/service?
2. Are there any other objectives of the policy/project/service, if so what are they?
3. Do any written procedures exist to enable delivery of this policy/project/service?
4. Are there elements of relevant common practice that are **not** defined within the written procedures?
5. Who are the main stakeholders of the policy/project/service?
6. Is this associated with any other Corporation policies?
7. Are there any areas of the policy/project/service that are governed by statutory or discretionary powers? If so, is there clear guidance as to how to exercise these?
8. Is the responsibility for the proposed policy/project/service shared with another department, authority or organisation? If so, please state.

D: The Impact

Assess the potential impact that the policy/project/service could have on people who share protected characteristics. If you have assessed negative potential impact for any people who share one or more of the protected characteristics, you will need to also assess whether that negative potential impact is high, medium or low.

(N.B. Impact will not be equally negative or positive or neutral for all groups. There will be differing degrees of impact, the purpose of this section is to highlight whether it is disproportionately different)

Identify the potential impact of the policy/service/proposal on men and women

Gender	Positive	Negative (please specify if High, Medium or Low)			Neutral	Reason
Women		H	M	L		
Men		H	M	L		
Transgender/ transsexual		H	M	L		

Identify the potential impact of the policy/service/proposal on the basis of the following:

	Positive	Negative (please specify if High, Medium or Low)			Neutral	Reason
Pregnancy & Maternity		H	M	L		
Marriage & Civil Partnership		H	M	L		

Identify the potential impact of the policy/service/proposal on different race groups

Race	Positive	Negative (please specify if High, Medium or Low)			Neutral	Reason
------	----------	--	--	--	---------	--------

		Medium or Low)				
Asian (including Bangladeshi, Pakistani, Indian, Chinese, Vietnamese, Other Asian Background – please specify _____)		H	M	L		
Black (including Caribbean, Somali, Other African, Other black background – please specify _____)		H	M	L		
White (including English, Scottish, Welsh, Irish, Other white background – please specify _____)		H	M	L		
Mixed/ Dual heritage (White and Black Caribbean, White and Black African, White and Asian, Other mixed background - please specify _____)		H	M	L		
Gypsies/Travellers		H	M	L		
Other (please specify)		H	M	L		
<i>Identify the potential impact of the policy/service/proposal on disabled people</i>						
Disability	Positive	Negative (please specify if High, Medium or Low)			Neutral	Reason
Physical Disability		H	M	L		
Sensory Impairment		H	M	L		
Learning Difficulties		H	M	L		
Mental Health Issues		H	M	L		

e) Identify the potential impact of the policy/service/proposal on different age groups:

Age Group (specify, for example younger, older etc)	Positive	Negative (please specify if High, Medium or Low)			Neutral	Reason
Older People		H	M	L		
Young People/children		H	M	L		
<i>Identify the potential impact of the policy/service/proposal on lesbians, gay men, bisexual or heterosexual people</i>						
Sexual Orientation	Positive	Negative (please specify if High, Medium or Low)			Neutral	Reason
Lesbian		H	M	L		
Gay Men		H	M	L		
Bisexual		H	M	L		
Heterosexual		H	M	L		
<i>Identify the potential impact of the policy/service/proposal on different religious/faith groups</i>						
Religious/Faith groups (specify)	Positive	Negative (please specify if High, Medium or Low)			Neutral	Reason
Buddhist		H	M	L		
Christian		H	M	L		
Hindu		H	M	L		
Jewish		H	M	L		
Muslim		H	M	L		
Sikh		H	M	L		
Other (please specify)		H	M	L		

E: Review

1. As a result of completing the above what, in your judgement is the potential impact of your policy?

High 5**Medium 5****Low 5**

2. What actions could be taken to minimise or remove any negative potential impact? If so please complete the action plan and include in any relevant documentation.
3. What is the evidence that the policy promotes equality of opportunity or prevents unlawful discrimination?

