



Planning and Transportation Committee

Date: TUESDAY, 3 OCTOBER 2017

Time: 10.30 am

Venue: LIVERY HALL - GUILDHALL

Members: Christopher Hayward (Chairman)
Deputy Alastair Moss (Deputy Chairman)
Rehana Ameer
Randall Anderson
Alderman Sir Michael Bear
Sir Mark Boleat
Mark Bostock
Deputy Keith Bottomley
Henry Colthurst
Peter Dunphy
Emma Edhem
Sophie Anne Fernandes
Marianne Fredericks
Graeme Harrower
Christopher Hill
Alderman Robert Howard
Deputy Jamie Ingham Clark
Alderman Gregory Jones QC
Alderman Vincent Keaveny
Oliver Lodge
Paul Martinelli
Andrew Mayer
Deputy Brian Mooney
Sylvia Moys
Barbara Newman
Graham Packham
Susan Pearson
Judith Pleasance
Deputy Henry Pollard
Jason Pritchard
James de Sausmarez
Oliver Sells QC
Graeme Smith
Deputy James Thomson
William Upton

Enquiries: Amanda Thompson
tel. no.: 020 7332 3414
amanda.thompson@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1PM
NB: Part of this meeting could be the subject of audio or video 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**
To agree the public minutes and non-public summary of the meeting held on 25 July 2017.

For Decision
(Pages 1 - 12)
4. **DELEGATED DECISIONS**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 13 - 52)
5. **VALID APPLICATIONS LIST FOR COMMITTEE**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 53 - 62)
6. **PUBLIC LIFT REPORT**
Report of the City Surveyor.

For Decision
(Pages 63 - 64)
7. **REPORTS RELATIVE TO PLANNING APPLICATIONS**
 - a) **6-8 Bishopsgate And 150 Leadenhall Street London**
Report of the Senior Planning Officer.

For Decision
(Pages 65 - 146)
8. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT**
 - a) **Thames Court Footbridge**

For Decision
(Pages 147 - 154)

- b) **Temple Area Traffic Review**
For Decision
(Pages 155 - 166)

- c) **Electric Vehicle Charging**
For Decision
(Pages 167 - 188)

- d) **Tudor Street**
For Decision
(Pages 189 - 196)

- e) **Draft Mayor's Transport Strategy**
For Decision
(Pages 197 - 244)

- f) **Dockless Cycle Hire**
For Decision
(Pages 245 - 260)

- g) **City Fund Highway Declaration - 22 Bishopsgate, EC2**
For Decision
(Pages 261 - 268)

- h) **City Fund Highway Declaration - Great Swan Alley**
For Decision
(Pages 269 - 274)

- i) **Department of the Built Environment Risk Management - Quarterly Report**
For Information
(Pages 275 - 288)

9. **CITY OF LONDON CULTURAL STRATEGY**
Report of the Town Clerk and Cultural Hub Director.

For Information
(Pages 289 - 304)

10. **DECONSTRUCTION AND CONSTRUCTION CODE OF PRACTICE**
Report of the Director of Markets & Consumer Protection.

For Decision
(Pages 305 - 392)

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.

For Decision

Part 2 - Non-public Agenda

14. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting held on 25 July 2017.

For Decision
(Pages 393 - 394)

15. **LONDON WALL CAR PARK CLOSURE**

For Decision
(Pages 395 - 404)

16. **15/16 MINORIES AND 62 ALDGATE HIGH STREET**

For Decision
(Pages 405 - 414)

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

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

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

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 25 July 2017

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.00 am

Present

Members:

Christopher Hayward (Chairman)	Paul Martinelli
Deputy Alastair Moss (Deputy Chairman)	Andrew Mayer
Randall Anderson	Deputy Brian Mooney
Alderman Sir Michael Bear	Sylvia Moys
Sir Mark Boleat	Barbara Newman
Mark Bostock	Graham Packham
Deputy Keith Bottomley	Deputy Henry Pollard
Henry Colthurst	Jason Pritchard
Marianne Fredericks	James de Sausmarez
Graeme Harrower	William Upton
Deputy Jamie Ingham Clark	

Officers:

Amanda Thompson	-	Town Clerk's Department
Jennifer Ogunleye	-	Town Clerk's Department
Alison Hurley	-	Assistant Director Corporate Property Facilities Management
Carolyn Dwyer	-	Director of Built Environment
Annie Hampson	-	Department of the Built Environment
Paul Beckett	-	Department of the Built Environment
Paul Monaghan	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment
Peter Young	-	City Surveyor's Department
Simon Glynn	-	Department of the Built Environment
Peter Shadbolt	-	Department of the Built Environment

1. **APOLOGIES**

Apologies for absence were received from Rehana Ameer, Emma Edhem, Christopher Hill, Alderman Robert Howard, Graeme Smith and Deputy James Thomson.

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 4 July be approved as a correct record subject to the following amendments:

2. Minutes - 'Wind Modelling' – Eastern Cluster

The Committee requested a post construction wind modelling audit be looked into and a report brought to a future meeting.

10. Question from Sir Mark Boleat

Arising from the discussion, the proposal was put to the vote, the result of which was as follows:

6 votes in favour of a review of the existing process
11 votes against

The Chairman stated that while Members had agreed that a full review was unnecessary, there was always scope for improvement which officers should bring to Committee as and when.

4. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR.**

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

In response to a question the CPO advised that the permission (17/00086) to relocate the Liffe Trader Statue on Dowgate Hill was granted planning permission subject to a condition that it be implemented within 3 years. It was understood that it would be installed within the next 3 months.

RESOLVED – That the report be noted.

5. **VALID APPLICATIONS LIST FOR COMMITTEE**

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

In response to a question the CPO advised that the application in respect of 191 Fleet St(17/00571) was for a new shopfront to replace the unauthorised one, following the unsuccessful appeal to retain the existing.

RESOLVED – That the report be noted

6. **PUBLIC LIFT UPDATE**

The Committee received a report of the City Surveyor providing an update in respect of the status of public lifts and escalators in the City.

RESOLVED: That the report be received and its content noted.

7. **REPORTS RELATIVE TO PLANNING APPLICATIONS**

a) **Emperor House 35 Vine Street London EC3N 2PX**

The Committee received a report of the CPO in relation to the demolition of the existing building and redevelopment to provide a mixed use building at Emperor House 35 Vine Street London.

The CPO advised that the proposed development would regenerate the site, removing the existing building and delivering a mixed use development which would enliven the eastern part of the City and contribute to the City's offer of student accommodation, heritage assets/cultural facilities and employment floorspace.

Brian Noone, Chris Murphy and one another spoke in objection to the application on the grounds of overshadowing and loss of light, the need for additional office space as opposed to student accommodation, the impact of students living in the area and the lack of infrastructure to support them.

Johnny Manns on behalf of Urbanist, and Susan Davis from an adjacent building, were heard in support of the application which would provide high quality student facilities, add to the vitality of the area and assist the growth of education and business.

Members asked a number of questions in relation to the to the operation of the incubation accommodation and how it would be used out of term time, the population of students and a student management plans, servicing and deliveries, fire precautions, the impact on the residential amenity of neighbouring properties and why the site was deemed not viable for new office space.

Debate ensued and several Members spoke in support of the application as they felt the applicant had made a credible case regarding the need for student accommodation, as well as the need to provide accommodation suitable for SME's. The report concluded that the loss of office space was acceptable and an appropriate use for the area which was in need of regeneration.

Other Members spoke against the proposal and expressed concern about the lack of infrastructure to support a new student population, the impact on traffic management and servicing, and the loss of a prime location for office space that also had excellent transport links.

Arising from the discussion the application was put to the vote, the result of which was as follows:

16 votes in favour of the application
5 votes against

RESOLVED – That 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 under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in the report, and the decision notice not being issued until the Section 106 obligations have been Executed.

b) **Wood Street Police Station 37 Wood Street London EC2P 2NQ**

The Committee received a report of the CPO seeking planning permission and listed building consent for the erection of a nine storey tower extension, infill of existing courtyard, internal refurbishment, conversion of basements, provision of car and cycle parking, refuse and recycling storage and associated works for police station (sui generis) use. The report dealt with the relevant considerations for both applications.

The CPO advised that the proposed development would provide additional accommodation for the City Police and facilitate the rationalisation of the three existing Police stations within the City of London. The services provided by the Police Station were strategically located at this site, in close proximity to the Guildhall and other City administrative provisions.

Members noted that both Historic England and the Twentieth Century Society were concerned that the extension would cause serious harm to the aesthetic value of the building and were not convinced that it had been demonstrated that the consolidation of the Police's use on this particular site had a public benefit that could outweigh this harm.

Several Members expressed the view that the harm was outweighed by the public benefits of the proposal that allowed local and national policing and security duties to be carried out in modern accommodation that met current day requirements.

Arising from the discussion the application was put to the vote, the result of which was as follows:

16 votes in favour of the application
4 votes against

RESOLVED – That planning permission be granted for the development referred to above in accordance with the details set out on the attached schedule

c) **Wood Street Police Station - Listed Building Consent**

RESOLVED – That the Secretary of State be advised that the Local Planning Authority would have been minded to grant the Listed building consent for the works referred to above in accordance with the details set out on the attached schedule if the application had fallen to them for determination.

d) **Public Comments in Planning Reports**

The Committee received a report outlining the current approach to the inclusion of public comments in planning reports, which was to summarise the comments in the body of the report and to attach the emails/letters received, and reporting on the practice undertaken by other London authorities.

The Committee noted that 9 out of 11 authorities adopted the same practice as the City, except for one which used a separate bundle of comments and two who summarised the comments only.

RESOLVED – that the current report format is maintained so that if there is a judicial review of the Committee's decision it is clear that Members have had the relevant information available to them. It is for Members to advise whether they require printed or electronic papers.

e) **Imposition of planning conditions on planning permissions**

In response to a request from the Committee to provide further information in relation to the use of planning conditions, the Committee received a report identifying how conditions were used, the way conditions were processed and whether or not they were becoming more onerous.

The CPO advised that these conditions were relevant to planning and were imposed to ensure the quality of design in the City of London and to safeguard residential amenity. Whilst some of these touched on matters that were regulated through other control regimes such as licensing, the imposition of the conditions could support these other controls.

The Committee noted that some matters were not appropriate for control under planning conditions and in these circumstances it was necessary in addition to enter a S106 planning obligation to secure those matters as local procurement and affordable housing. Where a developer was unwilling or unable to comply with a condition it could apply to the local authority to remove that condition. If that was refused it could appeal to the Secretary of State.

The CPO advised that the conditions would be kept under review together with a review of procedures to ensure that conditions were discharged in a timely manner. Improvements were likely to include surgery sessions with relevant consultees to expedite the signing off of conditions.

RESOLVED – That the report be noted.

8. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT**

a) **Cultural Hub North/South Programme: St Paul's Area Strategy**

The Committee received a report setting out a proposal to develop an enhancement strategy for the St Paul's area located in the south west of the City. This plan was an identified activity within the Cultural Hub Public Realm Programme.

RESOLVED - that the initiation and development of the St Paul's Area Enhancement Strategy for up to £120,000, utilising funds from the Cultural Hub North-South Route Programme be approved.

b) **Eastern Cluster Area Enhancement Strategy - Update**

The Sub-Committee received a report of the Director of the Built Environment which provided an update on the work carried out to date on the preparation of an area enhancement strategy for the public realm in the Eastern City Cluster (ECC).

Members noted that additional funding had been secured from Transport for London 2017-2018 LIP contribution (£100,000), and it was proposed to utilise a further £158,000 from the Section 106 Contribution from the Pinnacle development to complete the Strategy.

RESOLVED - That

1. The content of the update report and associated supporting information attached in appendix 1 and 2 be noted; and
2. Additional funding of £158,000 from the Section 106 contribution connected to the Pinnacle development to finalise the area strategy be approved.

c) **Strategic Transportation - Freight Strategy Update**

The Committee received a report updating on progress with work on actions to manage freight movement in the City.

RESOLVED – That the report be noted.

d) **Freight and Servicing Supplementary Planning Document - Draft for Consultation**

The Committee received a report of the Director of the Built Environment presenting the draft Freight and Servicing Supplementary Planning Document (SPD), and the associated Strategic Environmental Assessment (SEA) and Equality Analysis.

The SPD had been produced to provide additional guidance on the interpretation of policies in the City of London Local Plan in relation to freight and servicing movements. The SPD sets out potential measures for managing freight through minimising trips, matching freight demand to network capacity, and mitigating the impact of essential freight trips.

RESOLVED – That the draft SPD and SEA be approved for public consultation.

e) **Thames Court Footbridge**

The Committee received a report in relation to the Thames Court Footbridge following the decision taken by the Committee on 23 May 2017 that should Transport for London not be willing to accept the vesting of the Thames Court as a highway structure, then the CoL Corporation should take over responsibility for its retention and maintenance.

Officers had now discussed the matter with CBRE Ltd, the agents for the footbridge's owners, and had reached agreement in principle that the footbridge could be transferred to Transport for London (TfL) or to the CoL Corporation.

Members were advised that TfL officers had subsequently advised that they did not see any great utility in the footbridge given the location of other pedestrian crossing places over Upper Thames Street in the vicinity and that they did not wish to have it vested in Transport for London. As a result, if the footbridge was to be retained it would need to be vested in the City.

Officers advised that the structure would need to be comprehensively assessed before it could be determined what works needed to be undertaken before it could be safely reopened. Fees for an inspection for condition and assessment were estimated at £20 000 and they were estimated as taking approximately three months to complete.

A Member expressed concern at the timescales involved and length of time the footbridge had been closed, and suggested that a more proactive approach should be taken to reopen it as soon as possible.

Other Members stated that significant funds should not be committed to until a full assessment had been undertaken.

RESOLVED – That an inspection for condition and assessment of the Thames Court footbridge be undertaken, and a project be initiated a through the City's project management procedure to retain, resurface and (if required) strengthen the footbridge.

f) **City Corporation response to consultation on the Mayoral Community Infrastructure Levy 2 Preliminary Draft Charging Schedule**

The Committee received a report advising of the CoL Corporation response to the preliminary draft charging schedule.

RESOLVED – That the City Corporation:

Supports the delivery of the Crossrail 2 railway and supports in principle the introduction of a new Mayoral CIL charge to contribute towards the cost of delivering this strategic transport infrastructure.

Expresses concern that the cumulative impact of the proposed Mayoral CIL charge, alongside City Corporation's City CIL and City s106 charges could have an adverse impact on the viability of development in the City.

Requests that the Mayor's viability assessment be refined to address the specific effect on City office development viability and looks forward to close liaison during this process.

Agrees that the detailed comments set out in paragraphs 11 – 17 of this report will be forwarded to the Mayor as the City Corporation's response to the Mayor's consultation on the Mayoral CIL2 Preliminary Draft Charging Schedule, and that Paragraph 16 first sentence be amended to state that "the City Corporation supports the principle of delivering Crossrail2 part-funded by Mayoral CIL2 contributions but objects to the proposed MCIL2 rates for the City until it is reassured that they are supported by robust evidence that takes account of City-specific viability issues."

g) **Viability Appraisals**

At Planning & Transportation Committee on 13 June, Members raised concerns about the approach taken to the assessment of development viability appraisals and asked that a report be brought back to a future meeting addressing:

Officers had now reviewed the approach taken to confidentiality and arrangements had been updated including on the planning applications website to reinforce the presumption of transparency. The report also clarified that confidential information was available to Committee members subject to the necessary protocols.

Officers were also reviewing the process for selecting and appointing consultants to undertake reviews of viability appraisals and were examining the potential to use the District Valuation Service or seek support from the Mayor of London. A report will be brought back to a future Committee for consideration.

Members commented that the Col should employ the best in the field.

RESOLVED that the report be noted.

h) **Microclimate Advice Notes 2017**

The Committee received 4 planning advice notes in relation to Sunlight, Solar Glare, Solar Convergence and Wind effects and Tall Buildings that had been prepared to provide clarity of advice on potential microclimatic impacts arising from development in the City of London, and how these issues should be considered as part of the planning process.

RESOLVED to receive the four Advice Notes for information and note that they will now be available on the CoL website, and be used in relation to all relevant development proposals.

9. **PUBLICATION OF THE CITY OF LONDON CORPORATION'S AIR QUALITY SUPPLEMENTARY PLANNING DOCUMENT**

The Committee considered a report of the Director of Markets and Consumer Protection which set out the statutory annual status report demonstrating progress in relation to air quality, the full report had been placed in the Members' Room.

RESOLVED that the report be noted.

10. **REVENUE OUTTURN 2016/17**

The Committee received a report comparing the revenue outturn for the services overseen by the Committee in 2016/17 with the final budget for the year.

RESOLVED that the revenue outturn report for 2016/17 and the proposed carry forward of local risk underspending to 2017/18 be noted.

11. **REVIEW OF DESIGNATION OF THE STILL & STAR PUBLIC HOUSE AS AN ASSET OF COMMUNITY VALUE**

The Committee received a report advising of the outcome of a request for a Review of the decision of Policy and Resources Committee to include the Still and Star public house ("the public house") on the City's List of Assets of Community Value, and of the conclusion of the review that the public house should remain on the List.

RESOLVED to note the outcome of the review of the decision regarding the inclusion of the Still and Star on the City's List of Assets of Community Value.

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

Bernard Morgan House

In response to a question concerning what the latest position was, the CPO officer advised that the Secretary of State had decided not to call in the decision and therefore subject to the s106 agreement being entered into the decision could be issued. The affordable housing contribution which the Committee had given delegated authority for the Chairman and Alderman Sir Michael Bear to be consulted on was being undertaken.

*The Deputy Chairman declared an interest when this question was asked.

Meeting Agenda

Several members expressed concern at the length of the meeting and the number of agenda items which had been included to accommodate recess, and also the amount of time taken by officers to introduce items.

The Chairman undertook to address these matters with the Town Clerk and the Director of the Built Environment.

Mayor's Transport Consultation

In response to a question concerning when this would be coming to Committee officers advised that this would be 3 October meeting. It was suggested that TfL be invited to the meeting to present this.

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

The Chairman reported that the September meeting of the Committee would be cancelled and the first meeting after recess would be 3 October 2017.

14. **EXCLUSION OF THE PUBLIC**

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

15. **NON-PUBLIC MINUTES**

RESOLVED – That the minutes of the meeting held on 25 July be approved as a correct record.

16. **DEBT ARREARS - BUILT ENVIRONMENT**

The Committee received and noted a report in relation to debt arrears.

17. **LONDON BRIDGE STAIRCASE**

The Committee considered an issue report of the Director of Built Environment concerning the London Bridge Staircase project.

18. **EASTERN CITY CLUSTER SECURITY PROJECT**
The Committee received a report regarding the Eastern City Cluster Security Project.
19. **RISK REGISTER FOR BRIDGE HOUSE ESTATES**
The Committee received a report concerning the risk register for Bridge House Estates.
20. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
There were no questions.
21. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
There were no items of urgent business.

The meeting closed at 1.00 pm

Chairman

Contact Officer: Amanda Thompson
tel. no.: 020 7332 3414
amanda.thompson@cityoflondon.gov.uk

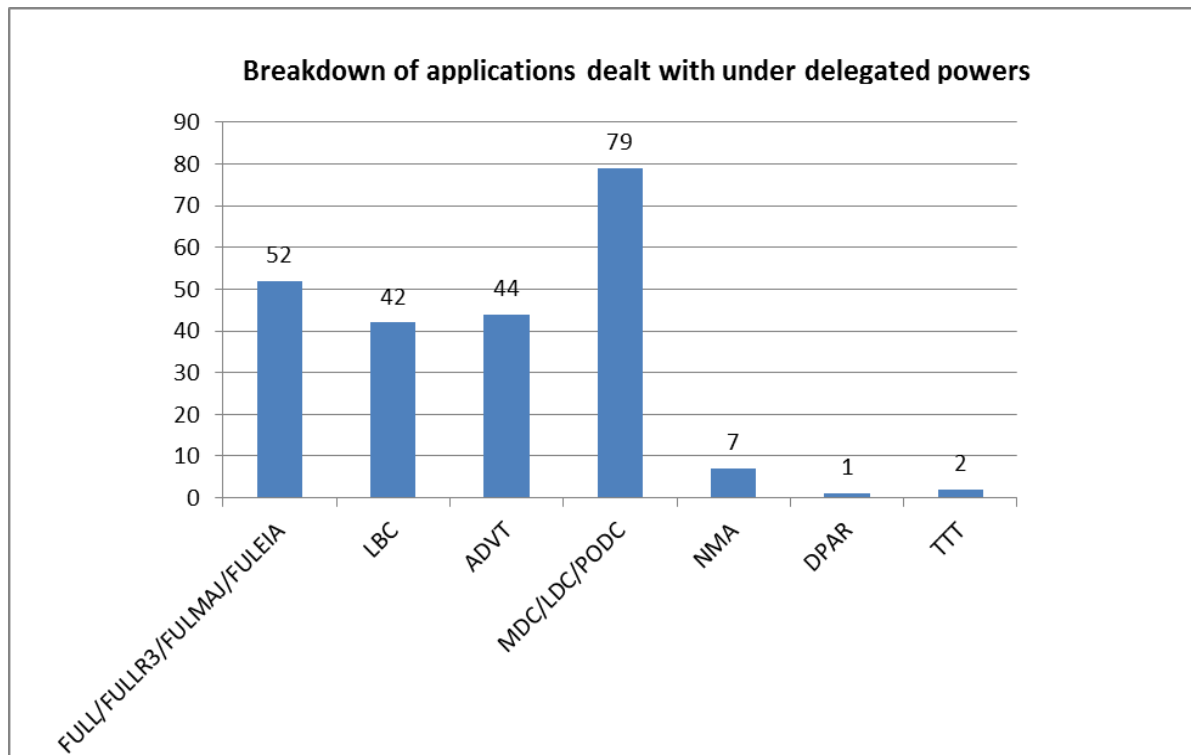
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Committee(s)	Dated:
Planning and Transportation	3 rd October 2017
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

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.

In the time since the last report to Planning & Transportation Committee Two-hundred and twenty-seven (227) matters have been dealt with under delegated powers. Many relate to conditions of previously approved schemes and a number relate to works to listed buildings. Forty-four (44) express consent to display advertisements were decided, eight (8) of which were refused. Fifty-two (52) applications for development have been approved including eighteen (18) changes of use and two (2) sculpture in the city cases.



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
16/00266/PODC Portsoken	9 - 13 Aldgate High Street London	Submission of Local Training Skills and job Brokerage Strategy and Local Procurement Strategy pursuant to schedule 3 paragraphs 1.1 and 4 of section 106 agreement dated 8th April 2014 planning application reference 13/00590/FULMAJ.	Approved 03.08.2017
16/00792/PODC Walbrook	15 - 17 St Swithin's Lane, London EC4N 8AL	Submission of the Local Training Skills and Job Brokerage Strategy pursuant to schedule 3, paragraph 1.1 of the Section 106 Agreement dated 30 June 2014 relating to Planning Permission 13/00805/FULMAJ.	Approved 18.07.2017
16/00793/PODC Walbrook	15 - 17 St Swithin's Lane, London EC4N 8AL	Submission of the Local Procurement Strategy pursuant to schedule 3, paragraph 6.1 of the Section 106 Agreement dated 30 June 2014 relating to Planning Permission 13/00805/FULMAJ.	Approved 18.07.2017
16/00855/MDC Bassishaw	Land Bounded By London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2	Details of groundworks and landscaping to St Alphage church tower pursuant to conditions 5 (in part) and 53(B) of planning permission dated 30 June 2014 (ref: 14/00259/FULL) and conditions 4(i) and 4(k) in part of listed building consent dated 27 June 2011 (ref: 10/00837/LBC).	Approved 20.07.2017

16/00847/FULL Lime Street	Crosby Square Steps London EC2N	Works of hard and soft landscaping to the steps leading from Undershaft to Crosby Square, including the re-grading of the steps, installation of a public lift, provision of handrails and seating and the planting of new trees.	Approved 13.09.2017
16/01182/MDC Queenhithe	Ocean House, Fur Trade House, Queensbridge House, 10 Little Trinity Lane, London EC4	Details are submitted of a scheme for the provision of sewer vents and surface and foul water drainage pursuant to conditions 4 and 5 of planning permission dated 20th March 2012 (11/00572/FULMAJ).	Approved 19.09.2017
16/01282/MDC Farringdon Without	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 for Phase 1: (i) revised design of the north eastern flank wall of Block F; (ii) proposed new facades of the buildings; (iii) alterations to retained facades; (iv) flank walls of the proposed new buildings; (v) windows and external joinery of the new buildings; (vi) soffits, hand rails and balustrades; (vii) junctions with adjoining premises; (viii) integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level pursuant to conditions 28 and 29(b)(part), (c)(part), (d)(part), (e)(part) (g)(part), (h)(part), (i)(part) of planning permission dated 16 March 2017 (application reference. 16/00165/FULMAJ).	Approved 20.07.2017
17/00069/MDC Langbourn	21, 21A Lime Street, 8, 10, 10A, 11A & 11B Ship Tavern Passage London EC3	Details of soffits; cleaning equipment, flues and other excrescences at roof level; ventilation and air conditioning for retail uses; ground level external surfaces; and post construction BREEAM	Approved 10.08.2017

		assessment pursuant to condition 5e (part), g (part), h, i & 10 of planning permission 15/00089/FULL dated 16.04.2015.	
17/00123/MDC 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 an Interim Travel Plan and a Service Management Plan pursuant conditions 7 and 22 of planning permission 21st April 2017 (17/00041/FULL).	Approved 29.08.2017
17/00133/LDC Bassishaw	Barbican Abutment of Highwalk Bridge Link Into Willoughby House And Wallside And St Alphage Church Tower Remains, EC2	Submission of details of a Condition Survey and proposals for Conservation and Repair of St Alphage Tower pursuant to condition 4(e) (in part) of Listed Building Consent dated 26 August 2011 (application number 10/00837/LBC).	Approved 11.07.2017
17/00138/MDC Bassishaw	Land Bounded By London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2	Details of the reinstatement of highwalk signage and commemorative plaques pursuant to conditions 7, 16 (a) (in part) and 16 (b) (in part) of planning permission dated 30 June 2014 (ref: 14/00259/FULL).	Approved 11.07.2017
17/00161/LBC Langbourn	43 - 45 Leadenhall Market London	Internal and external alterations and refurbishment at ground and basement level	Approved 18.07.2017

	EC3V 1LT	including the installation of vinyl on ground floor windows, installation of new lighting, bulk heads, sanitaryware, kitchen utilities and a waterproofing membrane at basement level.	
17/00169/LBC Bridge And Bridge Without	7 - 8 Philpot Lane London EC3M 8AA	Refurbishment and restoration of existing basement. Removal of non-original interventions, new ventilated drylining to localised walls affected by water ingress. New low level perimeter joinery to replace existing (in existing location) to contain new mechanical ventilation kit and full height freestanding piece for display. New internal finishes & lighting. New tanking membrane & associated sump pump to small vault to assist with water ingress.	Approved 13.07.2017
17/00222/MDC Cordwainer	39-53 Cannon Street, 11-14 Bow Lane & Watling Court London EC4M 9AL	Details of proposed green roof pursuant to condition 17 of planning application 13/00339/FULMAJ dated 27th February 2014.	Approved 01.08.2017
17/00223/ADVT Langbourn	40 Lime Street London EC3M 7AW	Installation and display of i) three halo illuminated fascia signs each measuring 1.86m in width x 0.218m in height situated at a height of 4.591m above ground level; and ii) one halo illuminated plaque measuring 0.52m in width x 0.48m in height situated at a height of 1.54m above ground level.	Approved 13.07.2017
17/00225/FULL Coleman Street	73 Moorgate London EC2R 6BH	Change of use at 1st to 4th floor levels from office (Class B1) use to hotel (Class C1) use to provide six bedrooms (floorspace 238sqm) (associated with an adjoining hotel development) together with the installation of	Approved 11.07.2017

		secondary glazing and the infill of existing ground floor window opening.	
17/00226/LBC Coleman Street	73 Moorgate London EC2R 6BH	Works of alteration at 1st to 4th floor levels to enable the conversion of the property to provide six hotel bedrooms associated with an adjoining hotel development. Works to include the installation of secondary glazing, the infill of existing ground floor window opening and the creation of openings through the party wall at 1st to 3rd floor levels.	Approved 11.07.2017
17/00228/MDC Cordwainer	39-53 Cannon Street, 11-14 Bow Lane & Watling Court London EC4	Submission of a Servicing Management Plan and an Interim Travel Plan pursuant to conditions 29 and 30 of planning permission 13/00339/FULMAJ dated 27.02.14.	Approved 20.07.2017
17/00261/FULL Coleman Street	2 London Wall Buildings London EC2M 5PP	Change of use at part lower ground floor level from office (Class B1) use to a medical (Class D1) use [70sq.m] and the installation of 2no. air condenser units within the lower ground floor lightwell.	Approved 09.08.2017
17/00288/ADVT Tower	60 Fenchurch Street London EC3M 4AD	Installation and display of three non-illuminated roundel signs measuring 0.65m at varying heights between 4.2m -4.5m above ground floor level.	Approved 13.07.2017
17/00291/MDC Bishopsgate	206 - 210 Bishopsgate London EC2M 4NR	Submission of details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental factors (condition 2), acoustic report (condition 3), refuse storage and collection facilities (condition 4), details of the platform lift (condition 5), detailed elevations of the shopfront (condition 6), Servicing Management Plan (condition 9), level of plant noise (condition 12), mounting	Approved 01.08.2017

		of mechanical plant (condition 14), a management plan (condition 15) pursuant to planning permission dated 22 September 2016 (ref: 16/00725/FULL).	
17/00295/ADVT Broad Street	14 Austin Friars London EC2N 2HE	Installation and Display of two externally illuminated projecting signs measuring: 0.6m high by 0.6m wide displayed at a height of 2.9m above ground floor level.	Approved 18.07.2017
17/00298/MDC Coleman Street	56-60 Moorgate, 62-64 Moorgate & 41-42 London Wall London EC2	Details of a Construction Management Plan pursuant to conditions 8 and 11 (part) of planning permission 15/01312/FULMAJ dated 14 February 2017.	Approved 11.07.2017
17/00299/MDC Coleman Street	56-60 Moorgate, 62-64 Moorgate & 41-42 London Wall London EC2	Details of a Demolition Management Plan pursuant to conditions 7 and 11 (part) of planning permission 15/01312/FULMAJ dated 14 February 2017.	Approved 11.07.2017
17/00310/FULL Walbrook	The Bank Of England Threadneedle Street London EC2R 8AH	Extension to the termination of the existing roof level generator flues by two metres in height.	Approved 29.08.2017
17/00311/LBC Walbrook	The Bank Of England Threadneedle Street London EC2R 8AH	Extension to the termination of the existing roof level generator flues by two metres in height.	Approved 29.08.2017
17/00460/PODC Farringdon Within	20 Old Bailey London EC4M 7AN	Submission of Interim Travel Plan (Revision dated 08 June 2017) and a Deliveries and Servicing Management Plan (Rev A dated 09 June 2017) pursuant to Schedule 3 (Clauses 8.1 and 9.1 respectively) of Section 106	Approved 03.08.2017