Signatures

Person completing this assessment	
Service Head	
DBE Equalities Champion	

Action Plan

Recommendation	Key activity	Progress milestones	Officer Responsible	Progress

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Screening Statement

On the determination of the need for a **Strategic Environmental Assessment** (SEA) in accordance with the *Environmental Assessment of Plans and Programmes Regulations 2004* and *European Directive 2001/42/EC* of the:

Draft Fleet Street Conservation Area Character Summary and Management Strategy Supplementary Planning Document

July 2015



Sustainability Appraisal/Strategic Environmental Assessment Screening for:
Draft Fleet Street Conservation Area Character Summary and Management Strategy
SPD

1 Purpose of Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA)

- 1.1 The SEA Directive identifies the purpose of SEA as “ to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development” (Directive 2001/EC/42)
- 1.2 Sustainability Appraisal (SA) is the process by which this Directive is applied to Local Plan documents. SA aims to promote sustainable development through the integration of social, environmental and economic considerations into the preparation of plans.
- 1.3 The City’s Local Plan is subject to Sustainability Appraisal. However the 2008 Planning Act allows for Supplementary Planning Documents to be prepared without a full SA as long as they are screened to establish whether they will result in significant effects as defined by the SEA Directive.
- 1.4 The SEA Directive exempts plans and programmes from assessment “*When they determine the use of small areas at local level or are minor modifications to the above plans or programmes...*” and states that “ *....they should be assessed only where Member States determine that they are likely to have significant effects on the environment.*”
- 1.5 The criteria for determining the significance of effects are taken from schedule 1 (9 (2) (a) and 10 (4) (a) of the Environmental Assessment of Plans and Programmes Regulations 2004 and are defined in appendix 1. These can be split into the criteria related to (i) the scope and influence of the document (ii) the type of impact and area likely to be affected

2 Purpose of the Fleet Street Conservation Area Character Summary and Management Strategy SPD

- 2.1 The Fleet Street Conservation Area Character Summary provides an understanding of the significance of the Conservation Area by identifying and analysing its principal characteristics. The Management Strategy sets out the Local Plan and London Plan policies which are particularly relevant to this Conservation Area.
- 2.2 This strategy is a Supplementary Planning Document which provides guidance regarding the City’s Local Plan policies for design, historic environment and protected views.
- 2.3 This Character Summary and Management Strategy provides supplementary guidance regarding the local application of London Plan and Local Plan policies in this part of the City. The London Plan and City of London Local Plan have been evaluated through the SA and Habitats Regulation Assessment (HRA) screening process, which incorporates the requirements of the SEA Directive, and have been found to be sound

3 SEA Screening Procedure

- 3.1 The Responsible Authority (the City of London Corporation) must determine whether the plan or program under assessment is likely to have significant environmental effects. This assessment must be made taking account of the criteria set out in Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004 (see appendix 1), and in consultation with the Environment Agency, Historic England and Natural England.

3.2 Where the Responsible Authority determines that the plan or programme is unlikely to have significant environmental effects, and therefore does not need to be subject to full Strategic Environmental Assessment, it must prepare a statement showing the reasons for this determination.

3.3 Appendix 1 shows the results of this screening process for the Fleet Street Conservation Area Character Summary and Management Strategy.

4 Screening and Consultation Outcome

4.1 This screening demonstrates that the Fleet Street Conservation Area Character Summary and Management Strategy is unlikely to have significant effects on the environment. Therefore it will not be necessary to carry out a full SA/SEA on this document.

4.2 Each of the statutory consultees has been consulted on this initial screening statement and their responses are summarised below:

Consultee	Response
Environment Agency	Insert consultation responses
Natural England	
English Heritage	

5 Determination: The Fleet Street Conservation Area Character Summary and Management Strategy is unlikely to have significant effects on the wider environment since it provides guidance on the implementation of Local Plan policies which will have largely positive impacts. Therefore it will not be necessary to carry out a Strategic Environmental Assessment on this SPD

Appendix 1 Criteria for determining the likely significance of effects on the environment

SEA Directive Criteria Schedule 1 Environmental Assessment of Plans and Programmes Regulations 2004	Summary of significant effects
1. Characteristics of the Fleet Street Conservation Area Character Summary and Management Strategy SPD having particular regard to:	
(a) The degree to which the SPD sets out a framework for projects and other activities, either with regard to the location, nature, size or operating conditions or by allocating resources	The Fleet Street SPD will provide guidance to supplement the Local Plan which is the overarching framework for development in the City. It will not allocate resources but will provide additional guidance to assist in development management in the Fleet Street conservation area, making sure that the historic significance of the area is conserved
(b) The degree to which the SPD influences other plans and programmes including those in a hierarchy	This SPD should influence the implementation of individual schemes within the Fleet Street Conservation Area. However this will be in line with policy in the Local Plan which was subject to full sustainability appraisal
(c) The relevance of the SPD for the integration of environmental considerations in particular with a view to promoting sustainable development	The Fleet Street Conservation Area SPD is in line with Policy CS 12 of the Local Plan and the management strategy provides additional guidance on the issues of environmental enhancement, sustainability and climate change, flood risk, transport, open spaces, trees, soft landscaping and archaeology, which support the Local Plan approach to these issues. The Planning Inspector's report of the Local Plan examination stated that the Local Plan has taken account of the sustainability appraisal which was adequate.
(d) Environmental problems relevant to the SPD	The Fleet Street Conservation Area SPD management strategy provides guidance on the implementation of the Local Plan's policies regarding sustainability and climate change identifying particular issues which affect the Fleet Street area, including flood risk, biodiversity, open spaces and trees, air quality and transport impacts.
(e) The relevance of the SPD for the implementation of Community legislation on the environment (for example plans and programmes related to waste management or water protection)	The SPD will have a positive impact in line with Community legislation regarding climate change, energy, air quality, flood risk and biodiversity and will therefore contribute to local implementation of this legislation.

SEA Directive criteria Schedule 1 Environmental Assessment of Plans and Programmes Regulations 2004	Summary of significant effects
2 Characteristics of the effects and area likely to be affected having particular regard to:	
(a)The probability, duration, frequency and reversibility of the effects	The aim of the Fleet Street Conservation Area SPD is to identify the historically important features of the area with a view to ensuring their conservation and enhancement in line with Policy CS12. Therefore any sustainability effects of this SPD are likely to be positive, in line with the findings of the SA of Policy CS12
(b)The cumulative nature of the effects of the SPD	The impact of this SPD is likely to be positive, affecting a small area at local level, therefore it is anticipated that any cumulative impacts will tend to be positive
(c)The trans boundary nature of the effects of the SPD	This SPD will cover a relatively small area at local level therefore it is unlikely to have any trans boundary effects
(d)The risks to human health or the environment (eg due to accident)	There are no perceived risks to human health from this SPD
(e)The magnitude and spatial extent of the effects (geographic area and size of the population likely to be affected) by the SPD	This SPD covers a small area and will only have local impacts. The area has a low residential population but a significant number of people either work in the area or pass through it daily. The conservation of the historic environment in this area will not adversely affect these populations.
(f)The value and vulnerability of the area likely to be affected by the SPD due to: <ul style="list-style-type: none"> • Special natural characteristics or cultural heritage • Exceeded environmental quality standards or limit values • Intensive land use 	This SPD applies to the Fleet Street conservation area, the historic and cultural characteristics of which it aims to identify and enhance.
(g)The effects of the SPD on areas or landscapes which have recognised national Community or international protected status	No national, Community or international protected sites will be affected by this SPD since it covers a small area of the City which does not contain any nationally designated sites. This SPD aims to conserve and enhance the historic landscape including protection of historic views.

Committee	Dated:
Planning and Transportation – For Decision	31 st July 2015
Subject: Car Park at 181 Queen Victoria Street, EC4 – Declaration that site is surplus for the purpose for which it was acquired.	Public
Report of: The City Surveyor (CS 188/15)	For Decision.

Summary

The Car Park at 181 Queen Victoria Street (the Site is shown on the attached plan) is in the ownership of the City Fund Estate. The Site was formed when the land was embanked and Blackfriars Underpass constructed by the City under powers granted to the City by the Blackfriars Bridgehead Improvements Act 1960. Since construction the Site has been used primarily as a car park in connection with 181 Queen Victoria Street (181 QVS), an office building in the ownership of Bridge House Estates (BHE). Income from car park lettings has been allocated to City Fund.

BHE now propose to substantially refurbish 181 QVS and as part of a comprehensive improvement package to both the building and the Site, the car park is to be renovated at the same time by BHE.

As the original purpose for the acquisition of the Site is now achieved and BHE cannot spend money on improving City Fund property, it is recommended that the Site (other than the City Fund Chamber utilised for the City's own power distribution purposes) is declared surplus to the purpose for which it was acquired allowing its transfer to BHE at fair value.

Recommendation

Members are asked to declare that the Site (other than the City Fund Chamber) is surplus to the purpose for which it was acquired to allow for its transfer to BHE at fair value and on terms to be approved by Property Investment Board.