		Agreement dated 18 May 2015. Planning Application ref 14/01138/FULL.	
17/00331/FULL Tower	7 Pepys Street London EC3N 4AF	Installation of a retractable canopy at roof level.	Approved 29.08.2017
17/00363/FULL Bishopsgate	135 Bishopsgate London EC2M 3TP	Change of use at first floor level from office (B1) to Flexible retail and office (A1/A3/B1); external alterations to include extension of retail units, and improvements to existing retail unit facades; public realm improvements fronting Bishopsgate to include the removal of the existing plinth and balustrade, provision of landscaped steps and the installation of accessibility measures; removal of plant at 8th and 10th floor to provide roof terrace; provision of cycle storage and other works incidental to the development.	Approved 30.08.2017
17/00364/TTT Castle Baynard	Tideway Working Area Blackfriars Bridge Foreshore London EC4Y 0DR	Partial discharge of Schedule 3 requirements relating to approval of Protective works to listed buildings and Restoration works to listed buildings pursuant to BLABF 12 and BLABF 13 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.	Approved 15.08.2017
17/00376/ADVT Farringdon Within	16 - 20 Ludgate Hill London EC4M 7DR	Installation and display of: (i) four externally illuminated fascia signs each measuring 0.43m high by 2.6m wide situated a height above ground of 2.6m (ii) three externally illuminated projecting signs each measuring 0.6m wide by 0.6m wide situated at a height above ground of 2.6m.	Approved 18.07.2017

17/00417/MDC Coleman Street	56-60 Moorgate, 62-64 Moorgate & 41-42 London Wall London EC2	Details of dismantling, refurbishment and reinstatement of the facade pursuant to condition 31 of planning permission 15/01312/FULMAJ dated 14 February 2017.	Approved 07.09.2017
17/00421/FULL Bishopsgate	22 - 24 Artillery Lane London E1 7LS	Rear extension at first, second and third floor level, with associated works, including installation of six air- conditioning condenser units.	Approved 11.07.2017
17/00425/LBC Bishopsgate	Liverpool Street Station Liverpool Street London EC2	Erection of bar structure and associated signage and seating area at first floor concourse level.	Approved 18.07.2017
17/00431/FULL Tower	10 Trinity Square London EC3N 4AJ	Change of use of 11 permanent residential units (Class C3) on 4th, 5th and 6th floors to short-term lets (less than 90 consecutive nights).	Approved 27.07.2017
17/00435/LBC Aldersgate	253 Shakespeare Tower Barbican London EC2Y 8DR	Internal alterations to partitions and doors.	Approved 11.07.2017
17/00445/MDC Broad Street	60 London Wall London EC2M 5TQ	Submission of Land Contamination Phase II Geoenvironmental Report pursuant to Condition 12(a) of planning permission 16/00776/FULMAJ dated 27.04.17.	Approved 11.07.2017
17/00453/LBC Farringdon Within	58-59 West Smithfield London EC1A 9DS	Internal alterations and refurbishment at basement and ground floor levels.	Approved 31.08.2017
17/00454/LBC Farringdon Within	134 Aldersgate Street London EC1A 4JA	Installation of wireless internet at basement and ground floor level.	Approved 20.07.2017
17/00457/ADVT	Ground Floor Retail Unit	Display of one internally illuminated projecting sign	Approved

Cornhill	International Financial Centre 25 Old Broad Street London EC2N 1HQ	measuring 0.6m high by 0.6m wide at a height of 2.80m above ground floor level.	01.08.2017
17/00458/MDC Cordwainer	Land Bounded By Cannon Street, Queen Street, Queen Victoria Street, Bucklersbury & Walbrook London EC4	Details of the proposed facades including details of the fenestration and entrances, typical bays of the development and details of stonework pursuant to conditions 13 (b), (c) and (d) of planning permission 11/00935/FULEIA dated 30/12/2012.	Approved 19.09.2017
17/00461/MDC Cripplegate	Golden Lane Community Centre Golden Lane Estate London EC1Y 0RJ	Submission of details of windows, external doors, flues and vents, internal doors, staircase, light fittings, floor tiles, hall ceiling and junctions between new partitions and rooflights pursuant to condition 2 of planning permission (app. no. 16/01221/FULLR3) and listed building consent (app. no. 16/01222/LBC) dated 02.02.2017.	Approved 29.08.2017
17/00467/FULL Bread Street	1 New Change London EC4M 9AF	Installation of two sets of double doors on the Cheapside elevation in lieu of existing glazing.	Approved 27.07.2017
17/00475/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 north eastern flank wall of block F (phase 1), window cleaning and excrescences at roof level (phase 1), street lighting, the overthrow to Middlesex Passage, the metal screens within Middlesex Passage and the reinstatement of the boundary stone in Middlesex Passage pursuant to conditions 28,29(i)(part), 33, 34(a),(b) and 43 of application reference 16/00165/FULMAJ dated 16th March 2017.	Approved 03.08.2017

17/00478/MDC Farringdon Without	25 - 32 Chancery Lane & 2 Bream's Building London WC2A 1LS	Details of green roof pursuant to condition 8 of planning application 11/00426/FULMAJ dated 28.03.2012.	Approved 13.07.2017
17/00479/FULL Aldgate	115 Houndsditch London EC3A 7BR	Installation of an ATM to the shopfront glazing incorporating an ATM fascia with a red surround and white illuminated lettering.	Approved 22.08.2017
17/00480/ADVT Aldgate	115 Houndsditch London EC3A 7BR	Installation and display of: (i) a halo illuminated surround panel to an ATM with illuminated lettering measuring 1.43m high by 0.7m wide at height of 0.9m above pavement level.	Approved 22.08.2017
17/00481/ADVT Cornhill	Unit 6 Tower 42 25 Old Broad Street London EC2N 1HQ	Display of: (i) internally illuminated set of fascia lettering measuring 0.6m high by 3.8m wide at a height of 3.72m above ground floor level; (ii) one projecting sign measuring 0.6 high by 0.65 m wide at a height of 3.74m above ground floor level and (iii) three internally illuminated roundel signs measuring 0.8m diameter located behind the shopfront glazing.	Approved 27.07.2017
17/00482/FULL Cordwainer	1 Poultry London EC2R 8EJ	Replacement of the entrance doors and glazing at ground and first floor levels.	Approved 13.07.2017
17/00483/LBC Cordwainer	1 Poultry London EC2R 8EJ	Replacement of the entrance doors and glazing at ground and first floor levels and modifications to the existing internal bulkhead.	Approved 13.07.2017
17/00484/MDC Bassishaw	Land Bounded By London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban	Details of information and heritage signage pursuant to conditions 53(A) (in part) and 53(C) (in part) of planning permission 14/00259/FULL, dated 30 June 2014 and condition 4(J) (in part) of listed building consent	Approved 11.07.2017

	Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2	10/00837/LBC, dated 26 August 2011.	
17/00489/MDC Tower	Walsingham House 35 Seething Lane London EC3N 4AH	Details of the proposed new facade including typical details of the fenestration and entrances; stonework; ground floor elevations; ground floor office and retail entrances; windows and external joinery; new dormer windows; soffits, hand rails and balustrades; and the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level pursuant to conditions 7 (b), (c), (d), (e), (f), (g) (h) (j) of planning permission dated 8 January 2016 (14/01226/FULL).	Approved 25.07.2017
17/00490/MDC Bridge And Bridge Without	11 - 19 Monument Street, 46 Fish Street Hill And 1 - 2 Pudding Lane London EC3R	Details of the reinstatement of a blue ceramic plaque and parish marker, including fixing details, pursuant to condition 15 (in part) of the planning permission dated 23 September 2013 (application number 13/00049/FULMAJ)	Approved 20.07.2017
17/00491/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 details for phase 1 of the development comprising plant mounting pursuant to condition 46 and noise insulation pursuant to condition 50 of planning permission ref. 16/00165/FULMAJ dated 16 March 2017.	Approved 15.08.2017
17/00492/MDC	Site Bounded By	Details of plant mounting and	Approved

Farringdon Within	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	noise insulation for phase 3 of the development pursuant to conditions 46 and 50 of planning permission 16/00165/FULMAJ dated 16th March 2017.	15.08.2017
17/00497/MDC Bread Street	2 - 6 Cannon Street London EC4M 6YH	Submission of a landscaping scheme pursuant to condition 11 of planning permission 14/00780/FULMAJ dated 30.07.15	Approved 01.08.2017
17/00498/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 details for Phase 2A: (a) particulars and samples of the materials to be used on all external faces of the buildings; (b) alterations to the retained façade; (c) flank walls; (d) soffits, hand rails and balustrades; (e) integration of window cleaning equipment and other excrescences at roof level; (f) plant and ductwork for the retail uses; and (g) ventilation and air-conditioning for the retail uses pursuant to condition 30(a), (b), (c), (d), (e), (f), (g) of planning permission dated 16 March 2017 (ref: 16/00165/FULMAJ).	Approved 13.07.2017
17/00500/MDC Bread Street	2 - 6 Cannon Street London EC4M 6YH	Details of the construction, planting, irrigation and maintenance regime for the proposed green roof pursuant to planning permission 14/00780/FULMAJ dated 30.07.15.	Approved 01.08.2017
17/00502/LBC Cripplegate	4 The Postern Barbican London EC2Y 8BJ	Installation of internal draught lobby.	Approved 25.07.2017
17/00506/PODC Broad Street	60 London Wall London EC2M 5TQ	Submission of the Local Procurement Strategy pursuant to Schedule 3	Approved 11.07.2017

		Paragraph 2.1, and the Local Training and Skills Brokerage Strategy (demolition and construction) pursuant to Schedule 3 Paragraph 3.1 and 3.5 of the Section 106 Agreement dated 27 April 2017 (planning permission reference 16/00776/FULMAJ).	
17/00507/FULL Farringdon Within	Stationers Hall Stationers Hall Court London EC4M 7DD	Re-creating a door opening removing a window and a timber boarded panel in the west elevation of the warehouse building.	Approved 27.07.2017
17/00508/FULL Broad Street	4-6 Copthall Avenue London EC2R 7DA	Change of use of 5th floor from office (Class B1) to a dental surgery (Class D1) (195sq.m).	Approved 18.07.2017
17/00512/ADVT Tower	10 Trinity Square London EC3N 4AJ	Installation on the west elevation of the building of two non-illuminated column mounted name plaques each measuring 0.35m high by 0.65m wide and approximately 1.5m above ground level.	Approved 20.07.2017
17/00513/LBC Tower	10 Trinity Square London EC3N 4AJ	Installation of two externally mounted name plaques on the west elevation.	Approved 17.08.2017
17/00516/ADVT Bread Street	Scandinavian House 2 - 6 Cannon Street London EC4M 6YH	Installation and display of: (i) one non-illuminated hoarding sign measuring 2.4m high by 16.8m wide situated at ground floor level (ii) two non illuminated gantry hoarding sign measuring 3m high by 6m wide situated at a height above ground of 3.36m (iii) one non illuminated gantry hoarding sign measuring 2.3m high by 36m wide situated at a height above ground of 2.36m (iv) one non-illuminated hoarding sign measuring 2.4m high by 14.8m wide situated at ground floor level.	Approved 01.08.2017
17/00517/MDC	Dewhurst House 24 - 30 West	Details of a programme of archaeological work,	Approved

Farringdon Without	Smithfield London EC1A 9HB	foundations and piling configuration pursuant to conditions 6 and 8 of planning permission dated 17 November 2017 (application number 16/00215/FULMAJ).	11.07.2017
17/00518/LBC Farringdon Without	22 Fleet Street London EC4Y 1AA	Internal refurbishment and reconfiguration.	Approved 07.09.2017
17/00519/MDC Broad Street	60 London Wall London EC2M 5TQ	Submission of details of Impact Studies of the existing water supply infrastructure pursuant to condition 6 and details of sewer vents pursuant to condition 17 of planning permission 16/00776/FULMAJ dated 27.04.2016.	Approved 11.07.2017
17/00520/ADVT Farringdon Within	26 - 30 Holborn Viaduct London EC1A 2AQ	Installation and display of an internally illuminated advertisement display panel on an existing telephone kiosk measuring 1.87m in height x 1.33m in width at a height of 0.57m above ground level.	Refused 20.07.2017
17/00521/ADVT Aldgate	Pavement Outside, 1 - 5 St Botolph Street London, EC3A 7AR	Installation and display of an internally illuminated advertisement display panel on an existing telephone kiosk measuring 1.87m in height x 1.33m in width at a height of 0.57m above ground level.	Refused 20.07.2017
17/00522/ADVT Farringdon Within	81 Farringdon Street London EC4A 4BL	Installation and display of an internally illuminated advertisement display panel on an existing telephone kiosk measuring 1.87m in height x 1.33m in width at a height of 0.57m above ground level.	Refused 20.07.2017
17/00526/ADVT Bridge And Bridge Without	13 Eastcheap London EC3M 1BU	Installation and display of (i) one externally illuminated projecting sign measuring 0.5m high by 0.5m wide situated at a height above ground of 2.5m (ii) one externally illuminated fascia sign measuring 0.4m high by 1.7m wide situated at a height	Approved 01.08.2017

		above ground of 2.7m (iii) one non illuminated fascia sign measuring 0.6m high by 2.6m wide situated at a height above ground of 2.5m.	
17/00531/FULL Castle Baynard	10 Gough Square London EC4A 3DE	Change of use from private medical (Class D1) use to office (Class B1) use at part ground, fourth and fifth floor levels (total floorspace 196sq.m).	Approved 01.08.2017
17/00533/FULL Aldgate	117 - 120 Houndsditch London EC3A 7BT	Installation of a new entrance, shopfront and louvred grille to a window on the rear elevation.	Approved 03.08.2017
17/00534/ADVT Aldgate	117 - 120 Houndsditch London EC3A 7BT	Installation and display of i) one internally illuminated fascia sign measuring 0.2m high by 2.4m wide at a height above ground of 2.45m and ii) one internally illuminated projecting sign measuring 0.61m in diameter at a height above ground of 3.07m	Approved 03.08.2017
17/00535/MDC Cheap	Saddlers' Hall 40 Gutter Lane London EC2V 6BR	Submission of details of a survey of the highways and other land at the perimeter of the site showing the existing Ordnance Datum levels of the adjoining streets and open spaces pursuant to condition 5 of planning permission dated 09/05/2017 (ref: 17/00197/FULL)	Approved 27.07.2017
17/00537/ADVT Farringdon Without	191 Fleet Street London EC4A 2NJ	Installation and display of four halo illuminated fascia signs measuring 0.38m high by 0.78m wide situated 2.8m above ground level.	Approved 03.08.2017
17/00538/LDC Castle Baynard	60 Victoria Embankment London EC4Y 0JP	Submission of a Design Statement Appendix, details of methodology for repairs, works to turret and repair and storage of stonework pursuant to condition 5 (a), (b), (c) and	Approved 20.07.2017

		(d) of planning permission 16/00446/LBC dated 28.06.16.	
17/00542/LBC Cripplegate	4 The Postern Barbican London EC2Y 8BJ	Installation of secondary glazing to first floor windows.	Approved 22.08.2017
17/00544/ADVT Lime Street	Hasilwood House 60 - 62 Bishopsgate London EC2N 4AW	Installation and display of one non-illuminated projecting roundel sign measuring 0.61m diameter located 2.75m above ground floor level	Approved 27.07.2017
17/00545/FULL Lime Street	Hasilwood House 60 - 62 Bishopsgate London EC2N 4AW	(i) Replacement of the windows at ground floor level; (ii) change of use from a storage facility (Class B8) to a sports facility (Class D2 use) at lower ground floor level (120sq.m); (iii) installation of an air conditioning unit within the lightwell area.	Approved 29.08.2017
17/00546/LBC Broad Street	14 Austin Friars London EC2N 2HE	Installation of two externally illuminated projecting signs measuring 600mm by 600mm at a height of 1.8m above the ground.	Approved 20.07.2017
17/00549/LBC Tower	London Metropolitan University And Sir John Cass's Foundation 31 Jewry Street London EC3N 2EY	Proposed new signage and repair/ replacement of pavement lights.	Approved 11.07.2017
17/00552/LBC Cripplegate	718 Willoughby House Barbican London EC2Y 8BN	Internal alterations and refurbishment including relocation of the kitchen upstairs to the Penthouse room and installing an additional shower/WC off the living room. Installation of a false ceiling in the living room and bathroom and replacement of internal doors.	Approved 27.07.2017
17/00558/NMA	90 Fetter Lane London	Application under Section 96a of the Town and Country	Approved

Farringdon Without	EC4A 1EN	Planning Act 1990 for a non-material amendment to planning permission 16/00299/FULMAJ (dated 26.10.16) to remove the turntable at ground floor level and to install a new handrail at 1.1m above the finished floor level of the roof terrace.	20.07.2017
17/00561/LBC Cripplegate	719 Willoughby House Barbican London EC2Y 8BN	Internal alterations to remove partition walls in the kitchen and entrance hall.	Approved 08.08.2017
17/00553/FULL Tower	12 Trinity Square London EC3N 4AL	Removal of redundant fire escape within shared lightwell and the installation of new structural beams and maintenance staircase leading up from the existing 5th floor access door.	Approved 13.07.2017
17/00554/FULL Tower	10 Trinity Square London EC3N 4AJ	Alterations to the 3rd floor terrace and installation of new dry riser connection on west elevation at street level.	Approved 27.07.2017
17/00555/LBC Tower	10 Trinity Square London EC3N 4AJ	Alterations to the 3rd Floor Terrace and installation of new dry riser connection on west elevation at street level.	Approved 27.07.2017
17/00556/LBC Coleman Street	Chartered Accountant's Hall Moorgate Place London EC2R 6EA	Refurbishment of the Great Hall and lobby, including (i) removal of lobby panelling (ii) installation of wall and ceiling panelling (iii) installation of new floor, and (iv) upgrading of audio visual (AV) equipment.	Approved 05.09.2017
17/00557/ADVT Coleman Street	City Point Plaza 1 Ropemaker Street London EC2Y 9AW	Retention of a non-illuminated advertisement measuring: 3.68m wide x 3.5m high displayed at a height of 2.1m above ground floor level.	Approved 29.08.2017
17/00560/FULL Bishopsgate	Unit 1, Broadgate Circle London EC2M 2QS	Installation of a temporary art structure located above the external terrace.	Approved 20.07.2017
17/00562/FULL Bishopsgate	232 - 238 Bishopsgate London	External alterations including removal and replacement of roof lantern, rainwater pipes	Approved 01.08.2017

	EC2M 4QD	and window, stone and facade repairs.	
17/00563/MDC Coleman Street	30 - 34 Moorgate London EC2R 6DA	Details of ground floor office and retail entrances pursuant to condition 12(c) of planning permission 16/00560/FULL dated 19/08/2016.	Approved 27.07.2017
17/00564/MDC Coleman Street	30 - 34 Moorgate London EC2R 6DA	Details of ground floor elevations, including railings pursuant to condition 12(b) of planning permission 16/00560/FULL dated 19/08/2016.	Approved 27.07.2017
17/00565/FULLR 3 Farringdon Without	West Smithfield Rotunda Garden, West Smithfield, London EC1A 9BD	Temporary installation of an artwork for a period of 3 months to be taken down on or before 31st October 2017.	Approved 13.07.2017
17/00566/MDC Coleman Street	30 - 34 Moorgate London EC2R 6DA	Details of particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces pursuant to condition 12(a) of planning permission 16/00560/FULL dated 19/08/2016.	Approved 27.07.2017
17/00567/MDC Coleman Street	30-34 Moorgate London EC2R 6DA	Details of windows pursuant to condition 12(d) of planning permission 16/00560/FULL dated 19/08/2016.	Approved 03.08.2017
17/00568/FULL Langbourn	40 Lime Street London EC3M 7AW	Replacement of existing windows by doors to enable access to roof terraces at 5th, 6th and 7th floor levels on the rear elevation. Replacement of handrail and installation of timber decking to facilitate roof terrace use.	Approved 27.07.2017
17/00569/FULLR 3 Cripplegate	Barbican (Speed House) Residential Car Park Silk Street London EC2Y 8DX	Temporary installation of an artwork, 'Joy and Peace' by Morag Myerscough, for a period of up to 3 months to be taken down on or before 31st October 2017.	Approved 13.07.2017

17/00570/LBC Cripplegate	Barbican (Speed House) Residential Car Park Silk Street London EC2Y 8DX	Temporary installation of an artwork, 'Joy and Peace' by Morag Myerscough, for a period of up to 3 months to be taken down on or before 31st October 2017.	Approved 13.07.2017
17/00571/FULL Farringdon Without	Middle Temple Hall Middle Temple Lane London EC4Y 9AT	External alterations to include (i) to the guttering and rainwater discharge systems (ii) replacement of roof covering (iii) replacement of copper detailing at roof level with lead (iv) installation of a new mansafe system.	Approved 01.08.2017
17/00572/LBC Farringdon Without	Middle Temple Hall Middle Temple Lane London EC4Y 9AT	External alterations to include (i) to the guttering and rainwater discharge systems (ii) replacement of roof covering (iii) replacement of copper detailing at roof level with lead (iv) installation of a new mansafe system.	Approved 01.08.2017
17/00573/LBC Farringdon Without	Museum And Library St Bartholomew's Hospital West Smithfield London EC1A 7BE	Installation of partitioning to create a staff rest area within the former lecture theatre (2nd floor), with associated electrical and plumbing installation.	Approved 01.08.2017
17/00575/LBC Bridge And Bridge Without	31 - 35 Eastcheap London EC3M 1DE	Alteration to the side dormer window at roof level; internal alteration to ground and basement comprising removal of concrete stair and installation of ventilation grills to rear elevation.	Approved 31.08.2017
17/00576/FULL Lime Street	Lloyds Building 1 Lime Street London EC3M 7DQ	Installation of a ramp to provide access to the building.	Approved 01.08.2017
17/00577/LBC Lime Street	Lloyds Building 1 Lime Street London EC3M 7DQ	Installation of a ramp to provide access to the building.	Approved 01.08.2017
17/00578/FULL Bishopsgate	3 Broadgate London EC2M 2QS	Change of use from office (Class B1) to a marketing suite (sui generis) with ground	Approved 03.08.2017

		floor retail kiosk (Class A1) and associated refurbishment of building including new external cladding.	
17/00579/FULL Cornhill	Land Adjacent To Unit 4, Retail Pavilion Tower 42 Old Broad Street London EC2N 1HQ	Use of private space for Class A3 purposes and the setting out of tables and chairs ancillary to the use of the adjacent retail unit.	Approved 27.07.2017
17/00580/FULL Cheap	6 Frederick's Place London EC2R 8AB	Replacement of rear window at first floor level with a door and alterations to existing walkway in lightwell.	Approved 29.08.2017
17/00581/LBC Cheap	6 Frederick's Place London EC2R 8AB	Replacement of rear window at first floor level with a door to provide link to existing walkway.	Approved 29.08.2017
17/00582/FULL Lime Street	1 Great St Helen's London EC3A 6AP	Application under S73 of the Town and Country Planning Act 1990 (as amended) to delete condition 2 and vary condition 3 of planning permission 15/01317/FULL dated 08.03.2016 for the deconstruction and removal of redundant structures and provision of new cladding to the west elevation, to enable an amendment to the cladding material.	Approved 17.08.2017
17/00586/MDC Cornhill	15 Bishopsgate London EC2R 8AY	Details of plant and ductwork to serve retail Unit 4 pursuant to condition 11 (h) (in part) of planning permission dated 4th January 2016 (14/01251/FULMAJ).	Approved 27.07.2017
17/00587/TTT Castle Baynard	Tideway Working Area Blackfriars Bridge Foreshore Victoria Embankment London EC4Y 0DR	Partial discharge of Schedule 3 requirement relating to Contaminated Land Technical note (Part 1a) pursuant to BLABF16 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.	Approved 01.08.2017
17/00588/ADVT Farringdon Within	20 Old Bailey London EC4M 7AN	Installation and display of two internally illuminated fascia signs measuring 0.9 high x	Approved 01.08.2017

		3.8m wide located at a height of 5m above ground floor level and 0.3m high x 2.1m wide located at a height of 3m above ground floor level.	
17/00574/FULL Bridge And Bridge Without	31 - 35 Eastcheap London EC3M 1DE	Alteration to the side dormer window at roof level and installation of ventilation grills to rear elevation.	Approved 31.08.2017
17/00589/PODC Tower	10 Trinity Square London EC3N 4BH	Submission of Interim Travel Plan in accordance with Schedule 3, Part 4, Clause 8.1 of the Section 106 Agreement dated 29 March 2012. Planning Reference 11/00317/FULMAJ.	Approved 22.08.2017
17/00591/FULL Portsoken	9A Aldgate High Street London EC3N 1AH	Installation of new shopfronts, fixed canopies and security shutters.	Approved 29.08.2017
17/00592/ADVT Portsoken	9A Aldgate High Street London EC3N 1AH	Installation and display of: (i) one internally illuminated fascia sign measuring 0.77m high by 1.83m wide at a height above ground of 4.2m; (ii) one internally illuminated fascia sign measuring 0.77m high by 3.66m wide at a height above ground of 4.2m; (iii) one internally illuminated fascia sign measuring 0.59m high by 3.1m wide at a height above ground of 3.6m; (iv) one externally illuminated projecting sign measuring 0.67m high by 0.65m wide at a height above ground of 3.12m; (v) one fixed canopy measuring 1.5m high by 1.83m wide by 1m deep at a height above ground of 2.46m; (vi) one fixed canopy measuring 1.47m high by 3.66m wide by 1m deep at a height above ground of 2.46m;	Approved 29.08.2017

		(vii) one non-illuminated graphic applied to the counter; and (viii) two sets of non-illuminated graphics applied to external shutters.	
17/00593/FULL Farringdon Within	6 - 7 Ludgate Square London EC4M 7AS	Use of part ground floor and part lower ground floor levels as a flexible use for either Class A1/A2/B1/D1 or D2 use in lieu of permitted Class C3 and part A1 or D1 uses (245sq.m GIA).	Approved 22.08.2017
17/00595/FULL Candlewick	68 King William Street London EC4N 7HR	Change of use of room 616 (sixth floor) from office (Class B1) to a flexible use for either office (Class B1) or medical clinic (Class D1) (7.5sqm).	Approved 03.08.2017
17/00600/LBC Bishopsgate	Liverpool Street Station Concourse Liverpool Street London EC2M 7PY	Proposed alterations to main entrance doors to concourse.	Approved 08.08.2017
17/00603/ADVT Cornhill	56 - 57 Cornhill London EC3V 3PD	Installation and display of: (i) one externally illuminated fascia sign measuring 0.23m high by 1.3m wide at a height above ground of 2.5m; and (ii) one non-illuminated projecting sign measuring 0.65m high by 0.66m wide at a height above ground of 2.9m.	Approved 08.08.2017
17/00606/LBC Broad Street	23 Great Winchester Street London EC2P 2AX	Internal alterations and refurbishment at ground to third floor.	Approved 05.09.2017
17/00608/NMA Langbourn	Land Bounded By Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Application under section 96a of the Town and Country Planning Act 1990 (as amended) for a non material amendment to planning permission 14/00237/FULMAJ dated 08/02/2016 to alter the layout of the restaurant and provision WCs for the roof garden at level 14.	Approved 13.07.2017
17/00610/LBC	31 Eastcheap London	Decoration of the shopfront and installation of one non	Approved

Bridge And Bridge Without	EC3M 1DE	illuminated fascia and one non illuminated projecting sign.	08.08.2017
17/00611/FULL Broad Street	Drapers' Hall Throgmorton Avenue London EC2N 2DQ	Installation of CCTV security camera on an existing lantern at the entrance from Throgmorton Avenue.	Approved 01.08.2017
17/00612/LBC Broad Street	Drapers' Hall Throgmorton Avenue London EC2N 2DQ	Installation of CCTV security camera on an existing lantern at the entrance from Throgmorton Avenue.	Approved 01.08.2017
17/00614/LBC Farringdon Without	11 Staple Inn London WC1V 7QH	Internal alterations to ground and lower ground floor to increase opening sizes to small offices.	Approved 10.08.2017
17/00617/MDC Tower	Minories Public House 64 - 73 Minories London EC3N 1JL	Submission of details of kitchen extract flue, level of noise from plant equipment and fume extract arrangements pursuant to conditions 3, 4 and 5 of planning permission 16/00741/FULL dated 31 August 2016.	Approved 01.08.2017
17/00618/MDC Dowgate	Cannon Green Building 27 Bush Lane London EC4R 0AN	Details of construction management plan; acoustic report and a sample of grey coloured glass reinforced concrete (GRC) panels pursuant to condition 2, 4 and 5 of planning permission 17/00175/FULL dated 27/04/2017.	Approved 17.08.2017
17/00619/MDC Cordwainer	39 - 53 Cannon Street, 11 - 14 Bow Lane And Watling Court London EC4M 9AL	Details of materials, ground floor elevations office and ground floor office and retail entrances pursuant to condition 14 (a) (PART), (d), (e) of planning permission 13/00339/FULMAJ dated 27.02.14.	Approved 31.08.2017
17/00624/MDC Vintry	33 Queen Street London EC4R 1BR	Submission of a Noise Assessment Report pursuant to condition 3 of planning permission 16/00077/FULL	Approved 01.08.2017

		dated 14.04.16.	
17/00626/ADVT Castle Baynard	165 Fleet Street London EC4A 2DY	Installation and display of: (i) two internally illuminated fascia signs measuring 0.3m high, 2.48m wide, at heights above ground of 3.86m and 3.99m respectively; (ii) one non-illuminated projecting sign measuring 0.65m high, 0.65m wide, at a height above ground of 3.66m; (iii) three non-illuminated ATM signs measuring 0.2m, 0.5m and 0.72m high, 0.72m wide, at heights above ground of 0.73m, 1.56m and 1.34m respectively; (iv) one non-illuminated nameplate measuring 0.4m high, 0.31m wide, at height above ground of 1.06m.	Approved 01.08.2017
17/00630/MDC Bread Street	2 - 6 Cannon Street London EC4M 6YH	Details of proposed new facade, a typical bay of the development, typical details of stonework, ground floor elevations, service yard, gates and internal treatment pursuant to condition 9 (b) (PART), (c), (d), (e) (PART) and (g) (PART) of planning permission 14/00780/FULMAJ dated 30.07.2015	Approved 10.08.2017
17/00631/MDC Dowgate	Cannon Green Building 27 Bush Lane & 1 Suffolk Lane London EC4R OAN	Details of samples pursuant to condition 10 (a) part of planning permission 15/00844/FULL dated 13.10.2015	Approved 17.08.2017
17/00632/MDC Cheap	Saddlers' Hall 40 Gutter Lane London EC2V 6BR	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to condition 11 of planning permission (application no. 17/00197/FULL) dated 9th May 2017.	Approved 01.08.2017
17/00633/LBC	322 Shakespeare	Replacement of five internal	Approved

Aldersgate	Tower Barbican London EC2Y 8NJ	doors with full-height doors.	20.07.2017
17/00635/NMA Farringdon Within	Christ Church Greyfriars King Edward Street London EC1A 7BA	Non material amendment under S96A of the Town and Country Planning Act 1990 (as amended) to planning permission 16/01027/FULL dated 08/12/2017 to alter the size of the 'Christ Hospital' Sculpture.	Approved 20.07.2017
17/00636/MDC Coleman Street	30 - 34 Moorgate London EC2R 6DA	Details of soffits, handrails and balustrades pursuant to condition 12(e) of planning permission 16/00560/FULL dated 19/08/2016.	Approved 10.08.2017
17/00637/MDC Coleman Street	30 - 34 Moorgate London EC2R 6DA	Details of particulars and samples of the materials to be used on all external faces of the building pursuant to condition 13 of planning permission 16/00560/FULL dated 19/08/2016.	Approved 10.08.2017
17/00638/ADVT Farringdon Within	33 Ludgate Hill London EC4M 7BE	Installation and display of: (i) two internally illuminated (lettering only) fascia signs measuring 0.5m high by 2.8m wide at a height above ground of 4m; and (ii) one internally illuminated (lettering only) projecting sign measuring 0.61m by 0.61m at a height above ground of 4m.	Approved 22.08.2017
17/00639/FULL Langbourn	Retail Unit A XL House 23 Lime Street London EC3M 7HB	Change of use of the premises at part ground floor level from a shop (Class A1) to a flexible use for either Class A1 (shop) or sui generis (shop, cafe and hot food take away). (258 Sq.m)	Approved 14.09.2017
17/00640/ADVT Walbrook	111 Cannon Street London EC4N 5AR	Installation and display of: (i) one non-illuminated hoarding advertisement measuring 2.64m high by 4m wide; (ii) four non-illuminated hoarding advertisements measuring 1.8m high by 1.8m wide; (iii) one non-illuminated hoarding advertisement measuring	Approved 31.08.2017

		1.59m high by 2.65m wide; (iv) two non-illuminated hoarding advertisement measuring 0.89m high by 2.93m wide; and (v) one internally illuminated hoarding advertisement measuring 2.64m high by 4m wide.	
17/00641/ADVT Bread Street	22 Cheapside London EC2V 6AH	Installation and display of internally illuminated individual lettering measuring 2.7m wide x 0.4m high located at a height of 3m above ground floor level and one non-illuminated hanging sign measuring 1.6m wide by 0.45m high located at a height of 2.7m above ground floor level.	Approved 20.07.2017
17/00642/ADVT Cordwainer	31 - 32 Watling Street London EC4M 9BR	Retention of one internally illuminated fascia sign measuring 3m wide by 0.4m high located 3.1m above ground floor level and installation of one non illuminated projecting roundel sign measuring 0.52m in diameter located 3m above ground floor level.	Approved 10.08.2017
17/00643/DPAR Aldgate	142 Houndsditch London EC3A 7DH	Application for determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) as to whether Prior Approval is required for the installation of a telephone kiosk.	Prior approval refused 17.08.2017
17/00644/FULL Coleman Street	99 Gresham Street London EC2V 7NG	Installation of air conditioning condenser unit at roof level.	Approved 22.08.2017
17/00654/FULL Cornhill	Tower 42 25 Old Broad Street London EC2N 1HQ (Retail Unit 1)	Use of private space for Class A1 purposes and the setting out of three tables and six chairs ancillary to the use of the adjacent retail unit (Total floorspace 10 sqm).	Approved 22.08.2017
17/00655/MDC	Land Bounded By	Details of green roofs at 121	Approved

Bassishaw	London Wall, Wood Street, St Alphage Gardens, Fire Street Avenue London EC2	London Wall pursuant to Condition 13 (in part) of planning permission dated 30 June 2014 (ref: 14/00259/FULL).	17.08.2017
17/00656/ADVT Cheap	50 Gresham Street London EC2V 7AY	Installation and display of; i) two fascia signs measuring 0.38m high by 2.1m wide located 4m above ground floor level with halo and backlit illuminated lettering; ii) two externally illuminated projecting signs measuring 0.6m x 0.6m located 3.2m above ground floor level; one of each to be displayed on the Ironmonger Lane elevation and the Gresham Street elevation.	Approved 17.08.2017
17/00660/LBC Tower	Trinity House Trinity Square London EC3N 4DH	Internal alterations to ground floor reception including formation of door and partition wall.	Approved 08.08.2017
17/00657/ADVT Cornhill	Pavilion Unit 4 Tower 42 25 Old Broad Street London EC2N 1HQ	Installation and display of: (i) one projecting sign with halo illuminated lettering measuring 0.4m high by 0.4m wide at a height of 2.75m above ground floor level and (ii) three internally illuminated fascia signs measuring 0.6m high by 2.065m wide at height of 2.645m above ground floor level located behind the shopfront glazing.	Approved 29.08.2017
17/00658/MDC Cordwainer	39 - 53 Cannon Street, 11-4 Bow Lane And Watling Court London EC4N 5SH	Details of the soffits, hand rails and balustrades, details of junctions and adjoining premises, details of the integration of window cleaning equipment, plant, flues, fire escapes and other excrescences at roof level pursuant to Condition 14 (f), (g), (h) of planning permission 13/00339/FULMAJ dated 27.02.14.	Approved 31.08.2017
17/00659/FULL	99 Gresham	i) Alterations to the 4th floor	Approved

Coleman Street	Street London EC2V 7NG	terrace; ii) replacement panels for future signs in two locations to Gresham Street & Coleman Street; and iii) alterations to the fire escape to Gresham Street.	22.08.2017
17/00675/PODC Broad Street	60 London Wall London EC2M 5TQ	Submission of the Utility Connections to the Development pursuant to Schedule 3 Paragraphs 12.1 (a) and 12.1 (b) of the section 106 agreement dated 27th April 2017 (planning application reference: 16/00776/FULMAJ)	Approved 07.09.2017
17/00662/MDC Cordwainer	39 - 53 Cannon Street, 11-4 Bow Lane And Watling Court London EC4N 5SH	Submission of a landscaping scheme pursuant to Condition 18 of planning permission 13/00339/FULMAJ (dated 27.02.14).	Approved 31.08.2017
17/00663/PODC Cornhill	15 Bishopsgate & Tower 42 Public Realm London EC2N 3NW	Submission of Carbon Offsetting Contribution details pursuant to clause 9.1.2, 9.2 and 9.3.2 of schedule 3 of the section 106 agreement dated 4th January 2016 relating to planning permission reference 14/01251/FULMAJ.	Approved 13.07.2017
17/00664/FULL Aldgate	80 Leadenhall Street London EC3A 3DH	Change of use of part of ground floor from office (Class B1) to a flexible use for either office (Class B1) or medical clinic (Class D1) (250sq.m).	Approved 29.08.2017
17/00665/ADVT Bishopsgate	Public Footway North-west of 158-164 Bishopsgate London EC2M 4LX	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside 158-164 Bishopsgate.	Refused 14.09.2017
17/00666/ADVT Cordwainer	Public Footway To The South of of 35 Cannon Street London EC4M 5S	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside 35 Cannon Street.	Refused 14.09.2017
17/00667/ADVT Bridge And Bridge Without	Public Footway To The North of 4 Eastcheap London EC3M 1AE	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside 4 Eastcheap.	Refused 14.09.2017

17/00670/ADVT Bridge And Bridge Without	Public Footway To The West of Adelaide House London Bridge London EC4R 9HA	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside Adelaide House.	Refused 14.09.2017
17/00674/LBC Langbourn	20 - 22 Leadenhall Market London EC3V 1LR	Internal refurbishment to include utilising the existing mezzanine for use as a private dining area; new flooring and wall finishes to the mezzanine; exposing the existing balustrading; utilising the original double doors to the corner of the property as the main entrance; re-cladding the main bars; and, other minor alterations.	Approved 14.09.2017
17/00679/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 wheelchair user dwellings and accessible and adaptable dwellings within Phase 3 of the development pursuant to condition 40(a) and (b) of planning permission dated 16 March 2017 (ref: 16/00165/FULMAJ).	Approved 08.08.2017
17/00686/FULL Farringdon Without	1 West Smithfield London EC1A 9JU	External alterations to the existing entrance and facade of the office building, including increased glazing and new frontage to the bike storage and utility area.	Approved 07.09.2017
17/00687/ADVT Farringdon Without	1 West Smithfield London EC1A 9JU	Installation and display of one non-illuminated fascia sign measuring 0.49m high by 3.3m wide at a height above ground of 3.84m.	Approved 07.09.2017
17/00688/MDC Farringdon Without	Dewhurst House 24 - 30 West Smithfield London EC1A 9HB	Details of windows and external doors to the north block pursuant to condition 9(c) (part) of planning permission 16/00215/FULMAJ dated 17.11.16	Approved 29.08.2017
17/00689/ADVT Bridge And Bridge Without	37 Eastcheap London EC3M 1DT	Installation and display of (i) one internally illuminated barber's pole measuring 0.75m high by 0.29m in	Approved 31.08.2017

		diameter at a height above ground of 2.73m.	
17/00691/MDC Bishopsgate	100 Liverpool Street London EC2M 2RH	Details of a Crossrail Construction Method Statement (construction phase) pursuant to condition 3(part) of planning permission 17/00276/FULL dated 5 June 2017.	Approved 07.09.2017
17/00694/FULL Lime Street	147 Leadenhall Street London EC3V 4QT	Change of use of the basement, ground and mezzanine floors from restaurant/drinking establishment (Class A3/A4) use to events space (sui generis) use (1,321sq.m).	Approved 07.09.2017
17/00695/LBC Lime Street	147 Leadenhall Street London EC3V 4QT	Internal alterations and installation of a projecting sign and two brass plaques in connection with a change of use.	Approved 07.09.2017
17/00696/MDC Farringdon Within	42 - 44 Little Britain London EC1A 7BE	Details of the proposed finished ground floor level in relation to the existing highway level pursuant to condition 7 of planning permission dated 16 March 2017 (ref: 16/00164/FULL).	Approved 22.08.2017
17/00697/FULL Bishopsgate	117 - 121 Bishopsgate London EC2M 3UJ	External alterations to the shopfronts, installation of two automated teller machines (ATMs) to shopfronts and associated works.	Approved 10.08.2017
17/00698/ADVT Bishopsgate	117 - 121 Bishopsgate London EC2M 3UJ	Installation and display of: (i) two internally illuminated projecting signs measuring 0.44m high by 0.90m wide by 0.15m deep at 3.40m above ground ; (ii) one internally illuminated fascia sign measuring 0.498m high by 2.51 wide at 3.18m above ground ; (ii) one internally illuminated fascia sign measuring 0.38m high by 1.03m wide at 3.3m above ground ; (iii) three internally illuminated fascia signs measuring 0.38m high by	Approved 10.08.2017

		1.031m wide at 3.3m above ground level; (iv) two internally illuminated ATM signs measuring 0.08m high by 0.31m wide ; (v) two internally illuminated ATM signs measuring 0.18m high by 0.46m wide.	
17/00699/PODC Farringdon Within	Site Bounded By 34-48,39-41,45-47 & 57B Little Britain 20,25,47,48-50,51-53,59,60,61,61A & 62 Bartholomew Close London EC1	Submission of details of an Interim Travel Plan, pursuant to schedule 2, clause 8.1 of the section 106 agreement dated 29 May 2013 (and subsequent deeds of variations) pertaining to planning application references 12/00256/FULEIA, 14/00432/FULMAJ, 15/00417/FULMAJ, 16/00165/FULMAJ and 16/00164FULL.	Approved 07.09.2017
17/00702/FULL Farringdon Within	65 Carter Lane London EC4V 5DY	Formation of a new accessible entrance on the Carter Lane frontage, removal of fire exit doors and replacement with sash windows, replacement of the corner entrance doors, extension of lift shaft to serve fourth floor and reinstatement of basement lift pit and replacement of windows at fourth floors.	Approved 29.08.2017
17/00703/FULL Aldersgate	Retail Unit 1 Lauderdale Tower Barbican London EC2Y 8BY	Change of use of the ground floor retail unit from a hairdressers and yoga studio (sui generis) to a hairdressers (Class A1) use (94 sq.m).	Approved 29.08.2017
17/00704/LBC Aldersgate	Retail Unit 1 Lauderdale Tower Barbican London EC2Y 8BY	Internal alterations to the ground floor retail unit in association with the proposed change of use to a hairdressers.	Approved 29.08.2017
17/00705/ADVT Langbourn	21 Lime Street London EC3M 7HB	Installation and display of i) one lettering only illuminated fascia sign measuring 0.6m high by 2.84m wide at a height above ground of 2.77m; ii) two internally illuminated projecting signs measuring 0.6m high by 0.6m wide at a	Approved 31.08.2017

		height above ground of 3.05m; iii) one non illuminated fascia sign measuring 0.4m high by 1.46m wide at a height above ground of 2.04m and iv) one non illuminated directional / wayfinding sign measuring 0.36m high by 1.46m wide at a height above ground of 1.43m.	
17/00706/FULL Farringdon Within	Aldersgate NCP Car Park Aldersgate Street London EC1A 4HY	Application under Section 73 of the Town and Country Planning Act 1990 to vary the condition of planning permission dated 27 January 1961 (ref: 3674N) to enable the use of part of basement level 14 for ancillary office storage purposes (Class B1) (930sq.m GIA).	Approved 08.08.2017
17/00710/PODC Broad Street	60 London Wall London EC2M 5TQ	Submission of details of a Highways Condition Survey pursuant to schedule 3 paragraph 8.1 of the section 106 agreement dated 27th April 2017 related to planning application reference 16/00776/FULMAJ.	Approved 07.09.2017
17/00707/LBC Lime Street	Hasilwood House 60 - 62 Bishopsgate London EC2N 4AW	Internal and external alterations including (i) replacement of the windows at ground floor level; (ii) installation of an air conditioning unit within the lightwell area; (iii) installation of a projecting sign.	Approved 29.08.2017
17/00711/MDC Bishopsgate	8 Devonshire Square London EC2M 4PL	Details of an air quality assessment pursuant to condition 6 of planning permission 15/00165/FULL dated 22/04/2015.	Approved 05.09.2017
17/00713/ADVT Bishopsgate	17 Liverpool Street London EC2M 7PD	Installation and display of (i) Internally illuminated LED illuminated fascia panel measuring 7.768 m wide by 0.96m high at height of 3.73m above street level. (ii) Internally illuminated LED projecting sign 0.583m wide by 0.583m high located at a	Refused 01.09.2017

		height of 4.086m above street level.	
17/00716/MDC Farringdon Within	20 Old Bailey London EC4M 7AN	Submission of details of the level of noise emitted from new plant pursuant to conditions 12(a) and 13 of planning permission dated 30.06.2017 (16/00417/FULL).	Approved 01.08.2017
17/00717/ADVT Bread Street	3 - 5 Paternoster Row London EC4M 8AB	Installation and display of: i) two non-illuminated fascia signs measuring 0.34m high by 2.95m wide situated at a height of 2.47m above ground. (ii) one internally illuminated projecting sign measuring 0.5m high by 0.65 in wide situated at a height of 2.95m above ground.	Approved 05.09.2017
17/00725/NMA Bishopsgate	201 Bishopsgate London EC2M 3AB	Non material amendment under section 96A of the Town and Country Planning Act 1990 to enable the reconfiguration of three planters and the removal of one planter within Broadgate Plaza.	Approved 10.08.2017
17/00718/FULL Bishopsgate	201 Broadgate Plaza, Bishopsgate & Broadgate Tower London EC2M 3AB	Installation of new free-standing timber clad planter within Broadgate Plaza, replacing planter approved under application 16/01168/FULL.	Approved 05.09.2017
17/00739/LBC Farringdon Without	Kings College Maughan Library New Fetter Lane London WC2A 1LR	Installation of remotely accessed control system to gate.	Approved 05.09.2017
17/00726/MDC Bishopsgate	1 Finsbury Avenue London EC2M 2PA	Project Sustainability Plan and Construction Logistics Strategy pursuant to conditions 2 and 3 of planning permission dated 01 June 2017 (ref: 17/00230/FULL).	Approved 22.08.2017
17/00742/NMA Candlewick	24-32 King William Street London	Non-material amendment under Section 96A of the Town and Country Planning	Approved 15.08.2017

	EC4R 9AT	Act 1990 (as amended) to planning permission 14/01096/FULMAJ dated 11th May 2015 to allow amendments to the north facing lightwell facade; the smoke extract plant; the lift overrun pitch and plant well louvre.	
17/00727/ADVT Cornhill	6 Adam's Court London EC2N 1DX	Installation and display of one externally illuminated fascia sign measuring 0.9m high by 2.9m wide situated at a height of 2.3m above ground floor level.	Approved 14.09.2017
17/00729/ADVT Lime Street	147 Leadenhall Street London EC3V 4QT	Installation and display of i) one halo illuminated projecting sign measuring 0.6m high by 0.7m wide at a height above ground of 2.82m and ii) two non illuminated brass plaques measuring 0.73m high by 0.54m wide at a height above ground of 1.17m.	Approved 07.09.2017
17/00730/FULL Billingsgate	Peek House 20 Eastcheap London EC3M 1EB	Change of use of Suite 42 on the first floor from office (Class B1) to a flexible use for either office (Class B1) or medical clinic (Class D1) (96sqm).	Approved 31.08.2017
17/00732/MDC Aldgate	Dixon House 72 - 75 Fenchurch Street London EC3M 4BR	Details of a Post-Completion Acoustic Report pursuant to condition 5(a) of planning permission (application no. 14/00579/FULL) dated 25th February 2015.	Approved 22.08.2017
17/00735/LBC Cripplegate	539 Willoughby House Barbican London EC2Y 8BN	Internal alterations and refurbishments to the bathroom and separate toilet, including moving a non-structural wall and access door in the separate toilet to make room for a shower cubicle.	Approved 05.09.2017
17/00737/ADVT Vintry	Senator House 85 Queen Victoria Street London EC4V 4AB	Installation and display of six non-illuminated advertisements on hoarding measuring (i) 2.4m high by 10.05m wide; (ii) 2.4m high by 9.85m wide; (iii) 2.4m high by 11.02m wide; (iv) 2.4m high	Approved 29.08.2017

		by 3.66m wide; (v) 2.4m high by 7.65m wide; and (vi) 2.4m high by 18m wide to be located 0.1m above ground level.	
17/00738/MDC Dowgate	Cannon Green Building 27 Bush Lane London EC4R 0AN	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects and a scheme specifying fume extract arrangements, pursuant to conditions 2 and 4 of planning permission 16/01098/FULL dated 14th December 2016.	Approved 07.09.2017
17/00740/FULL Tower	2 America Square London EC3N 2LU	Change of use of ancillary car parking (class B1) to a flexible use of either Class A1 or Class D1 or Class D2 use and associated works including improvements to landscaping and improved public access.	Approved 19.09.2017
17/00747/NMA Farringdon Within	42 - 44 Little Britain London EC1A 7BE	Application under section 96a of the Town and Country Planning Act 1990 (as amended) for the removal of condition 12 of planning permission 16/00164/FULL, dated 16 March 2017.	Approved 08.08.2017
17/00745/MDC Billingsgate	Sugar Quay Lower Thames Street London EC3R 6EA	Sample of opaque glazing pursuant to part a) of condition 22 and details of the ground floor elevation pursuant to part e) of condition 22 of planning permission dated 11th May 2016 (application reference 14/01006/FULMAJ).	Approved 31.08.2017
17/00749/MDC Coleman Street	30 - 34 London Wall London EC2R 6EL	Details of mechanical plant mitigation pursuant to condition 7 of planning permission 16/00560/FULL dated 19/08/2016.	Approved 12.09.2017
17/00750/MDC Castle Baynard	1 Puddle Dock London EC4V 3DS	Acoustic Commissioning Report pursuant to condition 6(a) of planning permission 15/00536/FULL dated 24 July 2015.	Approved 29.08.2017
17/00755/FULL	11 Leadenhall Street London	Installation of new glazed hinged double doors to	Approved

Lime Street	EC3V 1LP	replace existing revolving doors.	14.09.2017
17/00756/ADVT Lime Street	11 Leadenhall Street London EC3V 1LP	Installation and display of one internally illuminated fascia sign measuring 0.2m in height x 1.76m in width situated at a height of 3.29m above ground level.	Approved 14.09.2017
17/00757/LBC Cripplegate	703 Willoughby House Barbican London EC2Y 8BN	Installation of vent to high level kitchen window.	Approved 12.09.2017
17/00759/FULL Vintry	28 Garlick Hill London EC4V 2BA	Replacement of windows and glazing on the front elevation.	Approved 14.09.2017
17/00771/ADVT Tower	58-60 Mark Lane London EC3R 7ND	Installation and display of: one internally illuminated fascia sign (illumination to lettering only) measuring 0.6m high by 1.2m wide at a height of 3.38m above ground; one non illuminated projecting sign measuring 0.55m high by 0.55m wide at a height of 2.48m above ground; one non illuminated wall sign measuring 0.52m high by 0.4m wide at a height of 1.25m above ground.	Approved 12.09.2017
17/00772/ADVT Aldgate	50 St Mary Axe London EC3A 8FR	Installation of one illuminated (lettering only) projecting sign measuring 0.6m wide by 0.6m high at a height above ground of 2.7m.	Approved 19.09.2017
17/00773/FULL Aldgate	The Baltic Exchange 38 St Mary Axe London EC3A 8EX	Upgrade to existing telecommunications equipment comprising the installation of three antennas affixed to existing support poles and associated development.	Approved 14.09.2017
17/00774/LBC Aldgate	The Baltic Exchange 38 St Mary Axe London	Upgrade to existing telecommunications equipment comprising the installation of three antennas	Approved 14.09.2017

	EC3A 8EX	affixed to existing support poles and associated development.	
17/00775/ADVT Cornhill	Pavilion Unit 3 Tower 42 15 Bishopsgate London EC2N 1DP	Installation and display of: (i) one set of internally illuminated letters measuring 0.6m high by 4.226 m wide at height of 3.14m above ground floor level applied to glass frontage; (ii) one internally illuminated roundel applied to the shopfront glazing; (iii) one halo illuminated projecting sign measuring 0.45m wide by 0.45m high at 2.75m above ground floor level and (iv) one internally illuminated roundel sign 1.125m in diameter behind the glazing at ground floor level.	Approved 29.08.2017
17/00777/MDC Vintry	Senator House 85 Queen Victoria Street London EC4V 4AB	Roof terrace landscaping scheme pursuant to condition 6 of planning permission 16/00236/FULL dated 6th May 2016.	Approved 12.09.2017
17/00780/MDC Bishopsgate	1 Finsbury Avenue London EC2M 2PA	Hostile vehicle mitigation measures pursuant to condition 7 of planning permission dated 01 June 2017 (ref: 17/00230/FULL).	Approved 22.08.2017
17/00785/NMA Broad Street	60 London Wall London EC2M 5TQ	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission dated 17th April 2017 (App No 16/00776/FULMAJ) to amend the wording of condition 44 to allow use of the generator as backup power during power failures.	Approved 17.08.2017
17/00795/LDC Farringdon Without	St Bartholomew's Hospital West Smithfield London EC1A 7BE	Details of new openings in the east elevation pursuant to condition 2(h) of listed building consent dated 24.02.15 (reference: 14/01281/LBC).	Approved 12.09.2017
17/00797/LBC	58-60 Mark Lane London	Installation of one internally illuminated sign above	Approved

Tower	EC3R 7ND	entrance door, one non-illuminated projecting sign and non illuminated 'menu' board fixed to stonework adjacent to the entrance.	14.09.2017
17/00808/FULL Tower	1 Aldgate London EC3N 1RE	Installation of new entrance and ATM on the Aldgate elevation, removal of granite stall risers and replacement with full height glazed windows on the Aldgate and corner elevation and installation of single panel windows on the Jewry Street elevation.	Approved 19.09.2017
17/00810/MDC Aldgate	52-54 Lime Street & 21-26 Leadenhall (Prudential House), 27 & 27A Leadenhall Street (Allianz Cornhill House) & 34-35 Leadenhall Street & 4-5 Billiter Street (Winterthur House) London, EC3	Details of granite skirting pursuant to condition 8(a) [In Part] of planning permission (application no. 14/00027/FULMAJ) dated 30th June 2014.	Approved 29.08.2017
17/00811/MDC Aldgate	52-54 Lime Street & 21-26 Leadenhall (Prudential House), 27 & 27A Leadenhall Street (Allianz Cornhill House) & 34-35 Leadenhall Street & 4-5 Billiter Street (Winterthur House) London, EC3	Details of glazing to flat/shoulder roof of main building pursuant to condition 8(a) [In Part] of planning permission (application no. 14/00027/FULMAJ) dated 30th June 2014.	Approved 22.08.2017
17/00812/MDC Aldgate	52-54 Lime Street & 21-26 Leadenhall (Prudential House), 27 & 27A Leadenhall Street	Details of canopy glazing pursuant to condition 8(a) [In Part] of planning permission (application no. 14/00027/FULMAJ) dated 30th June 2014.	Approved 22.08.2017

	(Allianz Cornhill House) & 34-35 Leadenhall Street & 4-5 Billiter Street (Winterthur House) London, EC3		
17/00813/MDC Aldgate	72-75 Fenchurch Street London EC3M 4BR	Details of anti-vibration mountings pursuant to condition 6 of planning Permission (application no. 14/00579/FULL) dated 25th February 2015.	Approved 29.08.2017
17/00823/MDC Broad Street	60 London Wall London EC2M 5TQ	Details of a programme of archaeological work and foundation design pursuant to conditions 10 and 11 (in part) of planning permission dated 27 April 2017 (application number 16/00776/FULMAJ).	Approved 07.09.2017
17/00825/LBC Cripplegate	14 Speed House Barbican London EC2Y 8AT	Retention of works to kitchen including partial removal of partition wall.	Approved 12.09.2017
17/00846/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 Delivery and Servicing Management Plan pursuant to Paragraph 9.1 Schedule 2 and Schedule 6 of the S106 agreement dated 29th May 2013 (Planning Ref: 12/0256/FULEIA), as amended by the Third S73 Application 16/00165/FULMAJ (Clause 4.2 of Deed of Variation dated 16 March 2017).	Approved 12.09.2017
17/00945/MDC Lime Street	22 - 24 Bishopsgate London EC3	Details of glazing pursuant to Condition 16 a) (in part) of planning permission dated 11.09.2017 app.no. 16/00849/FULEIA.	Approved 14.09.2017

Agenda Item 5

Committee(s)	Dated:
Planning and Transportation	3rd October 2017
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

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.