Main Report

Background

1. The Car Park at 181 Queen Victoria Street (The Site) is in the ownership of the City Fund Estate. The Site was formed when the River Thames was embanked and the Blackfriars Underpass constructed by the City under powers granted to the City by the Blackfriars Bridgehead Improvements Act 1960. Since construction the Site has been used primarily as a car park in connection with 181 QVS, an office building in the ownership of BHE. Income from car park lettings has been allocated to City Fund.
2. BHE now proposes to substantially refurbish 181 QVS and as part of a comprehensive improvement package to both the building and the Site, the car park is to be renovated at the same time. However it should be noted that BHE cannot spend money on improving a City Fund property. Planning Permission was granted for this project on 24 April 2014.
3. A feasibility study was completed in 2013 into the future of 181 QVS and the Site. It concluded that any redevelopment of the building and the Site would not be viable as "St Paul's Heights" severely limits the height to which any new building on the Site could be redeveloped. It would therefore not be possible to rebuild a sufficiently large building, acceptable in planning terms, on the combined site that would be as profitable as the renovation scheme currently permitted - which uses the Site only for surface level bike storage and disabled persons parking.

Current Position

4. The Site forms three distinct portions. First at the surface level car park with space for five / six small cars. The car park is currently vacant and has not been let since 181 Queen Victoria Street was occupied by Network Rail as part of the Blackfriars Station works site. Network Rail vacated on 4 June 2014.
5. Additionally there are two purpose built subterranean chambers (shown on the plans and section annexed to this report). One ("the City Fund Chamber") measuring around 450 sq ft and referred to as the consumable switch room on the Appendix 2 plan, is used by the City in connection with lighting and power on Blackfriars Bridge, New Bridge Street and surrounding locations. Since the City Fund Chamber is in use for City Fund purposes it is excluded from the declaration and transfer to BHE. The second chamber is utilised as an electricity substation and is let to the London Electricity Board (now UKPN) on a lease for a term of 60 years from 1 March 1966 at a rent of £1.50 p.a. Both chambers are accessed from the pedestrian staircase within BHE ownership accessed from the Blackfriars Bridge bridgehead. The use of both chambers and the existing access stairs will not be affected by the proposal to renovate the car park or 181 QVS.

Options

6. Renovation by City Fund as part of the 181 QVS Project. The car park requires renovation if it is to be brought back into re-use for cycle storage and

disabled persons parking in connection with the renovation of 181 Queen Victoria Street.

7. Following renovation the Site could then be let with 181 Queen Victoria Street, potentially allowing City Fund a share of the rental stream for the combined building and car park when the proposed project is completed and income producing – probably around 2019/2020 depending on the timing of construction, speed of letting(s) and length of rent free period(s).
8. This option is unattractive. The Site is a very small isolated freehold ownership with little or no likelihood of being income producing for at least four years but which will require capital investment within the next 18 months at a time when there are more important calls on City Fund's capital.
9. The alternative option, declaration that the Site (other than the City Fund Chamber) is surplus to the purpose for which it was acquired would allow for its transfer to BHE at fair value, so that BHE can invest in its renovation, and thus the release of a capital sum to City Fund for use elsewhere. The use of the transformer chamber by UKPN would not be affected by a change in ownership, and the chamber used for street lighting control and other City purposes would remain vested in City Fund. Both uses would continue for so long as required.

Proposals

10. It is proposed that the Site is declared surplus to the purpose for which it was acquired which will allow the Site to be transferred to BHE for fair value – realising a capital sum and alleviating the need for City Fund to expend its own capital as part of the 181 Queen Victoria Street renovation project.

Corporate & Strategic Implications.

11. The City of London (Various Powers) Act 1962 S.9 authorises the transfer of land between City Fund and BHE which must be at fair value as independently certified.

Implications

12. This is an isolated City Fund ownership that has no current viable redevelopment potential in its own right. Even when combined with 181 QVS, feasibility studies show a redevelopment project would be less profitable than the proposed scheme for which planning permission has been granted. Any restrictions as to future uses of the Site or future redevelopment will be for PIB to decide when considering the terms of the transfer.
13. By unifying ownership of the Site and 181 QVS its future management is facilitated and the current renovation project simplified.