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
17/00703/FULL Aldersgate	Retail Unit 1, Lauderdale Tower, Barbican, London, EC2Y 8BY	Change of use of the ground floor retail unit from a hairdressers and yoga studio (sui generis) to a hairdressers (Class A1) use (94 sq.m).	06/07/2017
17/00854/FULL Aldersgate	Churchyard, St Anne's Lutheran Church, Gresham Street, London, EC2V 7BX	Modification of existing paving to create localised graded approach to south and west entrances.	18/08/2017
17/00802/FULL Aldersgate	519 Bunyan Court, Barbican, London, EC2Y 8DH	Retention of replacement external glazed door at seventh floor level.	22/08/2017
17/00479/FULL Aldgate	115 Houndsditch, London, EC3A 7BR	Installation of an ATM to the shopfront glazing incorporating an ATM fascia with a red surround and white illuminated lettering.	23/06/2017
17/00664/FULL Aldgate	80 Leadenhall Street, London, EC3A 3DH	Change of use of part of ground floor from office (Class B1) to a flexible use for either office (Class B1) or medical clinic (Class D1) (250sq.m).	12/07/2017

17/00773/FULL Aldgate	The Baltic Exchange, 38 St Mary Axe, London, EC3A 8EX	Upgrade to existing telecommunications equipment comprising the installation of three antennas affixed to existing support poles and associated development.	27/07/2017
17/00840/FULL Aldgate	52-56 Leadenhall Street, London, EC3A 2DX	Change of use of part of ground and lower ground floor (basement) levels of the building from office (Class B1) to an integrated restaurant/meeting space/bar/games area (sui generis) with ancillary store rooms together with associated duct work to roof level and louvres on the rear elevation. Creation of new doors on the Leadenhall Street frontage.	24/08/2017
17/00730/FULL Billingsgate	Peek House, 20 Eastcheap, London, EC3M 1EB	Change of use of Suite 42 on the first floor from office (Class B1) to a flexible use for either office (Class B1) or medical clinic (Class D1) (96sqm).	13/07/2017
17/00653/FULL Bishopsgate	15 - 16 St Helen's Place, London, EC3	Use of basement to second floor level as a gymnasium (Use Class D2) in lieu of permitted flexible livery hall (sui generis) and retail uses (Use Class A1 - A4) (1,204 sq.m) and office space (Use Class B1) (1,902 sq.m).	28/06/2017
17/00697/FULL Bishopsgate	117 - 121 Bishopsgate, London, EC2M 3UJ	External alterations to the shopfronts, installation of two automated teller machines (ATMs) to shopfronts and associated works.	05/07/2017
17/00718/FULL Bishopsgate	201 Broadgate Plaza, Bishopsgate & Broadgate Tower, London, EC2M 3AB	Installation of new free-standing timber clad planter within Broadgate Plaza, replacing planter approved under application 16/01168/FULL.	11/07/2017
17/00651/FULL Bishopsgate	50 Liverpool Street, London, EC2M 7PY	Installation of a freestanding overhead canopy.	12/07/2017
17/00760/FULL Bishopsgate	Lord Aberconway Public House , 72 Old Broad Street, London, EC2M 1QT	Installation of new brass covers to window cills and seven new floodlights.	10/08/2017
17/00831/FULL Bishopsgate	1 Finsbury Avenue, London, EC2M 2PF	Application under Section 73 of the Town and Country Planning Act 1990 to remove Conditions 5 and 6 (archaeology) and to vary Condition 29 (approved drawings) of planning permission 17/00230/FULL dated 01 June 2017 to enable: (i) the creation of a rooftop pavilion and associated terrace to the western side of the building; (ii) the	11/08/2017

		relocation of the proposed stair and lift core at basement and ground floor to within the perimeter of the existing building; and (iii) the removal of one car parking space and the introduction of 11 motorcycle parking spaces.	
17/00859/FULL Bishopsgate	Ground Floor Retail Unit , 210 Bishopsgate, London, EC2M 4NR	Retention of use comprising a mix of retail, cafe and hot food takeaway (sui generis) in lieu of restaurant (class A3).	21/08/2017
17/00869/FULL Bishopsgate	3 Broadgate, London, EC2M 3AB	Installation of a temporary art work comprising a wrap and construction hoardings.	21/08/2017
17/00855/FULL Bishopsgate	133 Middlesex Street, London, E1 7JF	Extension at roof level [55sq.m GIA] to provide an additional storey of accommodation (3rd floor) together with a change of use at 1st to 3rd floors from office (Class B1) use to residential (Class C3) use to provide three apartments (2 x 2 bedroom and 1 x one bedroom) for the purposes of short term lets (less than 90 consecutive nights).	25/08/2017
17/00902/FULL Bishopsgate	155 Bishopsgate, London, EC2M 3TQ	Change of use from office (Class B1) to dual use as shop/office (Class A1/B1) at ground floor level and installation of an entrance door.	01/09/2017
17/00911/FULL Bishopsgate	Regus, 63 St Mary Axe, London, EC3A 8AA	Change of use of Room 124 at first floor level from Class B1 use (office) to a flexible use for either Class B1 (office) or Class D1 (medical clinic) use (10sq.m GIA).	01/09/2017
17/00899/FULL Bishopsgate	Exchange Square, Exchange Place, London, EC2A 2BR	Use of Exchange Square for a temporary Christmas forest with bar and restaurant tipi, cinema tipi, retail kiosks, hot tubs and ancillary facilities.	04/09/2017
17/00904/FULL Bishopsgate	Mobile Unit 10 Entrance To Liverpool Street Station, Bishopsgate, London, EC2M 7PY	Erection of an extension to the retail unit (4.4sq.m).	05/09/2017
17/00892/FULL Bread Street	1 - 3 St Paul's Churchyard, London, EC4M 8AJ	Change of use of ground floor and basement from restaurant (class A3) to restaurant and hot food takeaway (sui generis).	25/08/2017
17/00890/FULL Bread Street	1 - 3 St Paul's Churchyard, London, EC4M 8AJ	Refurbishment of shopfront to include the removal of existing doors and insertion of full height glazed panels and new fascia	25/08/2017

		signage.	
17/00895/FULL Bread Street	Old Change House, 128 Queen Victoria Street, London, EC4V 4BJ	Relocation of entrance doors on Distaff Lane. Replacement of roller shutter with two separate entrances. Replacement of lower ground car parking with commuter facilities comprising cycle parking, lockers, and changing/shower facilities. Landscaping and public realm improvements on Distaff Lane.	29/08/2017
17/00574/FULL Bridge And Bridge Without	31 - 35 Eastcheap, London, EC3M 1DE	Alteration to the side dormer window at roof level and installation of ventilation grilles to rear elevation.	06/07/2017
17/00692/FULL Broad Street	Blomfield House , 85 London Wall, London, EC2M 7AD	Replacement of existing entrance canopy with new steel canopy structure.	25/07/2017
17/00816/FULL Broad Street	15-18 Austin Friars, London, EC2N 2HE	Refurbishment of 15-18 Austin Friars, incorporating the restoration of the facade, an extension to the roof, the regrading of the existing forecourt to provide step-free access, public realm enhancements, and other associated works.	08/08/2017
17/00530/FULL Castle Baynard	111 Fleet Street, London, EC4A 2AB	Change of use from restaurant (Class A3) use to a mixed-use (Sui Generis) comprising bar (Class A4), restaurant (Class A3) and leisure (Class D2) uses.	29/06/2017
17/00604/FULL Castle Baynard	62 Fleet Street, London, EC4Y 1JU	Retrospective application for change of use from Shop (Class A1) use to hot food takeaway (Class A5) use. [56.7sq.m GIA]	04/07/2017
17/00714/FULL Castle Baynard	Dr Johnson's House, 17 Gough Square, London, EC4A 3DE	Replacement of the obscured glazed panels to the windows at basement level, replacement of the existing door and installation of ventilation grilles on the north elevation.	11/07/2017
17/00753/FULL Castle Baynard	3 St Bride Street, London, EC4A 4AS	Modifications to shopfront including new entrance doors, modifications to glazing, installation of new signage and installation of a traditional retractable blind.	26/07/2017
17/00790/FULL Castle Baynard	St Paul's Cathedral, St Paul's Churchyard, London, EC4M 8AD	Installation of a pair of symmetrical stone ramps with metal handrails and guardrails laid out either side of a new central stone stair with central handrail. The proposed ramps would replace the current single temporary ramp. Relocation of the west gate to the North	01/08/2017

		Churchyard to the north within the existing wall and historic Grade I Listed Churchyard railings, alterations to existing gates and railings.	
17/00766/FULL Castle Baynard	The Old Bell Public House , 95 Fleet Street, London, EC4Y 1DH	Replacement of existing external heaters and lanterns, re-glazing of the existing ground floor windows on the rear elevation, installation of new brass covers to the window cills at ground floor level.	24/08/2017
17/00820/FULL Cheap	Kings House, 36 - 37 King Street, London, EC2V 8BB	Change of use of from Office (Class B1) to flexible use for either office/retail/leisure uses at ground floor level (Class B1/A1/A2/A3/D1/D2) (247sqm GIA).	08/08/2017
17/00819/FULL Cheap	Kings House, 36 - 37 King Street, London, EC2V 8BB	Alterations and refurbishment of the building to include; i) full plant replacement at roof level; ii) reconfiguring of main and secondary entrances at ground floor level; iii) replacement of shopfronts on King Street elevation.	08/08/2017
17/00853/FULL Cheap	Mercers' Hall, 4 Ironmonger Lane, London, EC2V 8HE	Installation of roof terraces and new balustrades at 5th, 6th, 7th and 9th floor levels.	17/08/2017
17/00741/FULL Cheap	30 Gresham Street, London, EC2V 7PG	Proposed roof plant and roof terrace reconfiguration	13/09/2017
17/00644/FULL Coleman Street	99 Gresham Street, London, EC2V 7NG	Installation of air conditioning condenser unit at roof level.	27/06/2017
17/00659/FULL Coleman Street	99 Gresham Street, London, EC2V 7NG	i) Alterations to the 4th floor terrace; ii) replacement panels for future signs in two locations to Gresham Street & Coleman Street; and iii) alterations to the fire escape to Gresham Street.	28/06/2017
17/00261/FULL Coleman Street	2 London Wall Buildings, London, EC2M 5PP	Change of use at part lower ground floor level from office (Class B1) use to a medical (Class D1) use [70sq.m] and the installation of 2no. air condenser units within the lower ground floor lightwell.	11/07/2017
17/00764/FULL Coleman Street	The Globe Public House , 83 - 85 Moorgate, London, EC2M 6SA	Change of use from ancillary staff accommodation for (Class A4) at second and third floors to provide 3 x 1 bed and 1 x 2 bed flats (Class C3), creation of two new refuse stores and associated internal and external alterations (230sqm).	24/07/2017
17/00770/FULL Cripplegate	Former Richard Cloudesley School, Golden Lane	Demolition of the former Richard Cloudesley School, City of London Community Education Centre,	25/07/2017

	Estate, London, EC1Y 0TZ	garages and substation; erection of a 3 storey building with rooftop play area (Class D1) (2300.5sq.m GEA) and a single storey school sports hall (Class D1) (431sq.m GEA) to provide a two-form entry primary school; erection of a 14 storey building to provide 66 social rented units (Class C3) (6135sq.m GEA), landscaping and associated works (Duplicate application submitted to the London Borough of Islington as the majority of site falls within Islington Borough).	
17/00778/FULL Dowgate	68 Cannon Street, London, EC4N 6AE,	Alterations to the entrance at ground floor level.	27/07/2017
17/00836/FULL Dowgate	Cannon Green Building , 27 Bush Lane, London, EC4R 0AN	Works at roof level including: (i) creation of new roof terrace at Thames Tower including associated balustrading, planting and extended staircases, and (ii) installation of pergola and other fixed furniture at the Bush Tower roof terrace both in connection with use of the building as offices and other external work.	17/08/2017
17/00849/FULL Dowgate	Cannon Green Building , 27 Bush Lane, London, EC4R 0AN	Change of use from office (Class B1) to retail (Class A1) at part lower ground floor level of Bush Tower, installation of new shopfront and associated external works (26sq.m).	06/09/2017
17/00927/FULL Dowgate	Religare House, 100 Cannon Street, London, EC4N 6EU,	Subdivision of the ground floor to form two retail units and an ancillary retail test space, alterations to shopfront glazing to form a new entrance and relocation of ATMs.	06/09/2017
17/00661/FULL Farringdon Within	Eastern Side of Farringdon Street, South of The Holborn Viaduct, Adjacent To Turnagain Lane, Farringdon Street, London, EC4	Installation on the footway for a Santander Cycles docking station, containing a maximum of 26 docking points for scheme cycles plus a terminal.	29/06/2017
17/00677/FULL Farringdon Within	79 - 79A Carter Lane, London, EC4V 5EP	Change of use from retail (Class A1) and office (Class B1) uses to residential (Class C3) use to create one three-bedroom dwelling (202sq.m); and construction of roof extension (28sq.m); and terrace at fourth floor level (6sq.m).	03/07/2017
17/00706/FULL Farringdon	Aldersgate NCP Car Park,	Application under Section 73 of the Town and Country Planning Act	06/07/2017

Within	Aldersgate Street, London, EC1A 4HY	1990 to vary the condition of planning permission dated 27 January 1961 (ref: 3674N) to enable the use of part of basement level 14 for ancillary office storage purposes (Class B1) (930sq.m GIA).	
17/00702/FULL Farringdon Within	65 Carter Lane, London, EC4V 5DY	Formation of a new accessible entrance on the Carter Lane frontage, removal of fire exit doors and replacement with sash windows, replacement of the corner entrance doors, extension of lift shaft to serve fourth floor and reinstatement of basement lift pit and replacement of windows at fourth floors.	06/07/2017
17/00476/FULL Farringdon Within	Flat 3 , Evangelist House , 33 Black Friars Lane, London, EC4V 6EP	Change of use from dwelling house (Class C3) use to include residential short-term letting for no more than 180 days in any one calendar year.	11/07/2017
17/00621/FULL Farringdon Within	68 Long Lane, London, EC1A 9EJ	Formation of an additional storey and terrace at roof level, installation of double glazed timber windows and internal alterations (11sq.m).	24/07/2017
17/00781/FULL Farringdon Within	City Temple , 31 Holborn Viaduct, London, EC1A 2DE	New and extended rooftop plant, new fenestration, alterations to existing fenestration and the insertion of ventilation grills.	28/07/2017
17/00744/FULL Farringdon Within	80 - 83 Long Lane, London, EC1A 9ET,	Application under section 73 of the Town and Country Planning Act 1990 to vary condition 2 of planning permission 16/00989/FULL dated 16/11/2016 to allow the installation of an additional window facing East Passage at third floor level.	01/08/2017
17/00848/FULL 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	Use of private space for Class A1- A4 purposes and the setting out of tables and chairs ancillary to the use of the adjacent retail units 8, 9 and 10.	16/08/2017
17/00827/FULL Farringdon Within	24 Cloth Fair, London, EC1A 7JQ	Installation of a single storey flat roof rear extension (8sq.m) to form new store room and relocation of garage entrance door.	18/08/2017
17/00875/FULL Farringdon Within	3 - 4 Bartholomew Place, London, EC1A 7HH	Demolition of existing light industrial building (Class B1) and redevelopment to provide a seven storey building (B, G + 5) to create nine residential units (Class C3),	23/08/2017

		including terraces, lightwells and associated works.	
17/00879/FULL Farringdon Within	10 Fleet Place, London, EC4M 7RB	Use of private land for the placing out of tables, chairs and planters ancillary to the adjoining retail use at 10 Fleet Place.	24/08/2017
17/00686/FULL Farringdon Without	1 West Smithfield, London, EC1A 9JU	External alterations to the existing entrance and facade of the office building, including increased glazing and new frontage to the bike storage and utility area.	13/07/2017
17/00734/FULL Farringdon Without	King's College Maughan Library, Chancery Lane, London, WC2A 1LR	Construction of a cycle store measuring 9.8m in length x 3.5m in width x 2.7m in height, situated adjacent to the boundary wall at the rear entrance to the site.	14/07/2017
17/00814/FULL Farringdon Without	162 Clifford's Inn, Fetter Lane, London, EC4A 1BY	Erection of a planting frame on the roof terrace.	08/08/2017
17/00872/FULL Farringdon Without	35 - 38 Chancery Lane, London, WC1	Realignment of the glazed entrance door and side panel to the Chancery Lane frontage and the installation of an extract louvre to the transom light above.	22/08/2017
17/00883/FULL Farringdon Without	330 High Holborn, London, WC1V 7PP	Change of use of Room 11 from office (B1) to a flexible use for either office (Class B1) or medical clinic (Class D1) (10sq.m).	24/08/2017
17/00906/FULL Farringdon Without	Flat 601, 37 Cock Lane, London, EC1A 9BW	Alterations to sixth floor terrace comprising: replacement of six existing sliding glazed doors with three new aluminium sliding glazed doors, removal of fixed window panels and infilling with brickwork to match existing, and replacement of glazed balustrade to the terrace with concrete planters.	31/08/2017
17/00856/FULL Farringdon Without	20 Furnival Street, London, EC4A 1AB	Replacement of the existing revolving entrance door and adjacent double entrance doors with a set of double sliding entrance doors and adjoining glazed side panels.	04/09/2017
17/00920/FULL Farringdon Without	The Temple Church, Inner Temple Lane, London, EC4Y 7BB	External alterations comprising replacement of south porch copper roof with lead; replacement of asbestos roofing tiles with concrete tiles, and associated works.	04/09/2017
17/00939/FULL Farringdon Without	Garden Court, Middle Temple, London, EC4	Provision of a ramp (of reversible design) at the entrance of 1 Garden Court and the provision of two platform lifts adjacent to steps north	11/09/2017

		and south of Garden Court.	
17/00862/FULL Langbourn	141 - 142 Fenchurch Street, London, EC3M 6BL	Change of use from existing ground floor barber shop (Class A1) and ancillary basement reception to mixed use of ground floor barber shop (Class A1) and basement as a bar (Class A4).	01/09/2017
17/00694/FULL Lime Street	147 Leadenhall Street, London, EC3V 4QT	Change of use of the basement, ground and mezzanine floors from restaurant/drinking establishment (Class A3/A4) use to events space (sui generis) use (1,321sq.m).	06/07/2017
17/00545/FULL Lime Street	Hasilwood House, 60 - 62 Bishopsgate, London, EC2N 4AW	(i) Replacement of the windows at ground floor level; (ii) change of use from a storage facility (Class B8) to a sports facility (Class D2 use) at lower ground floor level (120sq.m); (iii) installation of an air conditioning unit within the lightwell area.	07/07/2017
17/00755/FULL Lime Street	11 Leadenhall Street, London, EC3V 1LP	Installation of new glazed hinged double doors to replace existing revolving doors.	20/07/2017
17/00796/FULL Lime Street	42 - 44 Bishopsgate, London, EC2N 4AH	Installation of new cladding to the south elevation.	04/08/2017
17/00830/FULL Lime Street	5-7 St Helen's Place, London, EC3A 6AB	Installation of an air conditioning unit to the sixth floor plant area.	11/08/2017
17/00712/FULL Queenhithe	Broken Wharf House, 2 Broken Wharf, London, EC4	Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6sq.m) and extension at sixth floor to extend roof level accommodation (60sq.m).	26/07/2017
17/00680/FULL Tower	Ibex House, 41 - 47 Minorities, London, EC3N 1DY	Installation of 2no. 400kW air cooled chiller units within a louvered enclosure to be sited on the eastern elevation at roof level.	13/07/2017
17/00740/FULL Tower	2 America Square, London, EC3N 2LU	Change of use of ancillary car parking (class B1) to a flexible use of either Class A1 or Class D1 or Class D2 use and associated works including improvements to landscaping and improved public access.	26/07/2017
17/00808/FULL Tower	1 Aldgate, London, EC3N 1RE	Installation of new entrance and ATM on the Aldgate elevation,	04/08/2017

		removal of granite stall risers and replacement with full height glazed windows on the Aldgate and corner elevation and installation of single panel windows on the Jewry Street elevation.	
17/00847/FULL Tower	37 Crutched Friars, London, EC3N 2AE	Alterations to shopfront including replacement of entrance doors and side panels, and installation of stone cladding and lighting.	11/09/2017
17/00690/FULL Vintry	Senator House , 85 Queen Victoria Street, London, EC4V 4AB	Re-landscaping of Senator House Garden including: new raised kerbs and paving; new street furniture; erection of a steel pergola; new signage and associated works.	17/07/2017
17/00759/FULL Vintry	28 Garlick Hill, London, EC4V 2BA	Replacement of windows and glazing on the front elevation.	24/07/2017
17/00748/FULL Walbrook	1 St Olave's Court, London, EC2V 8EX	Installation of a new roof light and the replacement of two existing windows with double doors.	25/07/2017
17/00877/FULL Walbrook	Scottish Provident Building, 1 - 6 Lombard Street, London, EC3V 9AA	Upgrade to existing rooftop base station and ancillary equipment.	18/08/2017

PLANNING AND TRANSPORTATION COMMITTEE REPORT

Points to Note:

- There are 14 Public Lifts/Escalators in the City of London estate. The report below contains details of the two public escalator/lifts that were out of service more than 95% of the time.
- The report was created on 22nd September 2017 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

Location And Age	Status as of 22/09/2017	% of time in service between 12/07/2017 and 22/09/2017	Number of times reported Between 12/07/2017 and 22/09/2017	Period of time Not in Use Between 12/07/2017 and 22/09/2017	Comments Where the service is less than 95%
London Wall (No.1) Escalator (UP) 2003 SC6458959 <div style="writing-mode: vertical-rl; transform: rotate(180deg); position: absolute; left: -40px; top: 50%; font-weight: bold;">Page 63</div>	IN SERVICE	47.9%	1	600 hrs	01.08.17- 22.08/17 - Escalator was removed from service due to broken comb plate. Whilst out of service, an unknown engineer associated with the building which the motor room is situated in switched the escalator on which caused further damage and delayed the overall repair. Access to the motor room is now restricted to City of London staff and contractors only to avoid a repeat incident.
Wood Street Public Lift 2008 SC6458970	IN SERVICE	83%	1	216hrs	16.08.17 – 24.08.17 – Engineer attended site and found the lift was not levelling correctly at the top floor. A specialist engineer was required due to the closed protocol system they attended on the 24.08.17 and corrected the fault and left in service.

Additional information

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Committee:	Date:
Planning and Transportation	3 October 2017
Subject: 6-8 Bishopsgate And 150 Leadenhall Street London EC3V 4QT Demolition of existing buildings and the erection of a new building comprising lower ground level, three basement levels, ground floor plus part 10, 25 and 51 storeys including plant [221.2m AOD] to provide office (Class B1) use [85,892sq.m GEA], flexible shop/cafe and restaurant (Class A1/ A3) uses [445sq.m GEA] at part ground floor and level 1 and flexible shop/cafe/restaurant/office (A1/A3/B1) uses [199sq.m GEA] at part ground floor and level 1; The provision of a publicly accessible roof top viewing gallery (Sui Generis) [819sq.m GEA] at level 50 with dedicated entrance at ground floor level; the provision of hard and soft landscaping. [TOTAL 87,355sq.m GEA].	Public
Ward: Lime Street	For Decision
Registered No: 17/00447/FULEIA	Registered on: 4 May 2017
Conservation Area:	Listed Building: No

Summary

Planning permission is sought for the construction of a 51 storey building (lower ground, three basement levels (including part mezzanine), ground floor, Mezzanine and 49 upper floors) providing office, retail (Class A1/A3) and a publicly accessible viewing gallery at level 50. The highest part of the building would be 221.3m AOD (203.8m AGL).

The new development would provide an additional 52,718sq.m (GEA) of office (Class B1) floorspace (85,829sq.m total), 445sq.m (GEA) of new retail floorspace (Class A1 or A3) and 199sq.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 819sq.m at level 50. 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 principle of redevelopment of this site to provide a tall building with a slightly increased footprint was established when planning permission (15/00443/FULEIA) for the demolition of the 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 together with the provision of hard and soft landscaping [TOTAL 71,501sq.m GEA] was approved in 2015.

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.

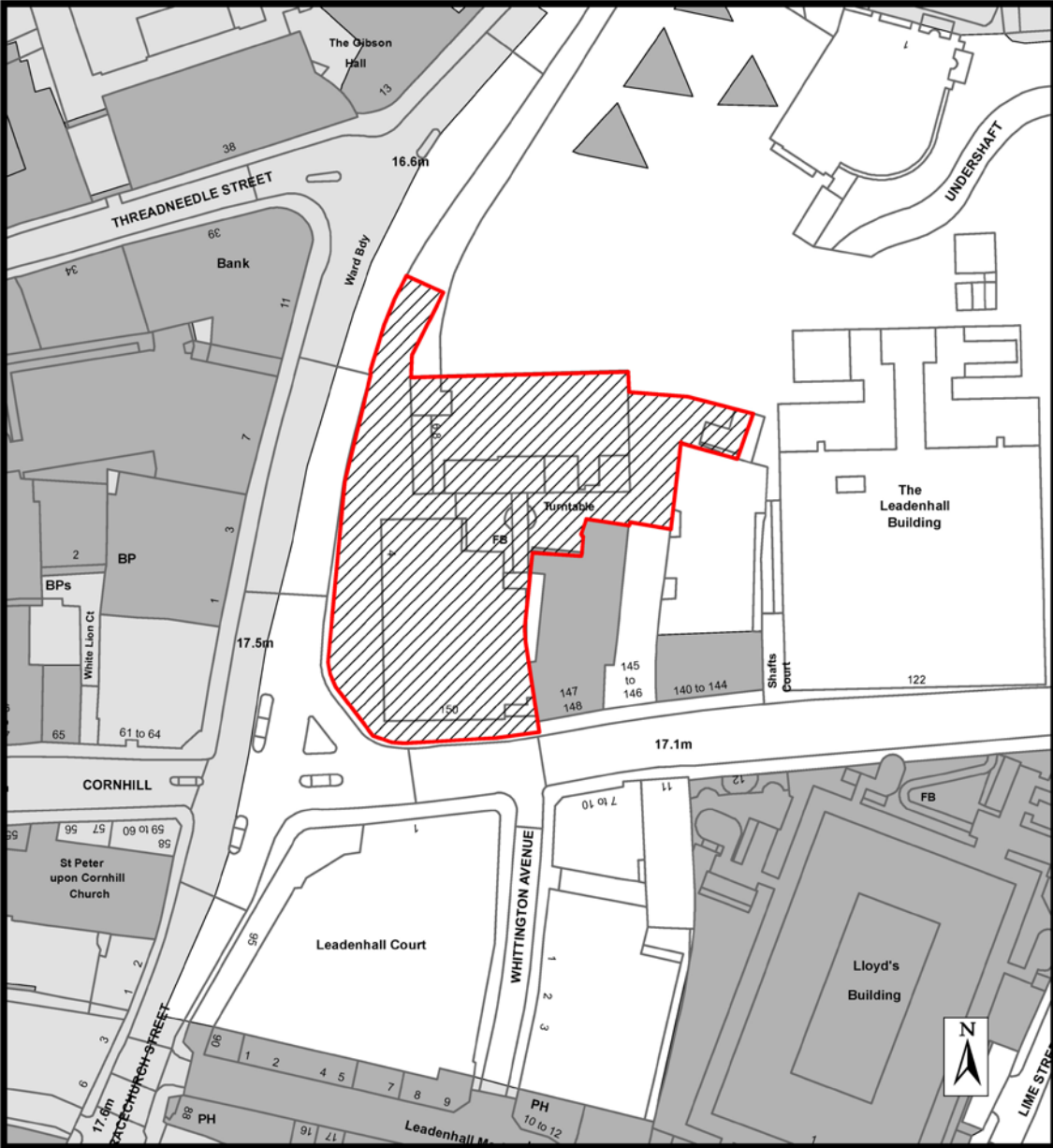
Recommendation

(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.
17/00447/FULEIA

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



1. View north from Gracechurch Street

6-8 Bishopsgate & 150 Leadenhall Street



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

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 with 122 Leadenhall Street (The Leadenhall Building) to the east.
7. The highway authority for Bishopsgate is Transport for London (TfL).

Relevant Planning History

8. The principle of redevelopment of this site to provide a tall building with a slightly increased footprint was established when planning permission (15/00443/FULEIA) for the demolition of the 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 together with the provision of hard and soft landscaping [TOTAL 71,501sq.m GEA] was presented to, and approved by, your Committee on 31st July 2015. Following completion of the legal agreements, a Decision Notice was issued on 17th December 2015.

Proposal

9. It is proposed to demolish the existing buildings and construct a new building for office, retail and public use. The building would comprise lower ground level, three basement levels, ground floor plus part 10, 25 and 51 storeys including plant. The highest part of the building would be 221.3m AOD (203.8m AGL).
10. The proposed floorspace of the building is 87,355sq.m of which 85,892sq.m would be office (Class B1), 445sq.m retail (Class A1 or A3) and 199sq.m of retail/office (Class A1, A3 or B1). There would be a publicly accessible roof top pavilion (sui generis) of 819sq.m at level 50. [All floorspace figures GEA]
11. The pavilion at level 50 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.
12. 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.
13. The principal office entrance and reception would be located on 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

14. 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.

15. Historic England noted that the revised design would now appear “very slightly outside the leaning profile of No. 122 Leadenhall Street in the view from Fleet Street towards St. Paul’s Cathedral.” However, they accepted that the proposals would have little impact on the setting of the Cathedral and raised no objection.
16. Historic Royal Palaces have not responded.
17. 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.
18. The Environment Agency considers the proposals to be low risk.
19. Natural England has no objection.
20. London City Airport had no safeguarding objections but requested the imposition of a condition in relation to crane and scaffolding operation methodologies.
21. The Greater London Authority (GLA) has confirmed that the proposed development generally complies with the London Plan but has asked that the applicant ensure the short fall in carbon dioxide reductions is met off-site.

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, highway works, a delivery and servicing plan and a construction management plan.

These issues are to be dealt with through condition, as part of the provisions of the Undertakings under Section 106 of the Town and Country Planning Act 1990 or as part of a Section 278 agreement.

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

22. The churches of St. Peter-upon-Cornhill, St. Helen Bishopsgate and St. Andrew's Undershaft have not commented in respect of this application.
23. The Surveyor to the Fabric of St Paul’s Cathedral has not responded.
24. The City of Westminster raised no objection.
25. The London Borough of Tower Hamlets disagreed with the conclusions expressed in the submitted Townscape and Visual Impact Assessment and the Heritage Assessment. These issues are addressed within this report.
26. The owners of 122 Leadenhall Street (The Leadenhall Building) have raised concerns that the increased bulk and height of the proposed building would negatively impact on the amenity of their occupiers;

particularly that of the most high-profile occupiers on the upper floors of the building.

This is a private view from an area that is not publicly accessible. There is no right to, or protection off, such views.

27. An objection to the proposals was received from a residential occupier on St. Michael's Alley (off Cornhill):

"I object to this development on the grounds of further densification in this already overdeveloped location. It will also affect our property with regard to casting of shadows/light and impacting our view."

It is noted that the proposed development would be to the north-east of the residential property and, due to the relative orientation, could not impact on its sunlight other than in the early morning during the summer months when the sun is to the north of due east. However, during those morning hours the proposed building would sit within the shadow of the existing taller development at 122 Leadenhall Street.

Due to the relative orientation and distance between the properties (approximately 133m measured between the nearest points) there would be no measurable impact on daylight.

Policy Context

28. 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.
29. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

Introduction

30. 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).

31. 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.”
32. 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”.
33. It states at paragraph 7 that sustainable development has an economic, social and environmental role.
34. 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.
35. The Environmental Statement is available in the Members’ Room, along with the application, drawings and the representations received in respect of the application.
36. 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 Issues and the Need for Development

37. The City of London, as one of the world's leading international financial and business centres, contributes significantly to the national economy and to London’s status as a ‘World City’. Rankings such as the Global Financial Centres Index (Z/Yen Group) and the Cities of Opportunities series (PwC) consistently score London as the world's leading financial

centre, alongside New York. The City is a leading driver of the London and national economies, generating £45 billion in economic output (as measured by Gross Value Added), equivalent to 13% of London's output and 3% of total UK output. The City is a significant and growing centre of employment, providing employment for over 450,000 people.

38. The City is the home of many of the world's leading markets. It has world class banking, insurance and maritime industries supported by world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and in recognition that physical proximity to business customers and rivals can still provide a significant competitive advantage.
39. The National Planning Policy Framework establishes a presumption in favour of sustainable development and places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.
40. The City of London lies within the Central Activities Zone (CAZ), which is London's geographic, economic and administrative core and contains London's largest concentration of financial and business services. The London Plan 2016 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and enhance it as a strategically important, globally-oriented financial and business services centre' (policy 2.10). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity and policies 2.11 and 4.3 provide for exemptions from mixed use development in the City in order to achieve this aim.
41. The London Plan projects future employment growth across London, projecting an increase in City employment of 151,000 between 2011 and 2036, a growth of 35.6%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.
42. Strategic Objective 1 in the City of London Local Plan is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. Local Plan Policy DM1.2 encourages the provision of large office schemes. The Local Plan also recognises the benefits that can accrue from a concentration of economic activity and seeks to strengthen the cluster of office activity, particularly in the Eastern Cluster, identifying this area as the main focus for future office development and new tall buildings. Strategic Objective 2 and Policy CS7 actively promote a significant increase in office floorspace within the Eastern Cluster, providing for high quality floorspace to meet the varied needs of office occupiers and attract new inward investment into the City.

43. The provision of a substantial and tall office building in this location, as has been established by the extant planning permission for the site, meets the aims of policy CS7 in delivering a significant growth in both office floorspace and employment. The current application provides for an additional increase in floorspace and employment in line with the requirements of the Local Plan.
44. The proposed development would result in an additional 52,718sq.m gross of B1 office floorspace over the existing buildings and 15,776sq.m more than the extant permission, further consolidating the nationally significant cluster of economic activity in the City and contributing to its attractiveness as a world leading international financial and business centre. This amount of floorspace would contribute towards meeting the aims of the London Plan for the CAZ and deliver approximately 4.6% of the additional office floorspace sought in Local Plan policy CS1.
45. Using the London Plan's assumed density of one person per 12sq.m Net Internal Area (NIA) the number of office workers in the new building could be 4,426 compared to 3,572 in the case of the extant permission and 1,580 in the existing buildings.
46. The proposed development includes large uniform floor plates maximising internal usable areas and addressing the needs of international business in accordance with Local Plan policy DM1.2 and provide flexible floor space for a variety of occupiers.

Viewing Gallery

47. The upper pavilion at Levels 48 to 51 would comprise plant rooms (levels 48, 49 and 51) and a viewing gallery (sui generis) with tenant meeting rooms (Class B1) at level 50.
48. 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. These requirements will form part of the S.106 agreement.
49. The viewing gallery management plan would make provision for, but would not be limited to, such matters as booking procedures, safety and security, management, staffing and access.
50. 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 and would provide a substantial public benefit.
51. 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 accessed from Bishopsgate with its own entrance and lobby at ground floor comprising reception and security, two dedicated shuttle lifts. It would be sufficiently large to avoid any queuing on the street.
52. 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 50. 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.

53. The proposed public opening hours are as agreed as part of the previously approved scheme:

Mondays and Fridays	12pm – 9pm
Tuesdays to Thursday	10:30am – 5:30pm
Saturdays	11am – 6pm
Sundays and Bank Holidays	10am – 5pm

54. The viewing gallery would be closed to members of the public on Christmas Day, Boxing Day, New Year's Day and Easter Sunday.

Retail Uses

55. The existing buildings contain no retail floorspace.
56. The new development would provide 445sq.m (GEA) retail floorspace in a single flexible unit (Class A1 and A3) at ground and mezzanine levels.
57. A further 199sq.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 644sq.m (GEA).
58. The site is not in a designated Principal Shopping Centre (PSC) 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 benefit the increased numbers visiting and working in this area, providing additional retail frontage on both Bishopsgate and Leadenhall Street, complementing the nearby Leadenhall Market PSC.
59. To ensure that there is sufficient room for pedestrians to pass, it will be a requirement that there will be no use of the adjoining highway by the retail units for seating or standing. This will form part of the section 106 agreement.

Bulk, Height & Massing

60. The proposed development lies within the Eastern Cluster Core Strategy policy area which is an area where tall buildings are considered to be appropriate subject to certain criteria being met.
61. The development would comprise two linked elements with a contiguous single floor plate; a tower of 3 basement levels, ground, mezzanine and 50 upper storeys on the northern part of the site and a

lower masonry street block of 3 basement levels, ground, mezzanine and nine upper storeys on the southern corner.

62. The site is on a prominent corner of Bishopsgate and Leadenhall Street between the under construction development at 22 Bishopsgate scheme to the north and the Leadenhall Building to the east.
63. Rising to a height of approximately 221.3m (AOD) including plant, the proposed building would be 36m taller than the previously approved scheme. In addition the shoulder heights of the various “stacked block” elements increase from the permitted scheme. The corner masonry block increases from 55m to 58m, the second block rises from 100m to 116m, the third (penultimate) block rises from 173m to 201m whilst the uppermost block increases in height from 184m to 220m. [All measurements AOD]
64. The proposed building would relate satisfactorily to the heights and profile of the tall building cluster: existing, under construction and approved. In this respect the increase in height from the permitted scheme would result in a more convincing transition between the height of the permitted building at 1 Leadenhall Street (182.7m AOD) to the south and 22 Bishopsgate (294.94m AOD) to the north as well as a more coherent hierarchy and profile to the cluster of tall buildings when seen from the west.
65. The following list outlines the heights of the existing and permitted tall buildings in the city cluster (descending AOD height order):
 - 1 Undershaft - 304.9m
 - 22 Bishopsgate - 294.94m
 - 122 Leadenhall Street - 239.4m
 - Heron Tower - 217.8m
 - 52-54 Lime Street - 206.5m
 - Tower 42 - 199.6m
 - 30 St Mary Axe - 195m
 - 100 Bishopsgate - 184m
 - 1 Leadenhall Street - 182.7m
 - 40 Leadenhall Street - 170m
 - 150 Bishopsgate - 151m
 - 51 Lime Street - 138m
 - 99 Bishopsgate - 118m
66. The view from Ludgate Hill of St Paul’s Cathedral against a clear sky gap is of significance and is recognised as one of the key views of St. Paul’s. This view and 122 Leadenhall Street (the Leadenhall Building) are key elements in informing the height and massing of the proposed

building. In this respect it was considered important that the breathing space of open sky be retained to the north of the Cathedral as well as retaining the differentially quality of 122 Leadenhall Street angling away from the Cathedral.

67. The proposed scheme would, to a minimal degree, breach the angled slope of the Leadenhall building in views along Fleet Street. The encroachment into the open area of sky has been negotiated so that it is not considered significant and would not be readily perceptible from public viewpoints along Fleet Street and Ludgate Hill. In this respect, the principal characteristic of this view, the generous area of sky with the tall buildings angling away from St Paul's, would essentially remain.
68. The increase in the envelope of the proposed building would diminish the wedge shaped profile of 122 Leadenhall Street in views along Ludgate Hill. However, the impact is not considered harmful and the sloping profile of the Leadenhall Building will remain discernible in these views.
69. An additional factor in relation to the view from Ludgate Hill to St Paul's Cathedral was the need to ensure that the lower corner building would not significantly encroach on the open area of sky around the Cathedral but would address the need for it to read as a coherent, robust, bookend visually supporting the street block to the east of 140-148 Leadenhall Street. Consequently, the corner building rises to 11 storeys (ground, mezzanine and 9 upper storeys) and is a predominantly masonry building which is considered to be of an appropriate height in relation to the adjoining buildings and the view from Fleet Street and Ludgate Hill.

Design

70. The design reflects the permitted scheme's design approach of "stacked blocks", albeit taller and with subtle design refinements. The scheme consists of a series of stacked and interlocking blocks diminishing in size on the upper storeys. It has a bold and dynamic form with the individual blocks on a slightly different alignment and cantilevered over the lower block. The building is crowned by a rectilinear block which slightly overhangs the lower block and incorporates the public viewing gallery. This distinctive character establishes the individuality of the building in relation to the designs of the other tall buildings in the cluster while responding to their height and form. In this respect, the design approach complements the vibrant quality of the cluster of tall buildings as a family of individuals with contrasting characteristics but with a refined dialogue between them.
71. The proposed design is an enhancement over the permitted scheme as there is a stronger vertical emphasis and the overall increase in cantilevering (especially in the case of the corner block) results in a more dynamic and eye catching appearance. In addition the uppermost block's more assertive proportions results in a stronger visual termination to the building.

72. To reinforce the individual identity of the stacked blocks there would be a subtle contrast in cladding details through variations in the glazing modules and the addition of aluminium fins. The cantilevered nature of the blocks will appear particularly dynamic and convincing looking upwards from street level views in the vicinity of the building on Bishopsgate.
73. Although of modest floorspace and size, the cantilevered nature and full height glazing of the publically accessible viewing gallery would afford spectacular views to the west, north-west and south. It would provide a vantage point at some 210m high which would likely prove popular with members of the public and compliment that at 22 Bishopsgate at 251m to 264m high.
74. The ground floor retail facades are predominantly glazed ensuring appropriately active and vibrant frontages that would help enhance the public realm at this point.
75. The design of the corner building as a stone clad, masonry facade with punched, deeply recessed, openings relates satisfactorily to the fine collection of masonry facades to the east (including listed buildings). In this respect, the corner building assists in defining a coherent street block of masonry buildings which contrast appropriately with the neighbouring backdrop of tall buildings. The modelling and detailing of this block, especially in the key oblique views is convincing and appropriate. The frameless glazed upper storeys of the corner building would be stepped back from the main masonry facades and would appear recessive and subservient and an appropriate visual termination to the building. The proportions of the proposed building with a strong base, middle and top is convincing.
76. 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.
77. The landscaping approach with the introduction of greening to the roof terraces is considered appropriate.

London Views Management Framework and Tower of London Local Setting Study

78. The London View Management Framework (LVMF) is a key part of the Mayor's strategy to preserve London's character and built heritage. It explains the policy framework for managing the impact of development on key panoramas, river prospects and townscape views. The LVMF provides Mayoral Supplementary Planning Guidance (SPG) on the management of 27 strategically important views designated in the London Plan. It elaborates on the policy approach set out in London Plan policies 7.10, 7.11 and 7.12 and came into effect on 16 March 2012. London Plan policy requires that development should not cause adverse impacts on World Heritage Sites or their settings and that new development should not harm and where possible should make a

positive contribution to the characteristics and composition of strategic views and their landmark elements.

79. The site falls outside all of the Protected Vistas of the London Views Management Framework. However, the building would impact in a significant manner on a number of Assessment points in the LVMF.

Tower Bridge: (10A.1)

80. This LVMF view is also identified as a key view in the Tower of London World Heritage site Local setting Study. Its focus is on the Tower of London with the cluster of tall buildings in the City a distinctive element to the west of the Tower.
81. In this view, the proposed building would be visible as an element on the skyline near the centre of the cluster between 1 Leadenhall Street and 122 Leadenhall Street (the Leadenhall Building) and in front of 22 Bishopsgate. It would assist in mediating between the height differences of both buildings thereby pulling the cluster together as a coherent single urban form. The proposed building is not considered to harm this view. The contrast between the undoubted historical significance of the Tower of London and the emerging new City skyline to its west is considered to encapsulate the dynamics of the City where the old and new co-exist convincingly.
82. The proposed building would be a significant distance away from the White Tower which is on the eastern side of this view and would remain the dominant focal point in the foreground of the view with the City's cluster of tall buildings as a backdrop. The proposal would not compromise views, or the setting, of the Tower of London World Heritage Site or its Outstanding Universal Value.
83. The proposal would not dominate the Tower of London or compromise the ability to appreciate the Outstanding Universal Value of the World Heritage Site. It would relate satisfactorily to the existing skyline features and consolidate the City cluster of tall buildings. Therefore, the proposal is in accordance with the guidance for this view (paragraphs 183 to 187 of the LVMF).

City Hall (25A.1, 25A.2, 25A.3)

84. While outside the Protected Vista, the proposal would affect the views from, and between, the three Assessment Points (25A.1, 25A.2 and 25A.3). The City cluster of tall buildings is a characteristic element in these views and contributes to the evolving quality of the view. The site falls outside the Protected Vista from City Hall focusing on the Tower of London. However, the proposal would affect the views from the three assessment points.
85. The principal focus of all three views is the strategic landmark of the Tower of London on the eastern side of the view. The proposed building would appear feature on the skyline of the cluster of tall buildings and would provide a transition in scale between 1 Leadenhall Street and 22 Bishopsgate and would reinforce and consolidate the profile of the cluster. This is an appropriate and sympathetic

relationship to the Tower of London. At no point in the three Assessment Viewpoints would the proposed building appear directly over the Tower of London. The Tower of London to the east of the cluster would continue to dominate the lower scale of the townscape in this critical part of the view. The Outstanding Universal Value and setting of the Tower of London World Heritage Site would not be compromised.

86. The proposal is considered to be in accordance with the guidance for this view (paras 414 to 415 and 418 to 419 of the LVMF) and Policy 7.10B of the London Plan. In particular, by virtue of the proposed building's height, scale, massing, materials and the quality of design and, its relationship to the other buildings in this view. The proposed building would not compromise the viewer's ability to appreciate the Outstanding Universal Value, integrity, authenticity or significance of the World Heritage Site. Consequently, the World Heritage Site would continue to dominate its surroundings.

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

87. The proposed building would appear in the foreground of the cluster in these viewpoints. It would be located between 22 Bishopsgate and 1 Leadenhall Street with 122 Leadenhall Street (the Leadenhall Building) in the background. It would consolidate and enhance the dynamic profile of the city cluster of tall buildings by pulling the tall buildings together visually, creating a more coherent urban form.
88. It would not encroach upon the area of sky to the north between the cluster and St. Paul's Cathedral. The viewer's ability to recognize and appreciate St. Paul's Cathedral as a Strategically Important Landmark would not be diminished.
89. The proposal is considered to be in accordance with the guidance for this view (para 262 to 267 of the LVMF). In particular, the proposal would assist in consolidating the cluster into a unified urban form on the skyline behind the buildings and spaces fronting the river, thereby contributing positively to their setting. Due to its height and architectural design, the proposed building would complement the City's Eastern cluster of tall buildings and would not visually draw the cluster closer to St Paul's Cathedral; ensuring the Cathedral's continued visual prominence.

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

90. The impact on the views eastwards from Hungerford Bridge would be very similar to that from Waterloo Bridge as both bridges are roughly parallel. The proposed building would appear between 22 Bishopsgate and 1 Leadenhall Street and would consolidate the cluster's profile. It would not harm the appreciation, views or setting of St. Paul's Cathedral.
91. The proposal is considered to be in accordance with the guidance for this view (paras 301 to 305 of the LVMF). In particular, the setting of St. Paul's Cathedral would be preserved while the building would help

strengthen the composition of the existing cluster of tall buildings with its high quality design.

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

92. The building would be visible on the western periphery of this view from, and between, Assessment Points 11B.1 and 11B.2. The upper levels of the building would be seen on the skyline above 1 Leadenhall Street and 22 Bishopsgate and would not harm the setting of the Tower of London World Heritage Site which is to the extreme east of this view. The proposal would consolidate the profile of the cluster, creating a transition in scale between 1 Leadenhall Street and 22 Bishopsgate and would not harm the setting of the listed Adelaide House, Custom House, St Magnus the Martyr or Billingsgate Market.
93. The proposal is considered to be in accordance with the guidance for this view (paras 202 to 205 of the LVMF). In particular, Tower Bridge would remain the dominant structure in this view and the viewer's ability to easily recognize its profile and the Outstanding Universal Value of the World Heritage Site would not be compromised.

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

94. From, and between, Assessment points 16B.1 and 16B.2 the proposed building would appear in the foreground of the City's cluster of tall buildings between 22 Bishopsgate and the 122 Leadenhall Street. In this respect it would assist in consolidating the profile of the cluster as a coherent urban form and clarifying the cluster's relationship with St. Paul's cathedral. The views and setting of St Paul's Cathedral or other Heritage Assets in this view would not be harmed.
95. The proposal is considered to be in accordance with the guidance for this view (paras 280 to 283 of the LVMF). In particular, the proposed building would preserve the townscape setting of St. Paul's Cathedral by being located within, and contributing to, the existing eastern cluster. The prominence of St Paul's Cathedral would not be reduced or compromised.

St James' Park (26A)

96. The proposed building would be concealed by the mature tree canopy on Duck Island. In this respect, the proposal would not harm this view.
97. The proposal is in accordance with the guidance for this view (para 431 of the LVMF). In particular, the proposal is of a scale, mass or form that does not dominate, overpower or compete with either of the existing two groups of built form or the landscape elements between and either side of them.

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

98. In each of these views the proposed building would be located well to the left of the protected vista of St. Paul's Cathedral and would not diminish the appreciation or the setting of the Cathedral and, would not

diminish the viewer's ability to recognize or appreciate the Cathedral. The building would consolidate the existing cluster of tall buildings.

99. In this respect, the proposal is in accordance with the LVMF guidance for these views (para 87 to 90 in the case of 1A.1 and 1A.2; para 98 to 103 in the case of 2A.1 and 2A.2; para 119 to 121 in the case of 3A and para 130 in the case of 4A.1).

Greenwich (5A.1, 5A.2), Blackheath (6A)

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

Other Key Views (non LVMF)

102. Given the scale of the proposed building, its impact on surrounding townscape views is substantial and the key views impacted upon are discussed in turn.

Monument

103. The proposal falls outside the identified viewing cones from the Monument and would not harm or conceal views of important heritage assets in the view. The proposal would be largely concealed behind 1 Leadenhall Street and, where visible, would assist in consolidating the cluster of tall buildings as well as contributing to a visual interplay between the viewing gallery of the Monument and the viewing gallery at the top of the proposed building. The proposal would not harm or obstruct important distant or local views of the Monument.

Fleet Street / Ludgate Hill

104. The impact on this view has been discussed in preceding paragraphs.

St. Paul's Cathedral

105. The proposal is not within the St. Paul's Heights policy area and, as outlined in preceding paragraphs, would not harm views or the setting of St. Paul's.
106. Exceptional public views of London are afforded from the Golden gallery of St. Paul's Cathedral. From the gallery viewing area, the proposed building would appear as a prominent element in the foreground on the western side of the cluster of tall buildings, partly obscuring 122 Leadenhall Street. The proposal would not harm views from the Golden gallery or other viewpoints.

Bank junction

107. The proposed building would appear as a prominent backdrop to the Royal Exchange on Bank junction between 22 Bishopsgate and 1 Leadenhall Street and partly concealing 122 Leadenhall Street.

108. The existing backdrop of the Bank of England, Royal Exchange and Mansion House consists of a number of tall buildings from 122 Leadenhall Street, Tower 42 and the former Stock Exchange. Added to these will be the emerging tall buildings of the evolving City Cluster including 22 Bishopsgate and 52-54 Lime Street (under construction), 40 Leadenhall Street (permitted) and 1 Undershaft (resolution to grant). The result will be a dynamic backdrop and a striking contrast between the historical buildings framing Bank junction in the foreground and the backdrop of contemporary tall buildings. The proposed building would consolidate the form and profile of the City cluster in this view.

Bishopsgate and Gracechurch Street

109. In views northwards along Gracechurch Street, the building would be largely concealed behind 1 Leadenhall Street but where visible would provide a dynamic visual termination to this view alongside 22 Bishopsgate.
110. In views southwards along Bishopsgate, the proposal would be almost wholly concealed behind 22 Bishopsgate. In views on the western side of Bishopsgate opposite the site, the cantilevered, stacked block nature of the building would have a dynamic and eye-catching impact.

Other Local Views

111. Given the scale of the proposed building, it would have a considerable impact on other surrounding views both in the City and to a wider area of central London. These have been assessed in detail.
112. In views, such as, from Threadneedle Street, Cornhill, Gresham Street and Queen Victoria Street the proposed building would form a strong and prominent point on the skyline, not only signifying the City cluster of tall buildings as a key part of London's skyline but also playing a key visual role in successfully unifying and consolidating the profile of the city cluster as a coherent urban form.

Views from other publically accessible elevated viewing areas

113. The city cluster forms a key part in a number of elevated views from other buildings which, by reason of the fact they are freely available to the public, have significant public benefits. Such free public elevated viewing areas are increasing in number.
114. The city cluster of tall buildings and other London landmarks are important element in views from these areas. In particular, the cluster of tall buildings forms a dynamic element in views northwards from the Skygarden at 20 Fenchurch Street and the roof terrace of 1 New Change. The impact of the proposal on both of these locations has been assessed and the proposal would contribute positively to the dynamic qualities of the views.
115. The proposal would not harm future views from the roof terrace of 120 Fenchurch Street (under construction) or the viewing gallery in 1 Leadenhall Street (consented) which would be to the south of the proposal site and south facing.

116. The proposed building would have a very minor impact on the views southwards from the viewing gallery at 22 Bishopsgate. However, the highest point of the proposed building would be approximately 30m below the lowest part of the public viewing gallery and, therefore, only the very local views towards Leadenhall Street and Gracechurch Street would be impacted. This is not considered to be significant.
117. The proposal would, to a limited degree, diminish views to the south west from the 1 Undershaft public viewing gallery (resolution to grant). However, this would only involve the infilling of the narrow gap between 22 Bishopsgate and the 122 Leadenhall Street.

The Setting of the Tower of London World Heritage Site

118. The Tower of London World Heritage Site Management Plan (2007) provides an agreed framework for long-term decision-making on the conservation and improvement of the Tower and sustaining its outstanding universal value. The Plan embraces the physical preservation of the Tower, protecting and enhancing the visual and environmental character of its local setting, providing a consideration of its wider setting and improving the understanding and enjoyment of the Tower as a cultural resource. The local setting of the Tower comprises the spaces from which it can be seen from street and river level, and the buildings that provide definition to those spaces. Its boundary is heavily influenced by views across the Thames.
119. As a result of the Management Plan objectives and actions, the Tower of London Local Setting Study was produced in 2010. This study describes the current character and condition of the Tower's local setting and sets out aims and objectives for conserving, promoting and enhancing appreciation of the Outstanding Universal Value of the Tower, that is, the attributes which justify its inscription.
120. The local setting area as defined in the Tower of London World Heritage Site Management Plan is recognized and identified in the City of London Local Plan in Policies CS12 and CS13 and on Policies Map A.
121. The proposed development is located a considerable distance to the west of the Tower and has been assessed from all recognized key views of the World Heritage Site identified in the adopted Local Setting Study. Many of these views from the South Bank (25A) and Tower Bridge (10A) are also LVMF views covered in preceding paragraphs. It is concluded the proposed building would not cause an adverse impact on the World Heritage Site or its setting in these views or compromise a viewer's ability to appreciate its Outstanding Universal Value, integrity, authenticity or significance. In this respect the proposal is in accordance with Policy 7.10 of the London Plan.
122. Other views listed within the Local Setting Study include views from the Inner Ward, Inner Wall and near the Byward Tower entrance. These have been assessed in turn.
123. The viewing gallery would allow for new high level public views of the Tower of London, enhancing its visual appreciation.

124. From the identified viewpoint from the Inner Wall looking northwards, the proposed building would mediate between the heights of 1 Leadenhall Street and the taller 22 Bishopsgate. The proposed building would introduce more bulk on the eastern side of the cluster but not in a manner that would harm views out of the World Heritage Site. From this viewpoint, the proposed building would sit comfortably within the emerging City cluster of tall buildings and would consolidate the profile of the cluster as a coherent unified form on the skyline.
125. In the view from the Byward Tower entrance, the proposed building would similarly consolidate the profile of the cluster rising to the left of 122 Leadenhall Street and would introduce greater bulk to the cluster at this point. The proposal would not harm views out of the World Heritage Site from this point.
126. The proposed building would not harm the Outstanding Universal Value or views of, or out of, the Tower of London World Heritage Site and would assist in consolidating the visual profile of the cluster.
127. Although clearly visible, the proposed building would appear as a peripheral feature on the skyline; a considerable distance from the World Heritage Site. The emerging City cluster of tall buildings to the west of the Tower of London is an integral part of the setting and views of the World Heritage Site. The proposal would assist in consolidating this cluster as a coherent, unified urban form and would not harm the setting or Outstanding Universal value of the World Heritage site in any of these views.

The Setting of Listed Buildings

128. A large number of listed buildings are located in close proximity to the site. In addition, by reason of the scale and height of the development it affects the setting of a number of other listed buildings further afield. These are discussed in turn:

St. Helen's Bishopsgate

129. This grade I listed Church lies to the north of the proposed building but 22 Bishopsgate, 122 Leadenhall Street and 1 Undershaft when built would largely conceal the building in views from the Church. Therefore, its visual impact is limited. In this respect the special architectural and historical interest of the Church would not be harmed.

Gibson Hall

130. Gibson Hall (grade I listed) stands opposite the site to the west. The proposed building would appear as a prominent backdrop to this listed building in views along Bishopsgate. The backdrop in these views is characterized by tall buildings, in particular 22 Bishopsgate, 1 Leadenhall Street, 122 Leadenhall Street and Tower 42. In this respect, the proposed building would not harm the setting of this listed building.

St. Ethelburga's Bishopsgate , Nos 46, 48, 52-58, 60-68, 70 Bishopsgate

131. This collection of listed buildings defines the eastern frontage of Bishopsgate to the immediate north of the application site. They also define the western boundary of the St. Helen's Place Conservation Area.
132. The proposed building would generally be concealed from view by 22 Bishopsgate. The setting of these buildings is defined by a backdrop of tall buildings to the north, west, south and east. This stark contrast in scale is now an integral part of the Church's setting and, as such, the proposed building would not harm this setting.

147 and 148 Leadenhall Street

133. These grade II listed buildings are located on the north side of Leadenhall Street adjoining the south east corner of the site. As with many listed buildings in the eastern cluster, the setting of these buildings is characterized by tall buildings, with 122 Leadenhall Street to the immediate east and the Lloyd's Building and 1 Leadenhall Street to the south. The proposed building was designed with a masonry lower corner block to create a contextual response to the listed buildings and a bookend to this masonry terrace. In this respect the proposal responds satisfactorily to the setting of these listed buildings.

Lloyd's Building

134. The Lloyd's Building on the south side of Leadenhall Street to the south east of the proposal site is grade I listed. In most local views, the proposed building would be seen alongside the other tall buildings within the cluster as a backdrop to the Lloyd's building which is an appropriate setting to what is, in its own right a high rise building of national significance.

St. Andrew Undershaft Church

135. This grade I listed church is located to the east of the site on St. Mary Axe. The proposed building would be almost wholly concealed from views affecting St. Andrew Undershaft by the 122 Leadenhall Street. In this respect the proposed building would not harm the setting of the listed Church.

Church of St Peter upon Cornhill

136. This grade I listed church lies to the south west of the site on Gracechurch Street. The proposed building would appear as a prominent backdrop to this listed building in views along Bishopsgate. The backdrop in these views is characterized by tall buildings, in particular 22 Bishopsgate, 1 Leadenhall Street, 122 Leadenhall Street and Tower 42. In this respect, the proposed building would not harm the setting of this listed building.

The Listed Buildings of Bank Junction

137. The historic buildings framing the Bank junction represent one of the most sensitive townscapes in London and are the core of this part of

the City. These buildings include the nationally significant grade I Listed Bank of England, Royal Exchange, Mansion House and St. Mary Woolnoth as well as others such as the grade I Listed 27-32 Poultry and the grade II listed 1 Princes Street, 1-6 King William Street and 82 Lombard Street.

138. In terms of the proposal, the key views of this collection of listed buildings are from the west looking towards the east, focusing on the portico of the Royal Exchange. The key-defining element of this view is the dynamic contrast between the foreground of these historic buildings and the backdrop of the emerging cluster of tall buildings. The contrast between the old and new provides one of the most striking townscapes in London. The proposed building, in the manner in which it mediates between the lower height of 1 Leadenhall Street and the taller 22 Bishopsgate, would consolidate the form and profile of the City cluster in this view.

The Setting of other Listed Buildings

139. There are a number of listed buildings on Cornhill and the northern end of Gracechurch Street where in certain limited number of views the proposed building would appear as a prominent element in their backdrop. However, where these views are of the cluster of tall buildings (both completed and permitted) it is considered that the proposed building would not cause harm to the setting of these listed buildings.
140. St. Magnus the Martyr Church, Custom House, Billingsgate Market and Adelaide House are all important listed buildings which line the riverside from London Bridge eastwards. In the key views of the proposed building from the south bank and from London and Tower bridges all three buildings are seen in the foreground of the river view with the emerging City cluster of tall buildings as their distinctive backdrop. The proposed building would assist in consolidating the cluster on the skyline and would not harm the setting of these listed buildings.

The Setting of Conservation Areas

141. The site is adjacent or in close proximity to a number of conservation areas. The effect of the proposal on other, more distant conservation areas within and outside the City has been assessed and it is considered the proposal would not harm views or the setting of these. The impact of the proposal on the nearby conservation areas within the City is set out below:

Leadenhall Market

142. To the south of the site is the Leadenhall Market Conservation Area. The proposed building would appear as a striking visual termination of views northwards along Whittington Avenue. Leadenhall Market is characterized by the presence of tall buildings as a backdrop to the north and east and in this respect the proposal would not harm views into or the setting of the conservation area.

143. Given the alignment and roof of the Market, the development would barely be visible in glimpses from within the Market itself and where it would be seen it would be against the backdrop of permitted tall buildings. In this respect, views out of or the setting of the Leadenhall Market Conservation Area would not be harmed.

Bank

144. To the west, the Bank Conservation Area includes all of the west side of Bishopsgate from Gibson's Hall to 8 Gracechurch Street. Views of and from within this Conservation Area is characterized by the backdrop of tall buildings in the City cluster on the north and east side of Bishopsgate. The view from Bank junction, the center piece of the conservation area is discussed in more detail in preceding paragraphs. The proposed building would be visible in a number of viewpoints. However, as stated above, they would be seen against the backdrop of the completed and permitted tall buildings and therefore they would not harm the setting of the Bank Conservation Area.

St. Helen's Place

145. To the north of the site lies the St. Helen's Place Conservation Area. The proposed building would have a limited impact on views within or of the Conservation Area. The proposed building would be almost wholly concealed by the 22 Bishopsgate in these views. In addition, tall buildings are now a characteristic feature in the conservation area's setting. In this context, the proposed building would not harm the character and appearance of the conservation area.

Bishopsgate

146. This Conservation Area lies a significant distance to the north of the site. The building would be almost wholly concealed from views within the Conservation Area by the 22 Bishopsgate Tower. In this respect the proposed building would not harm the character and appearance of the Conservation Area.