Conclusion

14. The Blackfriars Underpass was completed over fifty years ago, since which time the Site has been used for car parking in connection with 181 QVS and for substation purposes and electricity supply purposes by the City.
15. Feasibility studies have been undertaken and have shown that the Site cannot viably be redeveloped on its own and that it is not sufficiently profitable to include the Site within a comprehensive redevelopment of 181 QVS.

16. The Site (other than the City Fund Chamber) is surplus for the planning purpose for which it was acquired.
17. Transferring the Site to BHE would help facilitate the regeneration of the Site and 181 QVS in accordance with the existing Planning Permission.

Way Forward

18. Any transfer to BHE is to be at fair value as certified by an independent valuer and on terms approved by PIB.

Appendices

1. Location /Site Plan
2. Detailed Plan taken from LEB/UKPN transformer chamber lease
3. Section Drawing

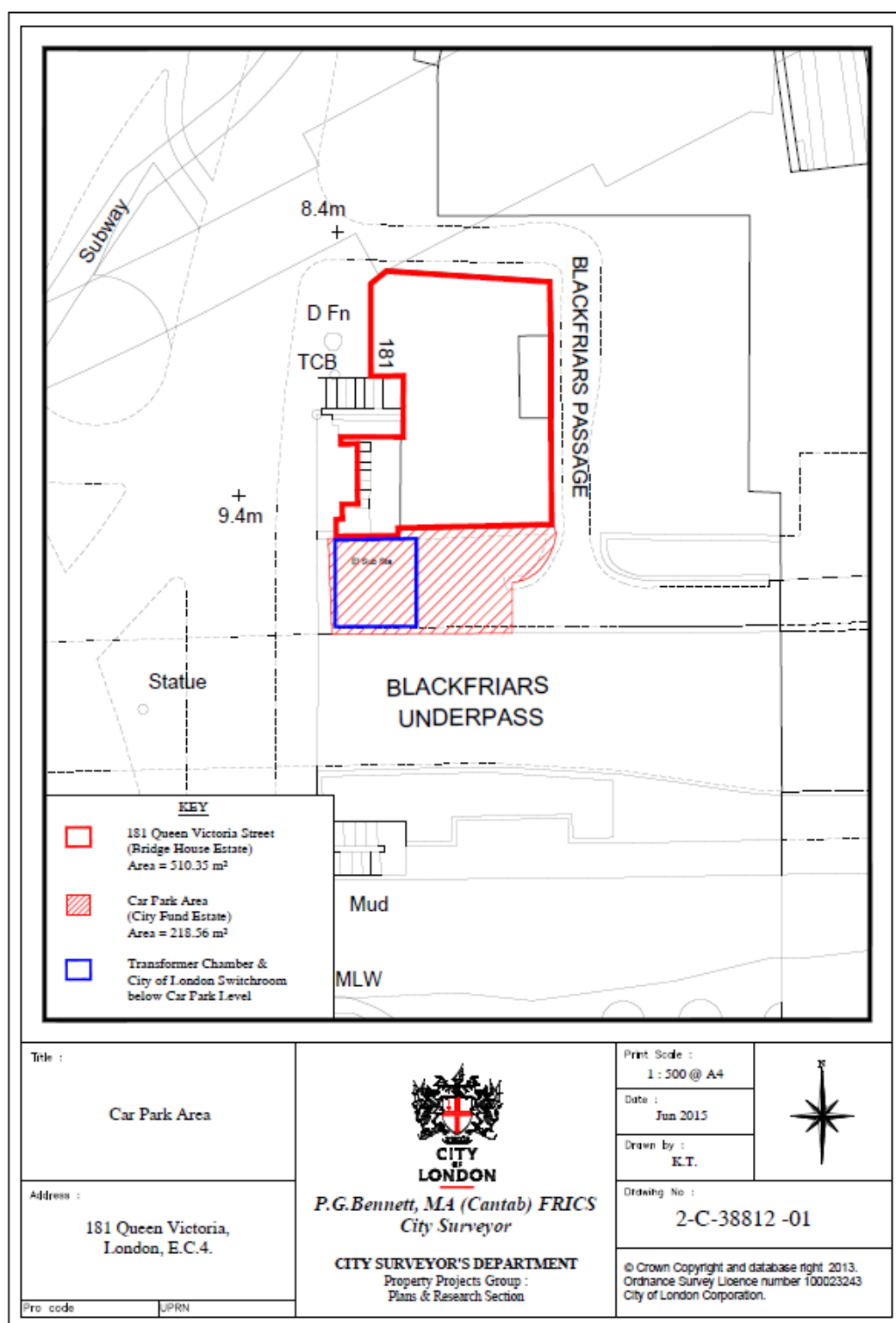
Report Prepared by:

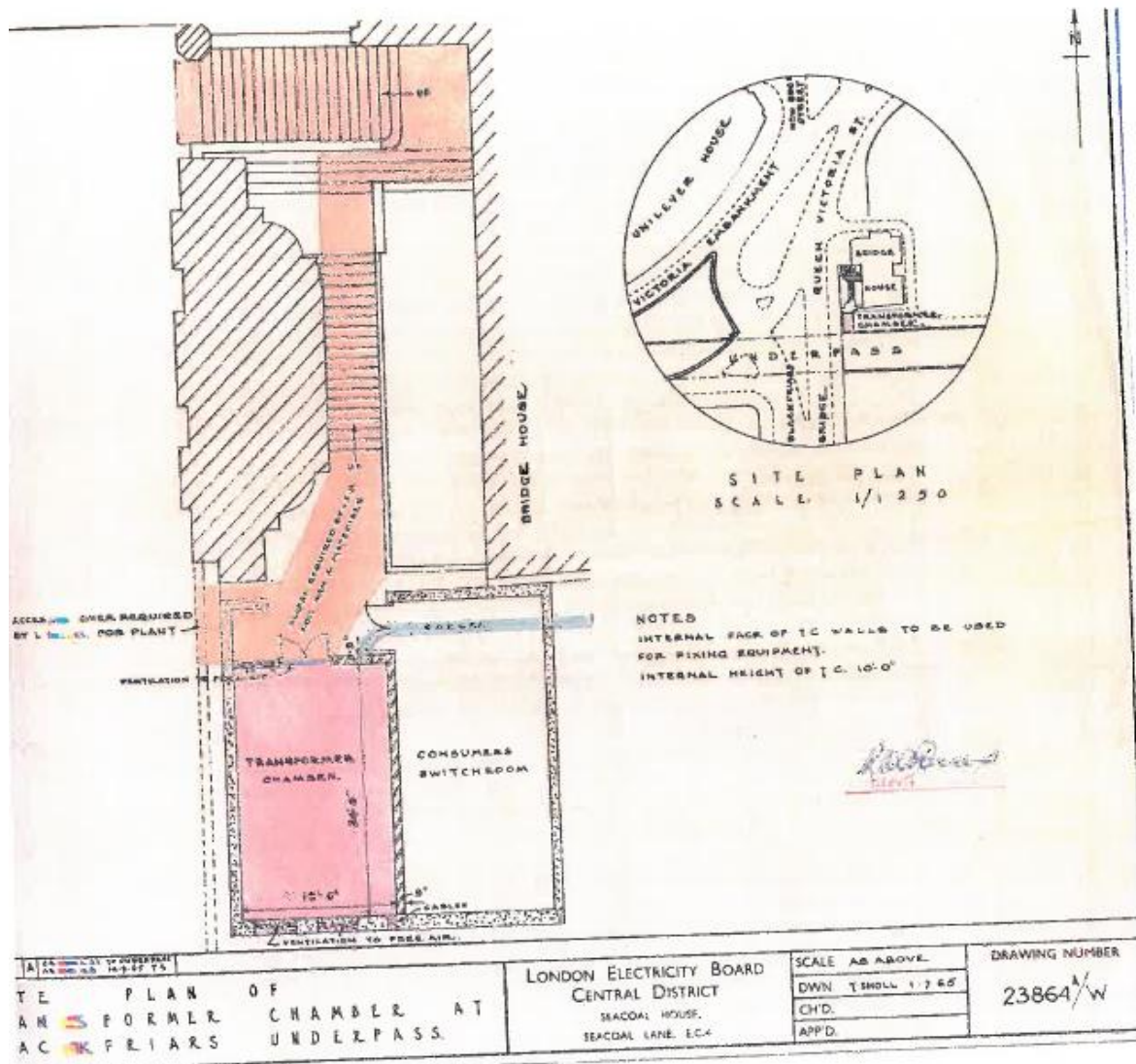
W A Redfern

Senior Principal Surveyor

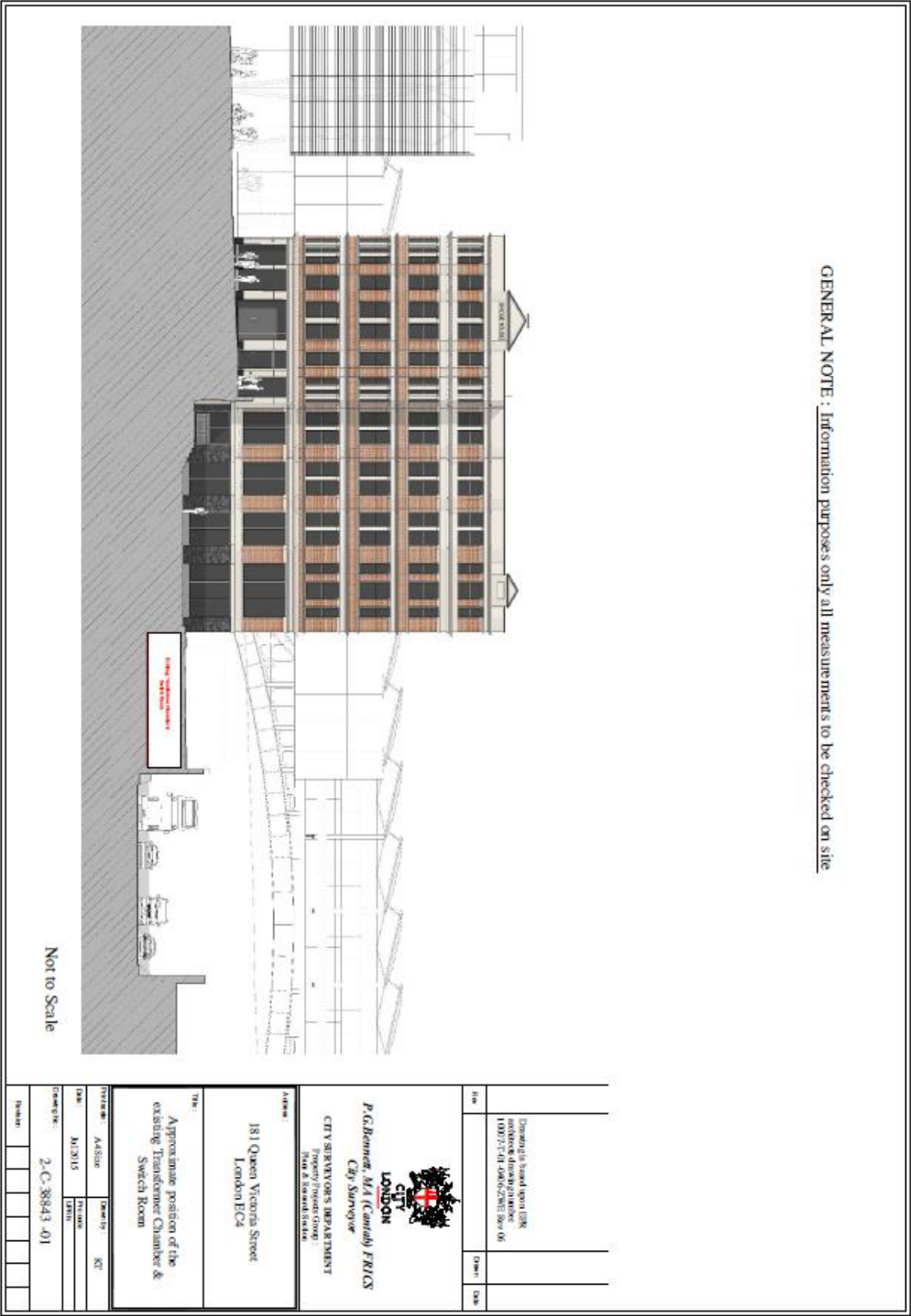
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GENERAL NOTE : Information purposes only all measurements to be checked on site



Drawing is based upon EIR submitted for planning 10017141 09/02/2012 09:00:00		Drawn	CHK
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City Surveyor
CITY SURVEYOR'S DEPARTMENT
Property Finance Group
Room 2, Second Floor

Address
181 Queen Victoria Street
London EC4

Title
Approximate position of the
existing Transformer Chamber &
Switch Room

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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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