Non-designated Heritage Assets

147. No harm has been identified to non-designated Heritage Assets, their settings or their significance.

Waste Management

148. A centralised waste storage area with a minimum headroom clearance of 5m would be located at lower ground level. Access would be from Undershaft.
149. The waste storage and collection facilities have been agreed with the Community Facilities Manager.

Servicing

150. A total of six servicing bays are proposed at the lower ground level, accessed from Undershaft, consisting of three 6-metre bays, two 8-metre bays and one 14-metre bay. The 14-metre bay is designed to accommodate a 10cu.m refuse compactor plus a refuse collection

vehicle. It is proposed that one of the 6-metre bays be usually reserved for facilities management vehicles, e.g., lift engineers', electricians', plumbers' etc., which is best practice. This bay has, therefore, been excluded from consideration of the adequacy of the servicing facilities proposed.

151. Estimated weekday servicing traffic is 168 deliveries per day; your officers consider that this is not unrealistic, but have adopted a more conservative estimate of 191 deliveries per day to ensure a robust assessment. To reduce this level of servicing traffic your officers have asked the applicant to propose consolidation as part of their operation of the building. Consolidation systems have been agreed through section 106 planning obligations for other major developments in the area, including 22 Bishopsgate, 1 Undershaft and 1 Leadenhall Street. The applicant has not committed to run a consolidation centre, but has not ruled out doing so as part of the more detailed planning of the operation of the building. The applicant has, however, proposed two restrictions to ensure that servicing traffic, and the impacts of servicing traffic are minimized:

- A restriction on the total number of deliveries to 84 per day (i.e. 50% of their estimate of unrestricted deliveries of 168 deliveries per day).
- A restriction on accepting deliveries on Mondays to Fridays (other than public and bank holidays) between 7:00 am and 10:00am and between 12:00pm and 2:00pm and between 4:00pm and 7:00pm i.e. the servicing bays would only be in use between the hours 10:00am to 12:00pm and 2:00pm and 4:00pm and 7:00pm and 7:00am.

These restrictions would be secured through provisions within the section 106 agreement.

152. These delivery prohibition periods allow for 16 hours per day of servicing (or 24 hours on Saturdays, Sundays, public holidays and bank holidays).

153. If the 84 permitted daily deliveries are evenly spaced over those permitted 16 hours the proposed 5 servicing bays (plus 1 facilities management bay) would be adequate. To ensure that this regular spacing of deliveries would take place a booking system would need to be instituted and enforced, with non-booked delivery vehicles turned away. This would be secured through a provision within the section 106 agreement.

154. The proposed servicing arrangements would not compromise any future on-street management arrangements for Undershaft, as it would continue to be the point of access for a number of buildings.

Car Parking

155. The development provides no car or motorcycle parking except for one on-site parking space which would be provided for those persons with disabilities.

Public Transport

156. The site is 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”. It is considered that the proposed development, which would potentially accommodate an additional 854 office workers in comparison to the extant permission, would not generate any additional significant impacts on the public transport network.

Bicycle Spaces

157. A total of 961 cycle parking spaces are proposed at the lower ground level which would be accessed via the service area on Undershaft. For a building of this size, excluding the viewing gallery for which there are no standards, and combination of uses the London Plan’s minimum requirement is for 960 long-stay cycle parking spaces and 43 short-stay cycle parking spaces. As a result, the minimum long-stay cycle parking requirement would be met, but the short-stay requirement would not. There is existing public cycle parking available on Bishopsgate, just north of the junction with Leadenhall Street that would meet some of the short-stay cycle parking need.
158. There is very little street level curtilage available around the site on which additional visitor cycle parking could be provided and there is a need for that unbuilt space to be used to facilitate pedestrian circulation. Therefore, the lack of short-stay cycle parking provision is considered to be acceptable in this particular case.
159. Of the 961 long-stay cycle parking spaces, it is proposed that 865 spaces are provided as cycle parking stands (90%) and 96 as folding bicycle lockers (10%). This proportion of folding bicycle lockers is considered to be acceptable as it reflects existing levels of folding bicycle use in the City.
160. A total of 961 lockers and 96 showers (1:10 cycle spaces) are proposed. This is considered to be an appropriate level of provision.
161. The GLA/TfL accepts that the applicant has, within the constraints of the site, provided an acceptable number and mix of cycle parking. They acknowledge there is no room in the public realm for further short-stay cycle parking provision.

Pedestrian movement

162. The proposed development will generate an estimated 15,040 pedestrian trips per day (inward and outward commuting plus business and personal trips). This compares to 12,377 pedestrian trips from the permitted development and represents a 21.5% increase in estimated trips over the permitted scheme.
163. The predicted baseline scenario for the footways around the site (taking into account the existing baseline flows, the permitted development and the permitted developments at 22 Bishopsgate and 1 Leadenhall Street) indicates that there are several points on Bishopsgate and on Leadenhall Street where pedestrian comfort levels will fall below the recommended minimum comfort level of B+, with

several points on Bishopsgate where the pedestrian comfort levels will fall significantly below that level. Two points on Bishopsgate are likely to fall to level D, described as an environment where “walking speeds are restricted and reduced and there are difficulties in bypassing slower pedestrians or moving in reverse flows”, and one point on Bishopsgate, at the northern site boundary, is likely to fall to level E, which is the lowest level and described as “people have little personal space and speed and movement is very restricted. Extreme difficulties are experienced if moving in reverse flows”. This indicates that the Eastern City Cluster will require the City of London and Transport for London and relevant landowners and other parties to work together to ensure that these adverse impacts of the otherwise desirable growth in the Eastern City Cluster are addressed.

164. The proposed development increases the likely crowding along Bishopsgate and Leadenhall Street compared to the permitted development, but only at three points does this result in a change of pedestrian comfort level, with two points along Bishopsgate falling from level C+ to level C in both the 8:00am–9:00am and 5:00pm–6:00pm peak hours and one point on Bishopsgate falling from level C– to level D in the 8:00am–9:00am peak hour. The single worst point remains Bishopsgate at the northern site boundary, which would remain at level E. The predicted number of pedestrians using the 6.5 m effective width of the footway at this point during the 5:00pm–6:00pm peak hour increases from 7,001 pedestrians in the permitted development to 7,309 pedestrians in the proposed development (a 4.4% increase). This is a flow equivalent to 18.7 pedestrians per metre of useable footway width per minute and compares to the desirable maximum of 13 pedestrians per metre per minute.
165. There is potential for increased pedestrian levels to exacerbate crowding at the junction of Bishopsgate, Leadenhall Street, Gracechurch Street and Cornhill and, therefore, 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.
166. As part of the previously approved scheme it was agreed with TfL to remove the left hand filter lane from Bishopsgate to Leadenhall Street and reconfigure the junction of Leadenhall Street and Bishopsgate. This is again proposed and would increase the useable public footway by 103sq.m.
167. Three flagpoles and a line of fixed bollards along Bishopsgate that delineate the boundary between the existing areas of private land and the public highway are to be removed; further increasing the amount of useable public footway.

Travel Plan

168. 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.

Stopping up

169. A stopping-up plan is attached to this report. This shows an area of existing public highway to be stopped-up.
170. The proposed stopping-up is due to the westward realignment of the building to the same line as previously approved. The area of public highway that would be stopped up is on the south west corner of the site and totals 3.9sq.m. Two areas of private land totalling 48.17sq.m that are currently built on would become available for the public to walk over.

Security and Counter Terrorism

171. A number of internal and external security measures would be employed to address security issues which arise with a development of this size, location and nature.
172. Externally, perimeter protection would be provided by the facade construction and other measures to be agreed.
173. Details of the security measures would be sought by condition.
174. In line with policy CS3 of the City of London Local Plan 2015, the Developer would be required to pay costs towards implementing the necessary security measures to enhance the security of the development and the wider area (particularly Undershaft). The City Corporation has requested a security assessment to be carried out by the City of London Police Counter Terrorism Security Advisor (CTSA) to assess the security impacts of all new developments in the eastern cluster of tall buildings and their impacts on the wider area (in particular Undershaft). Should the outcome of the security assessment recommend or require alterations to, and additional infrastructure on the highway for the purposes of counter terrorism and security, the developer would be required to enter into a separate S.106 agreement unless the City confirms that no security agreement is required. The agreement would secure details of recommended highway adjustments, new security infrastructure, traffic orders required to authorise installation, maintenance and management by the City and the City of London Police.

Wind Microclimate

175. Using quantitative wind tunnel testing, in conjunction with two specialist service providers, the applicants have carried out a series of full "Lawson Criteria" pedestrian comfort assessments. These detailed assessments used an increased number of electronic probe locations (135 in the permitted scheme increased to 170) around the site and

looked at both the pavement and, unusually, vehicle carriageway environments.

Baseline Scenario (existing buildings)

176. The baseline scenario included the existing buildings on the site as well as the existing surrounding buildings and the under construction 22 Bishopsgate and 52 Lime Street.
177. In the “Worst Season” the tests indicated that the local comfort conditions on the pavement around 6-8 Bishopsgate and 150 Leadenhall Street are suitable for the current pedestrian activities. Conditions in and around the site are generally in the Standing range or calmer. Conditions around the south-west corner are marginally in the Strolling range, which is appropriate for pedestrian circulation.
178. Two of the additional probes in Leadenhall Street measured an exceedance of the able-bodied distress limit. These probes were located towards the middle of the road and were not in an area where pedestrians would have reason to generally access. Ideal conditions would not exceed the able-bodied distress limit but, given the location and limited pedestrian access, this would not be classified as unacceptable in respect to pedestrian comfort and safety.
179. Cyclists are sensitive to sudden gusts and cross-winds, particularly if the approaching journey has been notably calmer. The sensitivity to wind is heightened when negotiating a corner, where their posture would have a tendency to be leaning, as opposed to cycling straight, where their posture would naturally be upright. The wind direction (north-westerly) is most likely to be a head wind or tail wind depending on the direction of travel along Leadenhall Street. Cyclists would only be likely to use the middle of the road in this area if travelling east on Leadenhall Street, preparing to turn right into Whittington Avenue. However, the wind speeds are calmer at the point at which cyclists would be turning.

Cumulative Scenario

180. In the cumulative scenario with the proposed building, 22 Bishopsgate, 1 Undershaft and 1 Leadenhall Street all constructed, in the “Worst Season” the local conditions around the perimeter of the site would be generally within the standing to strolling range. There would, however, be a slight increase in windiness on the south-west corner of the site where the existing baseline condition at the pavement edge would increase from standing to walking.
181. One of the additional probes used in these tests measured an exceedance of the general public distress limit. This probe was located towards the middle of the road in Leadenhall Street where pedestrians would not generally access. There is no prescriptive guidance on wind speed limits for cyclists. An informed assessment has been carried out to consider the level of risk for cyclists based on wind direction, body posture, expectation and frequency. The wind direction (north west) in this case is a key consideration as it would be a head or tail wind rather than a crosswind and, therefore, unlikely to destabilise cyclists. The risk

to cyclists from exceeding the general public access distress limit at these locations is considered to be low.

182. In this scenario the results demonstrate that mitigation would not be required and that wind conditions would be appropriate for the intended pedestrian activities.

Cumulative Scenario without the proposed 1 Leadenhall Street Development (Worst Case)

183. In the event that the permitted scheme at 1 Leadenhall Street were not to be brought forward, the additional probes in Leadenhall Street indicate that during the “Worst Season” a total of six locations would exceed the general public access distress limit and one location would exceed the able-bodied access distress limit.
184. One location would be on the edge of the pavement adjacent to the south-west corner of the proposed development and three others would be located along the pavement adjacent to 1 Leadenhall Street (Leadenhall Court). These conditions would be unacceptable given that pedestrians would frequently use these routes as primary thoroughfares.
185. Three of the probe locations are in the roadway towards the middle of Leadenhall Street where there would be limited pedestrian access but cyclists could be affected. Of these, two exceed the general public access limit but given their location, would not be considered a risk to pedestrians. The levels of windiness for these two probes would be similar to conditions in the road measured in the baseline described above. The third probe location indicates an exceedance of the able-bodied access limit.
186. Although there are no specific criteria for cyclists, an exceedance of the able-bodied access distress wind speed would be considered too high a risk for cyclists and conditions would be regarded as unacceptable.
187. In this worst case scenario wind mitigation measures would be required in the highway along the east side of Bishopsgate and the south side of Leadenhall Street. The proposed mitigation measures identified at this stage would consist of the following:
- Two free-standing wind sculptures in Bishopsgate adjacent to the low block of the proposed development. The sculptures would be located in the line of the existing trees and would not encroach into sight lines to the signal head for vehicles travelling south on Bishopsgate.
 - Six 1.5-metre high shrubs in planter boxes along the edge of the pavement adjacent to the existing 1 Leadenhall Street. A maximum clear gap of 1 metre is permitted between the planters.
 - Staggered solid screens on Leadenhall Street adjacent to and perpendicular to the existing 1 Leadenhall Street. The staggered screens would be 2.8 metres apart and attached to the smaller

planter boxes for support. The self-weight of the planters would counteract over-turning effects from wind loading and avoid the need for foundations. Both screens would be 1.6 metres wide. The screen immediately adjacent to 1 Leadenhall Street would be 5.2 metres high and located at the first column line of the colonnade. The screen towards the edge of the pavement would be 2.6 metres high.

188. With the mitigation measures in place the six probes exceeding the general public access distress limit would be fully mitigated. The single probe location which exceeded the able-bodied access limit would also experience a significant improvement. Although the probe location would still exceed the general public access distress limit, the level of windiness is similar to the conditions measured in the baseline assessment and the risk to cyclists from exceeding the general public access distress limit at this location is considered to be low.

Wind Micro-climate Conclusions

189. The results demonstrate that mitigation is not required in the cumulative scenario or when 1 Leadenhall Street is demolished. Wind conditions in the cumulative scenario without any specific wind mitigation would be appropriate for the intended pedestrian activities.
190. In the event that the permitted scheme at 1 Leadenhall Street does not come forward or the site is not prepared for demolition i.e. hoardings erected, the wind mitigation measures would be required as a temporary measure until such time as works did progress at the 1 Leadenhall Street site.
191. The wind mitigation measures and their details would be the subject of a 'Grampian' planning condition.

Daylight and Sunlight

192. 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".
193. 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, which is ancillary to the livery company use.
194. 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.
195. 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.

196. There are no other residential premises where daylight or sunlight would be affected by this proposal.

Amenity Space

197. 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.
198. The 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.
199. The supporting data submitted by the applicant indicates that no part of this area would be affected by the proposal.
200. Crosby Square to the north of the proposal site has not been assessed as the 22 Bishopsgate scheme stands between the square and the proposed building.

Other Properties

201. Sunlight to the stained glass windows of St Helen's Bishopsgate Church would not be affected by the proposed development.

Solar Glare

202. The BRE Guidelines recommend that solar glare analysis be carried out to assess the impact of glazed facades on road users in the vicinity. Viewpoints for the analysis were positioned at points before a junction or traffic lights where a distraction to motorists might 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.
203. The environmental statement highlighted a potential significant effect on motorists and cyclists between 10:30am and 12:00pm from March to September. The glazing on the southern facade is not contiguous and would be recessed reducing the impacts, breaking up the glare and isolating the points at which it could be seen at any given moment.
204. The permitted 1 Leadenhall Street development, when constructed, would cast a shadow on the proposed development which would eliminate the reflected solar glare for road users. Should the 1 Leadenhall Street scheme or a similarly sized development on that site be constructed, there would be no need for specific mitigation measures.
205. The Applicant is considering a range of mitigation options, which would form part of further development, such as, changing the orientation of the glazed facade elements, the use of low reflective glazing or the addition of louvres.
206. Details of the mitigation of the potential solar glare, is the subject of a condition.

Sustainability and Energy

207. 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.
208. By utilising passive design and energy efficiency measures, the development is estimated to achieve 26.5% 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.
209. The carbon emissions savings would be further increased by the installation of louvres with photovoltaic panels with a size of 290sq.m on the roofs of the plant room, the pavilion and level 48. In addition, hot water heat recovery is proposed. Both measures would contribute a 2.3% reduction in carbon dioxide emissions. The submitted energy strategy demonstrates that the development has the potential to achieve an overall 28.9% carbon emission reduction over a Building Regulations compliant building. This would result in a shortfall of 6.1% carbon emissions savings in relation to the London Plan target of 35% and offset payments would 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 will be required by condition.
210. The BREEAM pre-assessment rating for the building has an “excellent” rating and indicates no outstanding issues which should be addressed in a City context. Further potential credits will be targeted in the detailed design stage of the development.
211. 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 11 and 26. Details of the installation of small, extensive green roofs on the terraces are required as part of the condition in relation to landscaping.

Sustainable Urban Drainage Systems

212. 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

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

Archaeology

214. 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 and Addendum have been submitted with the application.
215. 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 the basements of previous buildings may survive as well as Roman and medieval remains.
216. The proposed building would have three basement levels extending across the entire site. Two areas of impact are proposed outside the existing basement, for new foundations and a rainwater attenuation tank. 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.
217. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work to record remains that would be disturbed by the proposed work and foundation design.

Planning Obligations and Community Infrastructure Levy

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

Mayoral Community Infrastructure Levy (CIL)

Liability in accordance with the Mayor of London's policies	Contribution	Forwarded to the Mayor	City's charge for administration and monitoring
Mayoral Community Infrastructure Levy	£2,622,500	£2,517,600	£104,900

payable			
Mayoral planning obligation net liability*	£4,583,260	£4,583,260	-
Administration and Monitoring Charge	£3,500	-	£3,500
Total liability in accordance with the Mayor of London's policies	£7,209,260	£7,100,860	£108,400

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

City CIL and S106 Planning Obligations

Liability in accordance with the City of London's policies	Contribution	Available for allocation	Retained for administration and monitoring
City CIL	£3,876,300	£3,682,485	£193,815
City Planning Obligation Affordable Housing	£1,049,000	£1,038,510	£10,490
City Planning Obligation Local, Training, Skills and Job Brokerage	£157,350	£155,777	£1,574
City Carbon Offsetting	£196,200	£194,238	£1,962
City Security and Design Evaluation Contribution	£50,000	£49,500	£500
City Non-Financial Monitoring Charge	£3,750		£3,750
Total liability in accordance with the City of London's policies	£5,332,600	£5,120,510	£212,091

City's Planning Obligations

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

- Affordable Housing Contribution
- Carbon Offsetting Contribution

- Delivery and Servicing Management Plan (Consolidated Deliveries)
- Local Training, Skills and Job Brokerage Strategy (Demolition)
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Local Training, Skills and Job Brokerage Contribution
- Local Procurement Strategy
- Monitoring Costs Contribution
- Remedial Highway Works (S278 agreement)
- Security Design and Evaluation Contribution (£50,000)
- Security S106 Agreement
- Viewing Gallery Management Plan
- Restricted use of Highway associated with A3 units
- TV Mitigation
- Solar Glare
- Travel Plan
- Utility Connections to the Development

222. I request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

Monitoring and Administration Costs

223. A 10 year repayment period would be required whereby any unallocated sums would be returned to the developer 10 years after practical completion of the development. Some funds may be set aside for future maintenance purposes.

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

Site Specific Mitigation

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

Conclusion

226. The proposal reflects the previously approved scheme in terms of its footprint and the provision of a tall building within the City's cluster of tall buildings and accords with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre and with the strategic objective to focus and promote a significant increase in office floorspace in the Eastern Cluster. The building would deliver approximately 4.6% of the

additional office floorspace sought in Policy CS1 to meet the needs of projected long term economic and employment growth.

227. The scheme could provide a total of 644sq.m (GEA) of new retail floorspace.
228. 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.
229. 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.
230. The proposal would provide a distinctive building whose sculptural design creates a positive relationship with the office developments in the Eastern Cluster.
231. 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 or of St. Paul's Cathedral.
232. The proposal is in compliance with the provisions of the development plan.
233. The proposed building would be serviced from Undershaft and this would not compromise any future proposals for a controlled zone or security infrastructure in the eastern cluster area.
234. 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 24.05.2017 City of London Markets and Consumer Protection, Pollution Team

Email 06.09.2017 City of London Markets and Consumer Protection, Pollution Team

External

Letter 24.05.2017 Historic England

Email 01.06.2017 Natural England

Email 05.06.2017 Thames Water

Letter 06.06.2017 City of Westminster

Email 08.06.2017 London City Airport

Letter 08.06.2017 LB Tower Hamlets

Letter	07.07.2015	Sprunt Limited
Letter	17.07.2015	Greater London Authority
Email	03.08.2017	Mr. Peter Rose
Letter	09.08.2017	City of Westminster
Letter	09.08.2017	Historic England
Letter	21.08.2017	Environment Agency
Letter	21.08.2017	LB Tower Hamlets
Email	04.09.2017	Mr. Peter Rose
Letter	11.09.2017	City of Westminster
Letter	13.09.2017	LB Tower Hamlets

Application Documents

Design and Access Statement by Wilkinson Eyre Architects rec'd 04.05.2017

Planning Statement by Gerald Eve rec'd 04.05.2017

Environmental Statement Volume 1: Main Text by ARUP rec'd 04.05.2017

Environmental Statement Volume 1: Appendices by ARUP rec'd 04.05.2017

Environmental Statement Addendum Volume 1 by ARUP rec'd 11.05.2017

Environmental Statement Volume 2: Townscape, Heritage and Visual Impact Assessment by Millerhale Tavernor rec'd 04.05.2017

Environmental Statement Volume 3: Non-Technical Summary by ARUP rec'd 04.05.2017

Transport Assessment by ARUP rec'd 04.05.2017

Energy Statement by ARUP rec'd 04.05.2017

Sustainability Statement by ARUP rec'd 04.05.2017

Environmental Statement Addendum (Wind Mitigation) by ARUP rec'd 01.08.2017

Illustrative Drawings and Sketches Outline Wind Mitigation Scheme (Ref: 0997-WEA-SB- A-0030) by Wilkinson Eyre Architects rec'd 01.08.2017

Existing Drawings: 00997-WEA-XX-XX-PD-A-0000, PD-A-0009, PD-A-0010, PD-A--0011, PD-A-0020; 00997-WEA-XX-W-PD-A-2012 Rev. 1, S-PD-A-2013 Rev. 1, E-PD-A-2014 Rev. 1, N-PD-A-2015, W-PD-A-2200 Rev. 1, S-PD-A-2201 Rev. 1, E-PD-A-2202 Rev. 1, N-PD-A-2203, W-PD-A-2300 Rev. 1, S-PD-A-2301 Rev. 1, E-PD-A-2302 Rev. 1, N-PD-A-2303.

00997-WEA-XX-SK-0149 Rev.02

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 5.10 Promote and support urban greening, such as new planting in the public realm (including streets, squares and plazas) and multifunctional green infrastructure, to contribute to the adaptation to, and reduction of, the effects of climate change.
- Policy 5.11 Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.

- Policy 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 planned 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: 17/00447/FULEIA

6-8 Bishopsgate And 150 Leadenhall Street London EC3V 4QT

Demolition of existing buildings and the erection of a new building comprising lower ground level, three basement levels, ground floor plus part 10, 25 and 51 storeys including plant [221.2m AOD] to provide office (Class B1) use [85,892sq.m GEA], flexible shop/cafe and restaurant (Class A1/ A3) uses [445sq.m GEA] at part ground floor and level 1 and flexible shop/cafe/restaurant/office (A1/A3/B1) uses [199sq.m GEA] at part ground floor and level 1; The provision of a publicly accessible roof top viewing gallery (Sui Generis) [819sq.m GEA] at level 50 with dedicated entrance at ground floor level; the provision of hard and soft landscaping. [TOTAL 87,355sq.m GEA].

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 No works above ground floor level are permitted unless the substantial demolition of 1 Leadenhall Street (Leadenhall Court) has commenced or a detailed wind microclimate mitigation scheme based on the outline wind mitigation scheme set out in the Environmental Statement has been submitted to and approved by the Local Planning Authority. The approved mitigation measures shall be installed prior to the practical completion of the development (unless demolition of Leadenhall Court has commenced in the intervening period).
REASON: In order to ensure that the proposed development does not have a detrimental impact on the amenities of the area in accordance with the following policies of the Local Plan: DM10.1, DM16.1, DM16.2.
- 3 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.

- 4 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.

- 5 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.

- 6 Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following:

Details of cranes and other tall construction equipment (including crane locations, operating heights and details of obstacle lighting). Such schemes shall comply with Advice Note 4 'Cranes and Other Construction issues' (available at www.aoa.org.uk/operations&safety/safeguarding.asp).

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

REASON: To ensure that the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport or London City Airport through penetration of the regulated airspace.

- 7 Before any works including demolition are begun a site survey and survey of highway and other land at the perimeter of the site shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces. The development shall be carried out in accordance with the approved survey unless otherwise agreed in writing by the local planning authority.

REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order that a record is made of the conditions prior to changes caused by the development and that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 8 Before any works including demolition are begun a survey of the highways and other land at the perimeter of the site shall be carried out and submitted to the Local Planning Authority showing the existing Ordnance Datum levels of the adjoining streets and open spaces.

REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order to create a record of the conditions prior to changes caused by the development.

- 9 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site deconstruction of the existing buildings has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).

REASON: To ensure that deconstruction works do not have an adverse impact on the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM16.1. and London Plan Policy 6.14.

- 10 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying

efficiency and sustainability measures, including the use of freight consolidation, to be undertaken during site construction of the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).
REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with the following policies of the Local Plan: DM15.6, DM 15.7,DM16.1 and London Plan Policy 6.14.

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

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

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

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to

construction in order that the impact on amenities is minimised from the time that the construction starts.

- 13 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1. These details are required prior to piling or construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 14 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works hereby permitted are begun.
REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Local Plan: DM3.2. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 15 Before any construction 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.
- 16 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.

- 17 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.
- 18 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.
- 19 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.
- 20 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.
- 21 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. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated before the design is too advanced to make changes.

- 22 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.

- 23 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;

(i) Details of all external lighting.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, DM10.5, DM10.8, DM12.1, DM12.2, DM15.7.

- 24 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.

REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1.

- 25 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: green roofs, blue roofs, attenuation tanks, rainwater pipework, hydrobrakes, pumps, rainwater harvesting system, design for system exceedance; surface water flow rates shall be restricted to no greater than 10 l/s, provision should be made for an attenuation volume capacity capable of achieving this;
(b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.
REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 26 Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) A Lifetime Maintenance Plan for the SuDS system to include:
- A full description of how the system would work, it's aims and objectives and the flow control arrangements;
- A Maintenance Inspection Checklist/Log;
- A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.
REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 27 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.
- 28 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.
REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2.

- 29 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.
- 30 The measures identified within the submitted Energy Strategy (Ref: 233716 by ARUP) 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.
- 31 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
(b) 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.
(c) 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.
- 32 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.

- 33 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. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. 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.
- 34 The proposed office development, sharing a party element with non-office premises, shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the proposed office premises due to noise from the neighbouring non-office premises and shall be permanently maintained thereafter.
A test shall be carried out after completion but prior to occupation to show the criterion above have been met and the results shall be submitted to and approved in writing by the Local Planning Authority.
REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7.
- 35 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.
- 36 No cooking shall take place within any Class A1 or A3 units hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. Any works that would materially affect the external appearance of the building will require a separate planning permission.
REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.
- 37 Unless otherwise agreed in writing by the local planning authority all combustion flues must terminate at least 1m above the highest roof in the development, and be no lower than stated in the air quality assessment submitted, in order to ensure maximum dispersion of pollutants.

REASON: In order to ensure that the proposed development does not have a detrimental impact on occupiers of residential premises in the area and in accordance with the following policy of the Local Plan: DM15.6 and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10, in accordance with the City of London Air Quality Strategy 2015 and the Local Plan DM15.6.

38 A. No CHP plant shall at any time be installed in the building unless the air quality impact of the CHP emissions have been assessed and a report detailing the assessment has been submitted to and approved in writing by the Local Planning Authority.

B. Prior to any CHP plant coming into operation the following details must be submitted to and approved in writing by the Local Planning Authority:

(i) The results of an emissions test demonstrating compliance with Part A of this condition and stack discharge velocity, carried out by an accredited laboratory/competent person; and

(ii) An equipment maintenance schedule demonstrating that the emission standard would always be met.

C. The CHP plant shall at all times be maintained in accordance with the approved schedule.

REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.

39 No boilers that have a NOx emission level exceeding that detailed in the submitted air quality impact assessment shall at any time be installed in the building.

REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B (a) and (c) of the London Plan.

40 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.

41 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

42 No amplified or other music shall be played on the roof terraces.

REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 43 There shall be no promoted events on the premises. A promoted event for this purpose, is an event involving music and dancing where the musical entertainment is provided at any time between 23:00 and 07:00 by a disc jockey or disc jockeys one or some of whom are not employees of the premises licence holder and the event is promoted to the general public.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 44 Unless otherwise agreed in writing, 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 961 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.
- 45 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.
- 46 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.
- 47 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.
- 48 The vehicular parking provided on the site must remain ancillary to the use of the building and shall be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors.

REASON: To ensure that the parking spaces provided remain ancillary to the use of the building in accordance with the following policy of the Local Plan: DM16.5.

- 49 The approved loading and unloading areas shall be available at all times for use throughout the life of the building for the occupiers thereof and visitors thereto.
REASON: To ensure that satisfactory servicing facilities are maintained in accordance with the following policy of the Local Plan: DM16.5.
- 50 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.
- 51 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
- 52 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.
- 53 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.
- 54 No doors, gates or windows at ground floor level shall open over the public highway.
REASON: In the interests of public safety
- 55 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.

- 56 Unless otherwise approved by the LPA no plant or telecommunications equipment shall be installed on the exterior of the building, including any plant or telecommunications equipment permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or without modification.
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 57 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-WEA-XX-XX-PD-A-0101; 00997-WEA-XX-LG-PD-A-0510, BM-PD-A-0515, B1-PD-A-0520, B2-PD-A-0530, F1-PD-A-0540, GF-PD-A-1000, 01-PD-A-1010, 02-PD-A-1020, 03-PD-A-1030, 06-PD-A-1060, 09-PD-A-1090, 11-PD-A-1110, 16-PD-A-1160, 21-PD-A-1210, 23-PD-A-1230, 24-PD-A-1240, 25-PD-A-1250, 26-PD-A-1260, 35-PD-A-1350, 47-PD-A-1470, 48-PD-A-1480, 49-PD-A-1490, 50-PD-A-1500, 51-PD-A-1510, RF-PD-A-1520, W-PD-A-2200, S-PD-A-2201, E-PD-A-2202, N-PD-A-2203, W-PD-A-2300, S-PD-A-2301, E-PD-A-2302, N-PD-A-2303, AA-PD-A-3301, BB-PD-A-3302, XX-PD-A-5001, XX-PD-A-5002, XX-PD-A-5003, XX-PD-A-5004, XX-PD-A-5005, XX-PD-A-5006, XX-PD-A-5007, XX-PD-A-5008, XX-PD-A-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, Chief 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 16, 17 and 18 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 NOX 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 wwqriskmanagement@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 Protection may be needed for any tree in a public highway or open space near to the site. Such protection will need approval by the Open Spaces Department. Any pruning requirement must only be undertaken by or with the prior approval of the Open Spaces Department. The developer is advised to contact the Director of Open Spaces prior to demolition or other development works commencing regarding the protection of nearby trees during works (Contact: Open Spaces, City Gardens - 020 7374 4127 or email - parks.gardens@cityoflondon.gov.uk).
- 15 You are requested to notify the Chief Planning Officer on commencement of the development in order that the works can be inspected and monitored.
- 16 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.

17/00447/FULGA

PLANNING & TRANSPORTATION		
PSDD	CPO	PPD
TPD	11 JUL 2017	LTP
OM		SSE
No		PP
FILE	129310	PD

Sprunt
First Floor
20 Northdown Street
London N1 9BG
T +44 (0) 20 7833 3555
F +44 (0) 20 7837 0296
www.sprunt.net

Ref: 12530/4.1/RS

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

7 July 2017

Dear Sirs,

6-8 Bishopsgate and 150 Leadenhall Street

We have been instructed by our Client, C C Land Holdings Limited, to write following a letter they have received in respect of a planning application for the demolition of existing buildings and redevelopment to provide a new building comprising lower ground and three levels of basement for parking, servicing, and ancillary plant and storage; ground plus part 10, 25 and 51 storeys including plant, containing offices (B1), flexible shop/ café and restaurant uses (A1/ A3) at part ground floor and level 1, and flexible shop/ café, restaurant, and office uses (A1/ A3/ B1) at part ground floor and level 1; and roof top Pavilion (sui generis) with public access to a viewing gallery at level 50 from a ground floor entrance; the provision of hard and soft landscaping; and other incidental works, at 6-8 Bishopsgate and 150 Leadenhall Street. Local Planning Authority reference number 17/00447/FULEIA.

C C Land Holdings Limited is the ultimate beneficial owner of the adjacent Leadenhall Building and, following assessment of the information provided, have instructed to us to strongly object to this revised proposal and make representations on their behalf to voice their concerns.

The Local Plan promotes the City of London as a leading driver of the London and national economies, contributing 14% of London's GDP and an estimated 3.1% of the UK's GDP. Offices are identified as making up over 70% of all buildings and many of them are occupied by financial and business services.

A key challenge facing the City, is the delivery of sustainable long-term economic growth to support the London and national economies, and it should be a balance between providing for this new development and retaining and improving the best of the current building stock such as the Leadenhall Building.

The City is the heart of the world's leading international financial, commercial and maritime centre, of which the Leadenhall Building is key. It provides a major source of employment for London and its surrounding regions and is a vital asset to the national economy, offering the right business conditions and a very high quality environment for the City's commercial occupiers, this is evidenced by its full occupancy rate by high profile firms.

The proposed scheme comprises 51 storeys in total which is made up of 4 blocks comprised of part 10, part 25 and part 51 storeys. This represents an increase of 1 part additional storey to the lower block, 4 to the mid-block and 5 storeys to the higher block (the pavilion sits on top of the upper block and is also enlarged from the Consented Scheme).



ACKNOWLEDGED
sprunt

Registered Office: Sprunt Limited 20 Northdown Street London N1 9BG
Registered in England No: 03118853

2

12530/4.1/RS

7 July 2017

6-8 Bishopsgate and 150 Leadenhall Street

Views of the Leadenhall Building from the west are an important consideration, and appear to have influenced the bulk and massing of the proposed building. Importantly, however it is evident that the relationship with the Leadenhall Building of the proposed scheme will alter significantly from the consented scheme due to the increase in height and the additional storey proposed.

It is apparent when assessing the levels of the Leadenhall Building that there would be a greater impact in terms of mass, bulk and subsequent outlook to level 8 of the Leadenhall Building due to the proposed additional storey to the lower block; a greater impact upon levels 19 to 23 due to the additional 4 storeys to the mid- block and a greater impact to levels 40 to 46 due to the proposed additional five floors to the higher block and the pavilion above, resulting in a building that would appear unduly intrusive and oppressive to some of the occupiers of the Leadenhall Building, an important and legitimate consideration when considering their amenity which we believe is contrary to policy CS10 of the Local Plan.

These upper floors serve the most high-profile occupiers who demand a specific type of floorspace. It is this office accommodation in particular that will be adversely affected as a result of the proposed application, reducing the attractiveness of the Leadenhall Building and subsequent draw to the City as a world leading financial, commercial and maritime centre and as a result adversely affecting the London and national economies.

We respectfully request that these comments are fully considered in the determination of this application.

Yours faithfully,



Robert Sprunt
Sprunt Ltd.

cc. Jimmy Cho, C C Land Holdings Limited
Dickie Wong, C C Land Holdings Limited

Broughton, Helen

From: PLN - Comments
Subject: FW: ref17/00447/FULEIA

From: Peter Rose
Sent: 03 August 2017 10:17
To: PLN - Comments
Subject: ref17/00447/FULEIA

Dear Sirs

I object to this development on the grounds of further densification in this already overdeveloped location. It will also affect our property with regard to casting of shadows/light and impacting our view. I am a residential occupier.

Kind Regards,

Peter Rose

Jamaica Buildings,
St. Michael's Alley
London
EC3V 9DS

Hassall, Pam

From: PLN - Comments
Subject: FW: ref 17/00447/FULEIA case officer Tony Newman

From: Peter Rose [<mailto:peter@roseassociates.org.uk>]
Sent: 04 September 2017 12:12
To: PLN - Comments
Subject: ref 17/00447/FULEIA case officer Tony Newman

Dear Sirs

I attach my response to your earlier letter and would wish to repeat this in response to your letter of 30 August 2017.

Kind Regards,

Peter Rose

Jamaica Buildings,
St. Michael's Alley
London
EC3V 9DS

peter@roseassociates.org.uk

Begin forwarded message:

From: Peter Rose <peter@roseassociates.org.uk>
Subject: ref17/00447/FULEIA
Date: 3 August 2017 at 10:16:42 BST
To: PLNComments@cityoflondon.gov.uk



Dear Sirs

I object to this development on the grounds of further densification in this already overdeveloped location. It will also affect our property with regard to casting of shadows/light and impacting our view. I am a residential occupier.

Kind Regards,

Peter Rose

Jamaica Buildings,
St. Michael's Alley
London
EC3V 9DS

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Committee(s):		Date(s):
Planning and Transportation Committee	For Decision	3 rd October 2017
Subject:		Public
Thames Court Footbridge: acquisition		
Report of:		For Decision/
Director of the Built Environment.		
Summary		
<p>This report seeks the views of Members on the acquisition of the footbridge, known as Thames Court Footbridge. The Footbridge is currently not operational and would require a structural survey and works to enable it to be re-opened for public use.</p> <p>Previously, on the 23 May, your committee agreed that Transport for London should be approached to have Thames Court Footbridge vested in it as a highway structure should the owner of the bridge be willing to transfer it to them. It was also agreed that should TfL and the owner of the bridge be willing to have the footbridge vested in TfL as a highway structure, the Director of the Built Environment should be authorised to enter into any necessary agreements with TfL to enable TfL to exercise the City's local highway authority functions in respect of those parts of the footbridge that are located on highways for which the City is the local highway authority.</p> <p>It was further agreed, against officer officer recommendation, that should Transport for London be unwilling to accept the vesting of Thames Court Footbridge as a highway structure, then the City Corporation should take over responsibility for its retention and maintenance.</p> <p>On 25 July, the Planning and Transportation Committee was informed that TfL officers had advised that they did not see any great utility in the footbridge given the location of other pedestrian crossing places over Upper Thames Street in the vicinity and that they did not wish to have it vested in Transport for London. As a result, if the footbridge was to be retained it would need to be vested in the City Corporation. At that stage, Officers advised that the structure would need to be comprehensively assessed before it could be determined what works were needed to be undertaken before it could be safely reopened. Fees for an initial inspection for condition and assessment were estimated at £20,000 and the work was estimated as taking approximately three months to complete.</p>		

As a consequence, the Planning and Transportation Committee agreed that an inspection for condition and assessment of Thames Court footbridge be undertaken, and a project be initiated through the City's project management procedure to retain, resurface and (if required) strengthen the footbridge. It should also be noted that should the scale of works be such as to not justify the bridge reopening then the City would be liable for the costs of its removal.

Since that time, the footbridge owner's representative has written to the City Corporation asking for the legal process to transfer ownership to commence and be completed quickly. They had requested this be complete by the end of Sept 2017 but have now agreed to await the decision of this Committee. If this timescale is not complied with, there is a risk that the owners may remove the structure.

The purpose of this report is to seek confirmation from Members that it remains the intention for the City Corporation to acquire the footbridge, notwithstanding that the condition of the bridge has not been assessed and nor has the totality of any financial commitment that may fall to the City Corporation. However, the report explains that in the event that the bridge is acquired, but found to not be repairable at reasonable cost, then the total cost of surveys and removal would be unlikely to exceed £200,000.

Recommendation(s)

Members are asked to

- a) confirm the Planning & Transportation Committee's earlier 'in-principle' decision to acquire Thames Court Footbridge now that TfL has clarified that it does not wish to take it on; and
- b) note that it has not been possible in the time available to carry out an inspection for condition and assessment of the footbridge and that, therefore, there is no knowledge or understanding of the condition of the bridge or of any potential financial commitment that may fall to the City Corporation although in the event that the Bridge is acquired and a decision taken thereafter to remove it then the City's costs are not expected to exceed £200,000.

Main Report

Background

1. The Planning and Transportation Committee have received two reports from officers. The first report recommended removal of the bridge, if Transport for London did not wish to take over responsibility for the structure, but Committee determined that the bridge should remain and, if necessary, become the responsibility of the City. The second report identified a measured process by which the previous Committee decision could be progressed and it

was resolved that “an inspection for condition and assessment of the Thames Court footbridge be undertaken, and a project be initiated through the City’s project management procedure to retain, resurface and (if required) strengthen the footbridge. So, the principle of acquiring the Thames Court Footbridge has been agreed; through the decisions on the 23 May and the 25 July 2017.

Current Position

2. The Committee decisions have been explained to the owner’s representative and they have asked for the legal transfer of ownership to happen quickly. They originally asked for this to happen by the end of August 2017. They have now agreed to await the decision of this Committee in October. However, they are highly likely to expect urgent action to effect the legal transfer of ownership if this is what the Committee agrees.
3. Assuming an early October time limit is imposed by the owner officers will not have time to fully survey the bridge or quantify the risks before ownership and responsibility is transferred. This is even though the structural surveys were promptly commissioned and is due to the appointed surveyors still awaiting a date when they may have access to the highway from TfL. It is expected that a date by when this survey should be completed will be available by the date of your committee. This will also enable officers to advise when it will be possible to report back on the survey findings.
4. The survey delay has also meant that there has been no opportunity for approval of any project that may be required for the bridge to be brought into use, and no certainty of any such approval.
5. However, it would be open to your Committee to include any necessary works within your highways works budget estimates for 2018/19. Alternatively, in the worst case scenario, if the costs of such works were considered disproportionate to the public benefit provided by the footbridge, it would be open to your Committee to include the removal of the footbridge within your budget estimates for 2018/19.

Options

6. Whilst the Committee has considered this matter before the options for action remain to either (i) acquire the bridge now with the urgency sought by the Owner; or (ii) defer acquisition of the bridge pending completion of investigations, clarification of any necessary works, and their approval as a project (accepting the risk that the owner may opt to remove the bridge before the City’s acquisition); or (iii) advise the owner that the City will not acquire the bridge and it should be removed.

Evaluation

7. Option (i) ensures that the resolution of your Committee can be given effect, but places as yet unquantified liabilities on the City. However, this can be managed on the basis that as a “fallback”, survey and removal costs should not exceed £200,000. This sum allows for bridge removal costs should this be

necessary and any further surveys that may be necessary after the initial structural survey.

8. Option (ii) protects the City against the unquantified liabilities involved in accepting responsibility for the bridge structure, but risks removal by the Owner, which would undermine the decision of your 23 May Committee. Your committee did not accept the view that the bridge was of limited benefit, and was of the view that the bridge provided benefit to the public by providing a useful crossing point over Upper Thames Street. Whilst the owner may choose to remove the bridge themselves this is not certain. The City's acquisition would save the Owner its costs of removing the bridge and therefore there is an incentive for the Owner to defer removal and transfer the bridge at a later date. The likelihood of this will depend on the Owner's arrangements however it should be assumed that removal of the bridge in this scenario would be likely.
9. Option (iii) would be contrary to the approach adopted by your 23 May and 25 July Committees and would inevitably result in the removal of the bridge and the opportunity to reinstate this facility would be lost.
10. If the bridge is acquired, it would become a highway structure, under the responsibility of the Planning and Transportation Committee. Future maintenance costs would be met from within current local risk budgets.

Corporate & Strategic Implications

11. None

Implications

12. The financial implications cannot be quantified at this stage but can be managed on the basis of the "fallback" removal option costed not to exceed £200,000. Once the project to inspect the bridge and determine the costs of retaining the bridge is started and the detailed costs are known, it might be decided to remove the bridge after all. Failure to complete the transfer of ownership quickly may lead the owner to remove the bridge. This would run counter to the previous decisions taken by the Planning and Transportation Committee.
13. There is currently no financial provision within the Built Environment Directorate's (DBE) budgets for survey works, repairs or bridge removal. Any such costs would have to be met from compensatory savings elsewhere within DBE service budgets.

Conclusion

14. Option (i) would ensure your Committee's previous decisions can be given effect. Your Committee has concluded that the bridge provides public benefit,

and the “worst case scenario” cost of £200,000 (although potentially wasted expenditure) allows for the public benefit of the bridge to be fully explored and potentially reinstated. However detailed costs of this approach have not been quantified and nor have resources been identified.

15. Delaying acquisition would enable detailed costings to be provided but may result in the owners deciding to now dispose of the bridge.
16. Officers can be certain to secure the retention of the bridge by the swift transfer of ownership now. Therefore, Members are being asked to confirm their decision to proceed on the basis of acquisition whilst recognising that the full detailed cost of this approach has not been quantified.

Background Papers:

Two previous Committee reports and minutes

Iain Simmons Assistant Director (City Transportation)

T: 020 7332 1151

E: iain.simmons@cityoflondon.gov.uk

Appendix 1

From: Sowdon, Guy @ CBRE Global Inv London [<mailto:Guy.Sowdon@cbreglobalinvestors.com>]
Sent: 07 August 2017 10:50
To: Simmons, Iain
Cc: Gilchrist-Fisher, Chris @ CBRE Global Inv London; Breslin, Chris @ London SMC
Subject: Thames Court - Footbridge

Dear Iain,

It is my understand that you have recently had a meeting with Chris Breslin of CBRE who we instruct as the property manager for Thames Court, I am the asset manager acting on behalf of the landlord.

I am informed that the outcome of this meeting was that you intend for the current landlord to retain responsibility for the bridge until the City of London are able to make a decision on whether they would like to transfer the bridge to their ownership. You noted that this could take 12 months and that the answer may still be that the City of London does not want the structure.

These are certainly not the sort of timelines that we were initial led to expect. For clarity we have refrained, at the request of the City of London, from removing the bridge when we were obliged to do so. It was stated that due to recent voting activity being in favour of it, the bridge was required by the City of London.

Having been ready to execute the removal and then withdrawn at your request, we now have abortive costs to consider. Whilst our obligations to this structure are now likely debatable further to the above, we will require a definite answer from you on whether the transfer will happen immediately (with completion of the transfer being no later than 31st August) or removal should be executed, in which case we will need to re-open the project for removal on your confirmation.

We require a response on this no later than Friday 11th August.

I would be grateful if you could respond to me on this at the earliest opportunity, otherwise I would be grateful if you could call me to discuss.

Kind regards,

Guy

Guy Sowdon MA MRICS | Director
CBRE Global Investors
Third Floor, One New Change, London, EC4M 9AF
T: 020 7809 9216 | M 07968809183
guy.sowdon@cbreglobalinvestors.com | www.cbreglobalinvestors.com



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Appendix 2

From: Simmons, Iain [<mailto:Iain.Simmons@cityoflondon.gov.uk>]

Sent: 11 August 2017 18:10

To: Sowdon, Guy @ CBRE Global Inv London <Guy.Sowdon@cbreglobalinvestors.com>

Cc: Gilchrist-Fisher, Chris @ CBRE Global Inv London

<Christopher.GilchristFisher@cbreglobalinvestors.com>; Breslin, Chris @ London SMC

<chris.breslin@cbre.com>

Subject: RE: Thames Court - Footbridge

Guy

Thank you for sending me your communication. I understand your request to resolve the issue of responsibility (ownership) of the bridge to a mutually acceptable and swift timetable. The politicians at the City wish for matters to be concluded quickly also.

I have been liaising with colleagues on the quickest way that this can be achieved.

A decision to accept responsibility for the bridge will require a formal sign off. Our terms of governance require actions that take several weeks. Therefore, it will not be possible to complete the legal documents, as you request, by the end of August 2017. However, the City will work at pace and a completion by the end of September is achievable, subject to political approval.

Thank you once again for deferring the removal of the bridge. A few more weeks should lead to an acceptable outcome for both parties.

I will call you on Monday to explain our processes in more detail. I am in the office for most of next week; should you wish to meet up.

Best regards

Iain Simmons

Assistant Director (City Transportation)

Department of the Built Environment

City of London Corporation

P.O. Box 270

Guildhall

London

EC2P 2EJ

Tel: 020 7332 1151

www.cityoflondon.gov.uk

Committees:		Dates:
Projects Sub	- For Decision	Urgency
Planning & Transportation	- For Decision	Urgency
Resources Allocation Sub	- For Funding Decision	Urgency
Streets & Walkways	- For Information	05/9/2017
Subject: Temple Area Traffic Review	Gateway 2 Project Proposal Complex	Public
Report of: Director of the Built Environment Report Author: Nasser Abbasi		For Decision

Recommendations

- The **Project Sub-Committee and Planning & Transportation Committees** are asked to agree this project proposal as set out in this report, particularly those detailed in paras 1 to 4, except for the use of the On-street parking Reserve (OSPR).
- The **Resource Allocation Sub Committee** is asked to agree to the use of the OSPR funding as detailed in paras 2 and 21.

1. Approval track and next Gateway	Approval track: 1. Complex Next Gateway: Gateway 3 - Outline Options Appraisal (Complex)			
2. Resource requirements to reach next Gateway	Item	Reason	Funds/ Source of Funding	Cost (£)
	Staff Costs	A resource, initially for 9 months, to carry out project management activities, including coordinating with all project partners, working groups, stakeholder engagement, developing and appraising options.	On Street Parking Reserve (OSPR)	£110,000

	Fees	Appointment of professional services particularly for companies to obtain and analyse traffic data (see para 4 below)	OSPR	£50,000
	Total		OSPR	£160,000
	<p>Please note that Transport for London's (TfL's) costs have not been included. This is because they have agreed to work with the City to advance the review and that their costs have so far been absorbed within their business functions. The need for additional funding to meet TfL costs can be assumed following Gateway 3.</p> <p>Costs relating to highway consultancy work including any necessary specialist traffic modelling and design work consequent to the redesigning of the junctions with Embankment (should this be possible) has also not been included at this stage. This is because it is anticipated that the consultant contracted by the Inns will initially provide this advice. Confirmation is awaited and members will be advised of the latest position at committee.</p> <p>If it becomes apparent that additional costs for the activities above are required, an issues report will be submitted to Members for their consideration.</p> <p>The use of the OSPR funding is subject to the recommendation of the Officer Priorities Board and the agreement of Resource Allocation Sub Committee.</p>			
<p>3. Agree the objectives of this project</p>	<p>Agree the objectives as set out at paragraph 8 of this report.</p>			
<p>4. Next steps</p>	<ul style="list-style-type: none"> • Commission and analyse traffic data e.g. vehicle composition, origin and destination, ease of movement at junctions and pinch points, loading, parking and servicing provision. Completion target end November 2017. • Consult with stakeholders impacted by possible changes in parking, loading and/or servicing provision. Target commencement December 2017 and completion end of March 2018. • Review provision of cycle hire docking stations and opportunities for relocation. Target completion date end February 2018. • Establish potential new developments (including the 			

	<p>Thames Tideway project) in the area and the impact of these in terms of construction and their future impact on the highway. Target completion date end February 2018.</p> <ul style="list-style-type: none"> • Vectos working with TfL/City to explore the opportunities to improve access and egress onto the Embankment. Completion target end February 2018. • Submit Gateway 3 report. Target delivery date May 2018. This report will set out viable options, known implications and proposals for area wide consultation for Member agreement.
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Project Summary

<p>5. Context</p>	<p>Following TfL’s implementation of their Cycle Superhighways along New Bridge Street and Victoria Embankment in early 2016, convenient motor vehicle routes into and out of the Temple area has been reduced. This affects the southern and eastern extremities of the area in particular.</p> <p>The convenience of traffic circulation within the streets bounded by Fleet Street, New Bridge Street and Victoria Embankment also needs to be assessed as part of this review.</p> <p>The Inns believe the above issues are having a negative impact on their business.</p> <p>Local Ward Members, the Chairman and Deputy Chairman of Streets & Walkways Sub Committee as well as the Inns have requested that these streets and junctions be reviewed. The Chairman and Deputy Chairman have instructed that this review be conducted with urgency and this is reflected in the approach and programme as set out in this report.</p> <p>As part of on-going engagement between TfL, CoL and the Inns, a revised layout to improve access and egress from New Bridge Street is already in progress. This involves potential alterations to three junctions including Tudor Street, Bridewell Place and Watergate.</p> <p>It should be noted that access and egress to the area was first reduced following the introduction of the “Ring of Steel” in December 2003. Apart from providing improve security benefits, the restricted access and egress have also provided environmental improvements such as lower traffic volumes, less pollution (noise and air quality) and associated road safety benefits. It is therefore important to ensure that these benefits are appropriately balanced against the need for additional</p>
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	<p>access and egress.</p> <p>Members should be aware that in delivering this project City officers will have to work closely with TfL. The City is responsible for the Temple area's street network however TfL are the Highway Authority responsible for the Embankment and as such are responsible for the operation of its junctions with Carmelite Street and Temple Avenue. This project will specifically explore options to improve egress and access at these 2 junctions and TfL have given their commitment to fully engage with this process. However it should be noted that TfL advise that they have already invested significantly in looking at this issue and consider improvement unlikely. It should also be noted that should options be identified to improve access and egress at the junctions then there may be consequential environmental impacts. These would need to be assessed and it would be necessary to consult widely with local residents, businesses and other stakeholders before formal recommendations are made.</p> <p>Finally it should be noted that any outline option presented and agreed at Gateway 3 would need to be fully modelled, assessed (including safety) and have a detailed design completed and approved by TfL before they can be taken as definitely deliverable.</p> <p>This project will therefore:</p> <ol style="list-style-type: none"> 1. Consider how effective vehicle movement (including HGVs) is within the area and where necessary, establish opportunities to improve these movements. 2. Options for improving access and egress to the area (the Embankment in particular). <p>In taking this project forward specific consideration will be given to the impact of the Thames Tideway project and the needs of any future developments within the area and the Gateway 3 report will, therefore, give specific recommendations in relation to the timing of any future improvements.</p>
<p>6. Brief description of project</p>	<p>The review will predominately focus on two elements:</p> <ul style="list-style-type: none"> • Firstly, the two key junctions off Victoria Embankment. (Temple Avenue and Carmelite Street). This is because these two junctions control access/egress onto the Transport for London Road Network which is intended to carry strategic traffic movement. As these two junctions are controlled and managed by TfL, it will require their participation and agreement to any future change and officers have secured their commitment to engage in the review process. It is anticipated that this element of the review will be carried out by Vectos, the consultant engaged by the Inns to provide them with professional advice, although this is awaiting

	<p>confirmation. City & TfL officers will ensure that the consultant's activity and advice meet the public's needs.</p> <ul style="list-style-type: none"> • Secondly, improving movement within the streets and junctions bounded by Victoria Embankment, New Bridge Street and Fleet Street. In particular the project will examine whether the various highway facilities such as parking bays, cycle docking station, cycle lanes as well as the existing street layout, contributes towards a restriction on convenient traffic circulation, particularly for HGV's. <p>Appendix 1 illustrates the area to be included within the review.</p> <p>The work envisaged includes data gathering and analysis of the existing street usage including identifying locations where access and egress is hampered or not available. Once the need for change and the available options are known wider local needs will be identified through local and political engagements. This process will be agreed through the Gateway 3 report and at this point the appropriateness of establishing a working party will also be considered. Future needs of the area such as developments or other changes to land use will also be taken into account e.g. Thames Tideway.</p>
<p>7. Consequences if project not approved</p>	<p>The desire for better and more convenient access, egress and circulation for some occupiers in this area would not be met.</p> <p>The Corporation could be seen as not being responsive to local needs.</p>
<p>8. SMART Objectives</p>	<p>The overall objective of the project is to deliver a balance, which is acceptable to the local community, between improved convenient vehicle movement, appropriate security needs and consequent environmental impacts. The subset objectives include:-</p> <ul style="list-style-type: none"> • To comprehensively review options to improve egress and access in relation to the Embankment and where viable options are established and if appropriate, deliver these, • An appropriate level of security is in place, • Impediments to traffic circulation are identified and removed or modified, • Through traffic are not attracted to use the area, or if unavoidable, appropriate mitigation measures are introduced where possible, • Road danger is reduced where possible, • Improved public realm where practicable, • Air and noise pollution are not made worse or if unavoidable, appropriate mitigation measures are considered and introduced where possible, • The needs and aspirations of the wider community are

	taken into account in considering options.
9. Success criteria	<ul style="list-style-type: none"> Options to improve access to and egress to the Temples area, particularly from the Embankment, are comprehensively explored and any viable options identified. Agreed measures are introduced to time, budget and quality, Any proposals meet local needs as identified through local resident, business and stakeholder consultation. Traffic circulation in the Temple area is improved.
10. Key Benefits	<ul style="list-style-type: none"> Local needs are met, Improved motor vehicle access to and from the Temple area, Improved journey times and reduced journey distances.
11. Notable exclusions	<p>The junctions along New Bridge Street are excluded from this review as these are already in progress with TfL. However, the implications of changes at this location will be factored in the review of the area.</p> <p>The John Carpenter Street/Victoria Embankment junction should also be excluded because the public realm in this street was recently enhanced and meets local needs.</p> <p>The review does not take into account any costs associated with TfL or specialist traffic modelling/consultancy. If these are required, an issues report or if appropriate a gateway report will be submitted for Member decision.</p>
12. Governance arrangements	<p>Spending Committee: Planning and Transportation Committee</p> <p>Senior Responsible Officer: Iain Simmons</p> <p>Project Board: No</p>

Prioritisation

13. Link to Strategic Aims	1. To support and promote The City as the world leader in international finance and business services
14. Links to existing strategies, programmes and projects	It will be necessary to take into account the Thames Tideway Project as well as other known developments in the area.
15. Project category	7a. Asset enhancement/improvement (capital)
16. Project priority	C. Desirable

Options Appraisal

<p>17. Overview of options</p>	<p>A number of options will be considered. This may range from minor measures such as changes to parking, waiting and loading restrictions up to complex junction alterations. Further details will be set out in the Gateway 3 report.</p>
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Project Planning

<p>17 Programme and key dates</p>	<p>Overall programme and key dates: See paragraph 4</p> <p>Other works dates to coordinate:</p> <ul style="list-style-type: none"> • Thames Tideway • Known developments in the area
<p>18 Risk implications</p>	<p>Overall project risk: Green</p> <p><u>Key Risks & mitigation</u></p> <ul style="list-style-type: none"> • The review of Embankment junctions does not deliver any options that TfL consider viable. <p><u>Proposed mitigation:</u> Whilst this risk cannot be eliminated the engagement of Vectos expertise will work to ensure all options are vigorously explored.</p> <ul style="list-style-type: none"> • Risk of opposing stakeholder needs causing disagreements for an agreed outcome or proposal <p><u>Proposed mitigation:</u> Agree objectives, engagement and consultation once options established. Consider setting up working party.</p> <p><u>Key Issues & Mitigation</u></p> <ul style="list-style-type: none"> • Delivery may be delayed due to Thames Tideway or other works. <p><u>Proposed mitigation:</u> Keep Members/stakeholders and key CoL personnel regularly appraised of developments.</p>
<p>19 Stakeholders and consultees</p>	<ul style="list-style-type: none"> • The Honourable Society of the Inner Temple • The Honourable Society of Middle Temple • Ward Members • TfL • City Police • Other emergency services • Local occupiers

Resource Implications

20 Total estimated cost	Likely cost range: 2. £250k to £5m						
21 Funding strategy	Choose 1: No funding confirmed	Choose 1: Internal - Funded wholly by City's own resource					
	<table border="1" data-bbox="531 521 1353 757"> <thead> <tr> <th data-bbox="531 521 1161 577">Funds/Sources of Funding</th> <th data-bbox="1161 521 1353 577">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="531 577 1161 667">OSPR</td> <td data-bbox="1161 577 1353 667">160,000 – 3,000,000</td> </tr> <tr> <td data-bbox="531 667 1161 757" style="text-align: right;">Total</td> <td data-bbox="1161 667 1353 757">160,000 – 3,000,000</td> </tr> </tbody> </table> <p data-bbox="571 779 1433 958">The Funding Strategy is subject to the recommendation of The Officer Priorities Board (which they accepted in August 2017) and the agreement of Resources allocation Sub Committee. The OSPR is already fully committed so would require the reprioritisation of other works.</p>		Funds/Sources of Funding	Cost (£)	OSPR	160,000 – 3,000,000	Total
Funds/Sources of Funding	Cost (£)						
OSPR	160,000 – 3,000,000						
Total	160,000 – 3,000,000						
22 On-going revenue implications	No revenue implications have been identified at this stage, however if there are any, these will be set out in the next appropriate gateway report.						
23 Investment appraisal	N/A						
24 Procurement strategy/Route to Market	Quotations for fees and services will be obtained in line with procurement regulations.						
25 Legal implications	<p data-bbox="523 1391 1433 1608">In carrying out its traffic functions, the City must have regard, inter alia, to its duty to secure the expeditious, convenient and safe movement of vehicular traffic and other traffic (which includes pedestrians) and the provision of suitable and adequate parking facilities on and off the highway - s.122 Road Traffic Regulation Act 1984.</p> <p data-bbox="523 1630 1433 1731">Depending on the scope of the measures, the City and TfL may need to exercise its highway and traffic powers. For example, the making of Traffic Regulation Orders.</p> <p data-bbox="523 1753 1433 1933">There may also be a need to enter into relevant legal agreements or amendments of existing agreements, for example, under s.8 of the Highways Act 1980 (providing for agreements between local authorities in relation to certain highway works).</p> <p data-bbox="523 1955 1433 1989">Further details will be provided as the project progresses.</p>						

26 Corporate property implications	None envisaged
27 Traffic implications	The purpose of the review is to improve traffic access, egress and circulation to and from the Temple area
28 Sustainability and energy implications	N/A
29 IS implications	N/A
30 Equality Impact Assessment	An equality impact assessment will be undertaken

Appendices

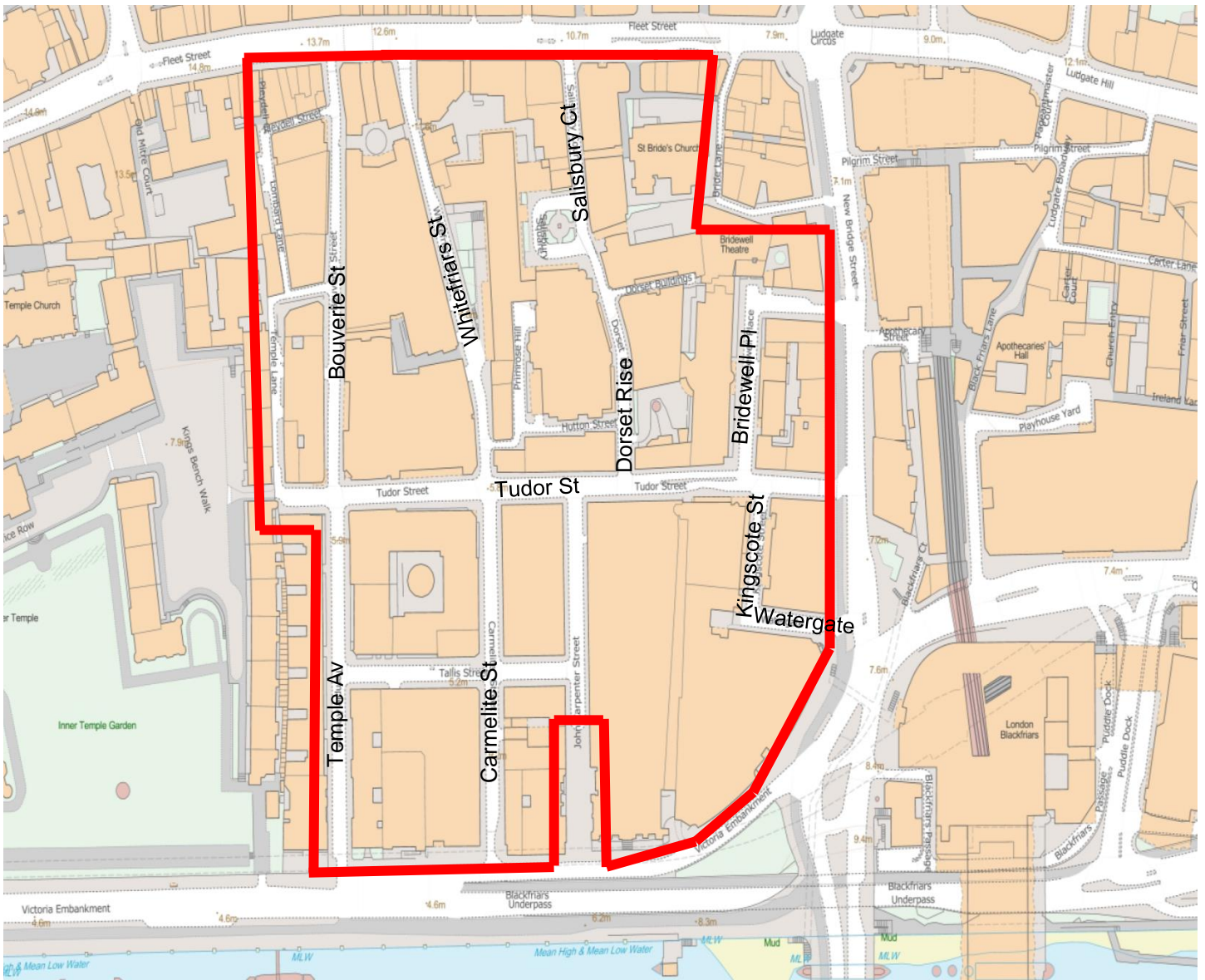
Appendix 1	Plan showing the area to be included within the review
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Contact

Report Author	Nasser Abbasi
Email Address	nasser.abbasi@cityoflondon.gov.uk
Telephone Number	020 7332 3970

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Appendix 1 – Temple Area Traffic Review



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Committee(s)	Dated:
Port Health and Environmental Services – for information Planning and Transportation – for decision	19 September 2017 3 October 2017
Subject: Electric vehicle charging	Public
Report of: Steve Presland – Transportation and Public Realm Director	For Decision
Report author: Samantha Tharme – Strategic Transportation Officer	

Summary

This report considers the need for electric vehicle (EV) charging in the City of London. Fast charge points are already in place in a number of City of London Corporation car parks. There is now a need to consider providing dedicated rapid charge points to encourage the operation of zero emission capable taxis in the City and support the taxi trade in meeting TfL’s licensing requirements for all new taxis to be zero emission from 1 January 2018.

An overarching policy on charging for EVs is proposed. This policy has to balance the benefit of providing charging facilities within the Square Mile at appropriate locations, whilst guarding against the generation of additional vehicle trips and minimising the impact on the public realm. The proposed policy includes details of acceptable locations of charge points for different types of vehicles.

In line with this proposed policy approach, the report also seeks approval for the installation of eight rapid charge points for taxis in Baynard House car park. The installation of these charge points, and any enabling works, will be fully funded by Transport for London (TfL).

Recommendation(s)

Members are asked to:

- Approve the policy to support the installation of electric vehicle charge points at appropriate locations. This will take into account the need to guard against additional vehicle trips and have minimal impact on the public realm.
- Approve the implementation of eight rapid charge points for taxis at Baynard House car park.
- Approve the implementation on a trial basis of a rapid charge point at Noble Street taxi rest bay. To be reviewed and reported back to Planning Transportation Committee after 12 months to determine whether it should be made permanent.

Main Report

Background and context

1. The draft Mayor's Transport Strategy includes targets for improved emission standards for all vehicles in order to meet the required limits for air pollutants across London. The key dates and targets are set out in Appendix 1. The first restriction is a requirement for newly licensed taxis to be zero emission capable from January 2018. This measure will in due course benefit the City as taxis currently make up 19% of motorised traffic in the Square Mile, contributing 24% of all NO_x emissions and 50% of PM₁₀ from transport.
2. Zero emission capable means a vehicle able to operate with zero tailpipe emissions. An ultra-low emission vehicle (ULEV) is the collective term for such vehicles, including battery electric vehicles (BEVs), plugin hybrid electric vehicles (PHEVs), range-extended electric vehicles (RE-EVs) and hydrogen fuel cell electric vehicles (FCEVs). This report covers the provision of charging infrastructure for BEVs, PHEVs and RE-EVs, referred to as EVs for ease of reference.
3. The City of London Corporation recognises the need to improve air quality for those living and working in the City. National health based limits for exposure to the pollutants nitrogen dioxide (NO₂) and small particles (PM₁₀) are not being met in the City. The whole of the Square Mile has been declared an Air Quality Management Area and air quality improvement is one of the key policies in the Corporate Plan. Air quality is also on the Corporate Risk Register as a 'red' risk. The City Corporation supported the Mayor's proposal to introduce the ULEZ at an earlier date of April 2019 provided that a certified retrofit system is in place to allow heavy vehicles to be fitted and tested for Euro VI compliance. The Transport Co-ordinating Group is working to ensure the City's fleet is ready to meet the requirements for ULEZ.
4. A number of types of EVs have been on the market for some time, both fully electric vehicles and hybrids. Several freight and servicing companies already run fully electric vehicles, and many private hire vehicles are hybrid. New to the market is a zero emission capable vehicle which meets the requirements for London taxis. It is anticipated that this will be available by October 2017, in time to meet TfL's requirement for newly licensed taxis to be zero emission capable by January 2018. These vehicles are range-extended - they have a back-up petrol engine but are designed to be run in electric mode the majority of the time.

5. There are a number of different types of charging unit currently available, operating at different power outputs that determine the charging time. Charging units are not universal, with different vehicles requiring different types of charger. The type of unit available is likely to develop with emerging technology, including the possibility of induction charging, which is currently being trialled for buses. Charging units currently available are listed below. An illustration of the type of rapid (50kW) units in the TfL framework are in appendix 4 :

CHARGE TYPE	POWER OUTPUT	CHARGING TIME
Standard	3 kW	6-8 hrs
Fast	7-22 kW	1-4 hrs
Rapid	50 kW	30 mins

6. The charging requirements for different types of vehicles and recommended locations are set out in Table 1.

Table 1: Vehicle requirements and recommended locations for City of London.

Vehicle type	Charge type	Comments	Recommended locations
Taxi	- Rapid	Charging for taxis can be accommodated in car parks, taxi rest bays and possibly taxi ranks. Due to the nature of use, taxis need rapid charge units in central London. Lack of top up facilities would restrict range and ability to operate effectively	- off-street public car parks
Private Hire vehicle	- Fast - Standard	The private hire vehicle trade already has a reasonably high number of hybrid vehicles in the fleet and this is expected to increase. Standard or fast charging at locations close to drivers' homes is likely to remain most appropriate, making provision in the City less necessary. Some PHV companies are considering dedicated private facilities particularly rapid charging.	- off-street public and private car parks
Private car	- Fast - Standard	Off-street car parks are most appropriate for residents and other private vehicles. On-street residential and P&D parking locations are not recommended given the nature of footways and the limited amount of on-street parking within the City.	- off-street public and private car parks
Commercial/ freight – LGV	- Rapid - Fast	Commercial/freight vehicles need rapid charging facilities to maintain range and operational ability. Provision is considered appropriate in off-street car parks, private loading bays within buildings, consolidation centres and private distribution centres. A number of commercial operators already operate electric vehicles and meet their own needs at depots.	- off-street public car parks; - freight consolidation centres; - private building loading areas
Commercial/ freight – HGV	n/a	Heavy goods freight vehicles are less suited to battery operation than light vehicles; some trials are in operation with buses and freight, for both hybrid and hydrogen fuel cells. There is no anticipated need for vehicles to be serviced in the City.	not currently applicable

Notes Conclusions based on information from 'Electric Vehicle Charging Infrastructure: Location Guidance for London' and research undertaken on Ultra Low Emission Vehicles (ULEVs) TfL website at tfl.gov.uk/ulev-research

7. The City Corporation has provided electric vehicle charging for 15 years. New and improved charging facilities have recently been installed in the Corporation's five public car parks, providing 50 charge points overall:
 - Baynard House
 - London Wall
 - Minories
 - Smithfield
 - Tower Hill

These fast (7kW) charge points take up to four hours to deliver a full charge. Users pay to park at the standard rate and pay an additional fee to belong to the charge point operating company.

8. Additional off-street charging for Barbican residents will be delivered as part of the Low Emission Neighbourhood (LEN), along with a fast charge point in the Golden Lane Estate car park for use by City Corporation fleet vehicles (Housing and Cleansing) and residents.
9. Two fast and two standard charge points are available at Walbrook Wharf for use by services for Cleansing/Waste and Transport (DBE) and Markets and Consumer Protection and Environmental Health. These facilities are also available to City of London Police.
10. A fast charge point is provided in the Members car park and a procurement process for the installation of further four fast charge points is underway.
11. Local Plan Policy 16.5 requires new developments to provide infrastructure to support the use of electric vehicles in off-street loading or parking areas. The draft Freight Servicing SPD gives further guidance on providing infrastructure suitable for commercial vehicle needs. The Local Plan review Issues and Options paper asked whether measures should be introduced to improve air quality, including the implementation of EV charge points. This received a number of supportive comments in the consultation responses.
12. The Energy Savings Trust (for TfL) has carried out a significant amount of research to identify the likely demand for EV charge points required to support the introduction of the ULEZ and meet anticipated market demand. The most immediate need is for rapid charging to support the switch to zero emission capable taxis. This is forecast to require the installation of 75 rapid charge points across central London by December 2017, increasing to 90 dedicated taxi charge points by December 2018. The Energy Savings Trust have estimated that by December 2018 there will be 1,400 zero emission capable taxis operating in London, assuming current vehicle replacement rates are maintained (EST, November 2016, 'Feasibility Study into rapid chargepoint network for plug-in taxis', Executive Summary, see Appendix 3).
13. Some City of London car parks are operating under capacity and have the potential to accommodate rapid charge units in addition to the fast charge points already provided. London Wall Car Park is currently being considered for closure

as a public car park, but there may be a future opportunity to introduce a rapid charging hub at this site, depending on alternative uses. It is understood that the new owners of Minories car park want to redevelop the site so the future of this is uncertain.

14. Any rapid charging would initially be for taxis only, with the potential for future provision to also serve commercial vehicles. As the City Corporation has a policy of reducing vehicle trips, the aim is to accommodate the needs of vehicles that have business in the area without attracting any additional traffic. Following advice from the Energy Saving Trust the number of charge points provided will initially be quite low, with any expansion in provision based on monitoring of use.

15. It will be important to align any provision in the City of London with neighbouring boroughs to prevent drivers travelling to the City purely for charging purposes, generating additional traffic. The following central London boroughs are expected to install rapid charging for taxis by early 2018:

- Westminster
- Islington
- Royal Borough Kensington & Chelsea
- Southwark
- Lambeth
- Tower Hamlets

Hackney have already installed on-street rapid charge units that are available to taxis. We are awaiting clarification on Camden's approach to rapid charging. Further details on charging facilities in neighbouring boroughs are provided in Appendix 2.

16. Given current and planned provision the risk of attracting additional journeys into the City to charge vehicles by installing a small number of rapid charge points for taxis is low.

Recommended policy on Electric Vehicle charge points for the City of London.

17. Air quality improvement is one of the key policies in the City's Corporate Plan. A policy setting out appropriate locations for EV charge points is needed to manage requests and support the introduction and use of EVs in the City.

18. It is recommended that the City Corporation adopts the following policy on EV charge points:

The City of London Corporation recognises the need to reduce traffic, and reduce emissions from remaining vehicles, in order to improve air quality. Public and private charge points for electric vehicles support the use of ultra low emission vehicles (ULEVs) within the City of London.

The number and location of charge points will aim to meet the needs of vehicles accessing and serving the Square Mile without generating any additional vehicle trips. Charge points will only be installed in locations that

have minimal impact on the public realm and do not add to street clutter or restrict pedestrian movement.

To meet the needs of the different vehicle types, the following locations will be acceptable for installing charge points.

Vehicle type	Charge type	Location
Taxi	Rapid	Off-street public car parks
	Fast	On-street by exception
Private Hire	Fast/Standard	Off-street public/private car parks
Private Car	Fast/Standard	Off-street public/private car parks
Freight and servicing	Rapid/Fast	Off-street public/private car parks
		Freight consolidation centres
		Private off-street loading areas

The installation of charge points will be supported by other measures to encourage the transition to ULEVs for taxis, freight and servicing vehicles. These could include ULEV only taxi rest bays and ranks and on-street loading bays.

This policy will be kept under review as the ULEV market and charging technology develops. The use of all charging infrastructure will be closely monitored to enable trends in demand to be tracked.

Rapid charging for taxis at Baynard House Car Park

19. As noted above, TfL has identified the need to install 75 rapid charge points for taxis across central London by December 2017. The installation of these charge points will be funded by TfL, who have made £18m available for the implementation of 300 charge points by 2020.
20. A framework for procurement has been set up by TfL with five suppliers who meet appropriate standards. The framework covers procurement of service to supply electricity. All equipment maintenance, replacement costs and management is covered within the installation fee and the charging equipment will remain the property of the service provider. The framework is designed to provide electricity at a competitive cost rate for drivers measured against diesel or petrol costs. Contracts to supply electricity at any given location would usually be let for an eight year period.
21. Some charge points will be required in the City to support the use of zero emission capable taxis in the Square Mile and to support the taxi trade in meeting the requirements of the Mayor's taxi licensing policy. Potential on-street charging locations at taxi rest bays in the City have been looked at, two of which are deliverable on practical grounds at Ropemaker Street and Noble Street. Installation at Ropemaker Street is not recommended due to the impact on the public realm and obstruction of the footway.

22. A rapid charge point could potentially be installed on a trial basis on Noble Street without pedestrian obstruction. A charge point in this location would support the aims of the City Low Emission Neighbourhood project, it is therefore proposed that one is introduced here on an experimental basis to be reviewed and reported back to Planning and Transportation Committee after 12 months to determine whether it should be made permanent. Levels of usage of the charger and any impact on traffic volume will be monitored and reported on. The LEN project also holds a budget and could fund this charger including relocation if deemed appropriate after a trial.
23. Further site assessment is necessary to understand if this site is considered suitable by UK Power Networks for a rapid charge point, if so the enabling works would be covered by TfL. If it is not possible to install a rapid (50kW) charge point, at Noble Street, a report considering the merits of installing a fast (22kW) charge point will be brought back to P&T committee for consideration. The 22kW charge points are smaller but can only be used at limited capacity by one of the new taxi types manufactured (there are two vehicle manufacturers at present).
24. TfL is also in discussion with Network Rail to install rapid charge units for taxis within Liverpool Street station.
25. Baynard House Car Park has been identified as a suitable location for installing rapid charge units. There is sufficient space within the car park which is not used to capacity. Baynard House also allows for the creation of a dedicated taxi charging area in the basement, which can be segregated from the rest of the car park with separate entrance and exit off Castle Baynard Street. This area can accommodate 12 charge points.
26. Both TfL and the City Corporation wish to guard against installing equipment which is not well utilised. It is proposed that eight charge points are installed initially. Usage will be monitored to assess the need for further charge points. Some upgrade to the power supply to the building will be required plus enabling works. All costs will be met by TfL and the upgrade will be sufficient to cover power requirements for 12 rapid charge points. Subject to final agreement with TfL and the tendering process we expect the charge points to be installed by the end of 2017.

Financial Implications

27. TfL has made £18m available to fund delivery of the 300 rapid charge points across London; therefore there are no capital costs to be incurred by the City Corporation. A percentage of revenue generated is payable to the authority, and the rate will be part of the terms proposed in the bidding process.

Health Implications

28. The proposals support the improvement in air quality in the City of London and should contribute to positive health impacts.

Conclusion

29. If approved, the recommendations will enable a reduction in vehicle emissions in the City, with associated improvements in air quality. Monitoring of use and of developments in the ULEV market will be undertaken to try to ensure optimum provision. The results of this monitoring will be shared with the Committee 12 months after installation. Any recommendations on expansion of the EV charging network will be brought to the Planning and Transportation Committee for decision.
30. Given the expected provision of charge points in neighbouring boroughs the proposals in this report would not be expected to add unnecessary journey times into the City and therefore should not impact upon congestion.

Appendices

- Appendix 1 – Draft Mayor’s Transport Strategy targets and deadlines.
- Appendix 2 – Forecast delivery of taxi charge points in neighbouring boroughs to City of London.
- Appendix 3 – Executive Summary and extracts from Energy Savings Trust ‘A feasibility study into a rapid charge point network for plug-in taxis’.
- Appendix 4 - Illustrative charge point designs (TfL framework suppliers).

Samantha Tharme

Strategic Transportation

T: 020 7332 3160

E: Samantha.Tharme@cityoflondon.gov.uk

Appendix 1: Draft Mayor's Transport Strategy targets and deadlines for vehicle emissions

Date	Targets and required installations rapid charge points across central London	comment
Dec 2017	75 – taxi only	Based on identified requirements coming from TfL research with Energy Savings Trust
Jan 2018	Newly licensed taxis must be zero emission compliant	
Dec 2018	150 – total (of which) 90 – taxi only	
April 2019	Introduction of Ultra Low Emission zone for central London. (all vehicles except taxis)	Subject to final decision by Mayor date as per draft MTS. (proposed as earlier date in consultation)
Jan 2020	Private hire vehicles under 18mths newly licensed to be ZEC	140 rapid charge points will be needed to serve the electric PHV fleet in 2020 – based on market analysis of PHV fleet
Dec 2020		9,000 zero emission taxis in order to meet AQ targets
Jan 2023	All private hire vehicles newly licensed to be ZEC	

Appendix 2: Forecast delivery of taxi charge points in neighbouring boroughs

It will be important to align any provision in the City of London with neighbouring boroughs to prevent drivers travelling to the City purely for charging purposes, generating additional traffic.

TfL have been working with boroughs to identify sites and the current position for those relevant to the City is listed below. The priority for TfL is on providing charge points dedicated for taxi use.

Neighbouring boroughs and TfL are expected to be looking for further sites in their areas over the period to December 2018.

Islington: Multiple rapid sites for taxis identified. Three sites with five charge points are forecast for delivery late 2017 / early 2018

Tower Hamlets: Tens of potential sites identified and the locations for the first three or four sites are currently being finalised. It is estimated that six charge points to be delivered in early 2018.

Westminster: Tens of suitable taxi rest rank sites identified but awaiting on decision EV policy/strategy before proceeding. It is not clear yet how many charge points will ultimately be provided.

Southwark: A private site in a taxi park will be delivered shortly with a further six rapid charge points identified for delivery early-mid 2018.

Hammersmith & Fulham: Three sites are forecast to be delivered by early 2018 and two further by mid-2018; providing a total of eight to ten charge points

Kensington & Chelsea: 8 rapid charge points identified for delivery early-mid 2018.

Camden: Pending confirmation.

Hackney: already have three rapid charge units in place that will be available to taxis

Transport for London Road Network (TLRN): TfL are planning to install an estimated 60 charge points at 40 sites across central London boroughs over a 12 month period to September 2018. Further information on which sites are going ahead should be available by the end of September 2017.

Appendix 3: Executive Summary and extracts from Energy Savings Trust 'A feasibility study into a rapid charge point network for plug-in taxis.' November 2016

Executive Summary

Background

Energy Saving Trust was commissioned by Transport for London (TfL) in 2013 to review the feasibility of a rapid chargepoint network for plug-in taxis in London, determine suitable locations for infrastructure and provide advice on operational viability. This report is part of a suite of studies being undertaken by TfL to understand where rapid charge infrastructure might be needed to serve a variety of potential users in London.

From January 2018, all newly licensed London taxis will be zero emissions capable ($\leq 50\text{g/km CO}_2$ with a minimum zero emission range of 30 miles). This will complement the introduction of the world's first big city Ultra Low Emission Zone (ULEZ) in central London currently planned in 2020 but under review following a series of consultations through 2016 and 2017.

- **Phase 1 – July 2016:** Air quality consultation on high level proposals including the principle of introducing a new Emissions Surcharge to discourage the oldest vehicles from driving in Central London and changes to the plans for the Ultra Low Emission Zone (ULEZ), high pollution alerts and incentivising the use of cleaner vehicles.
- **Phase 2 – Autumn 2016:** Policy consultation on transport related proposals including a detailed statutory public consultation on the introduction of a new Emissions Surcharge
- **Phase 3 – 2017:** A detailed statutory public consultation on the transport related proposals including the widening of the ULEZ boundary to include more of inner London and proposal to tighten the emission standards for the London-wide Low Emission Zone

Plug-in vehicles and rapid charging

Plug-in vehicles emit zero tailpipe emissions while driving using electric power and can therefore make a significant contribution towards air quality objectives. According to TfL's research, taxis are responsible for 19% of PM_{10} emissions and 18% of NO_x emissions arising from road transport sources in central London¹.

Taxis' duty cycles make them ideal for utilising plug-in technology, as they are driven predominantly in an urban, stop-start environment, where battery electric vehicles operate most effectively.

'Rapid charging' involves charging a plug-in vehicle at a rate of 43kW or more, which would typically provide a vehicle with the capability of charging at this rate with an 80% charge in less than half an hour. Access to rapid charging offers three potential benefits for taxis:

¹ Source: TfL modelling based on the LAEI 2010

1. The limited range on a single charge is effectively no longer an issue given the speed at which vehicles can be recharged, eliminating excess driver downtime.
2. The low cost per mile when driving on electric power reduces total cost of ownership
3. Vehicles will produce zero tailpipe emissions and therefore reduce the negative impact on London's air quality.

Rapid chargepoint network

This report proposes a rapid chargepoint network for taxis based on current vehicle movements. In designing this network, the intention is to minimise disruption to drivers' working patterns.

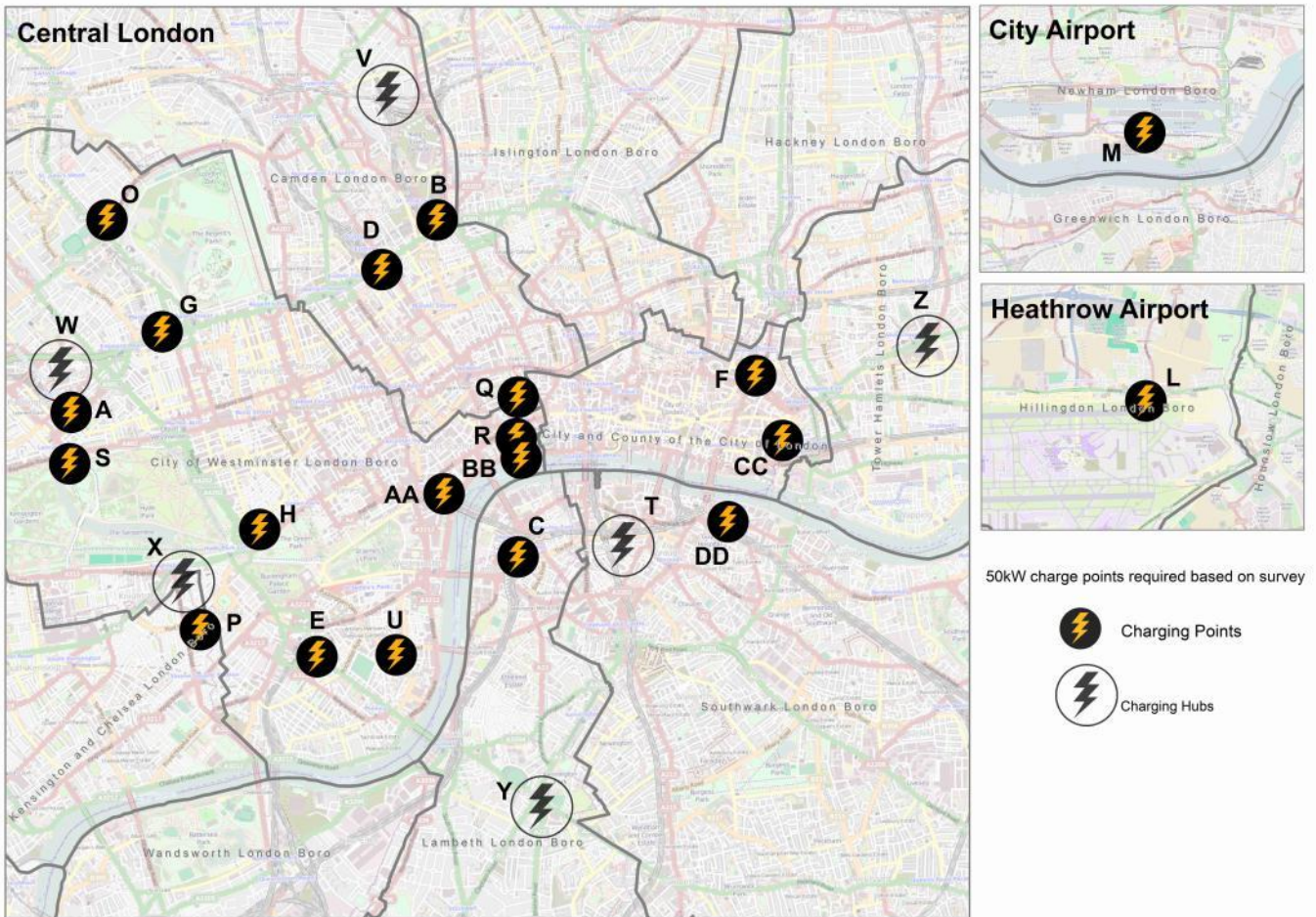
- Chargepoints should be sited at or close to where taxis are stationary in large numbers, such as key ranks and drivers' break locations. Strategically locating chargepoints is also necessary to maximise chargepoint utilisation rates.
- The rate of charging should allow drivers to recharge their vehicles without being off the road for longer than they are currently.

We estimate that by the end of 2018 approximately 90 rapid chargepoints will be required to support the introduction of 1,400 taxis, based on the current replacement cycle of the vehicles. Additional financial support being made available to drivers by TfL, in particular a voluntary decommissioning scheme, and the increase in replacements typically seen when a new vehicle is launched is anticipated to lead to the following scenarios:

Scenario	Number of chargepoints (2018)
1 Baseline, 50% E-REV ²	88
2 Baseline, 100% E-REV	73
3 Accelerated uptake, 50% E-REV	150
4 Accelerated uptake, 100% E-REV	126

Based on taxi drivers' current working patterns, the following illustrative locations are suggested:

² Also applies 100% E-REV and 50% of drivers both commute and work in electric drive mode

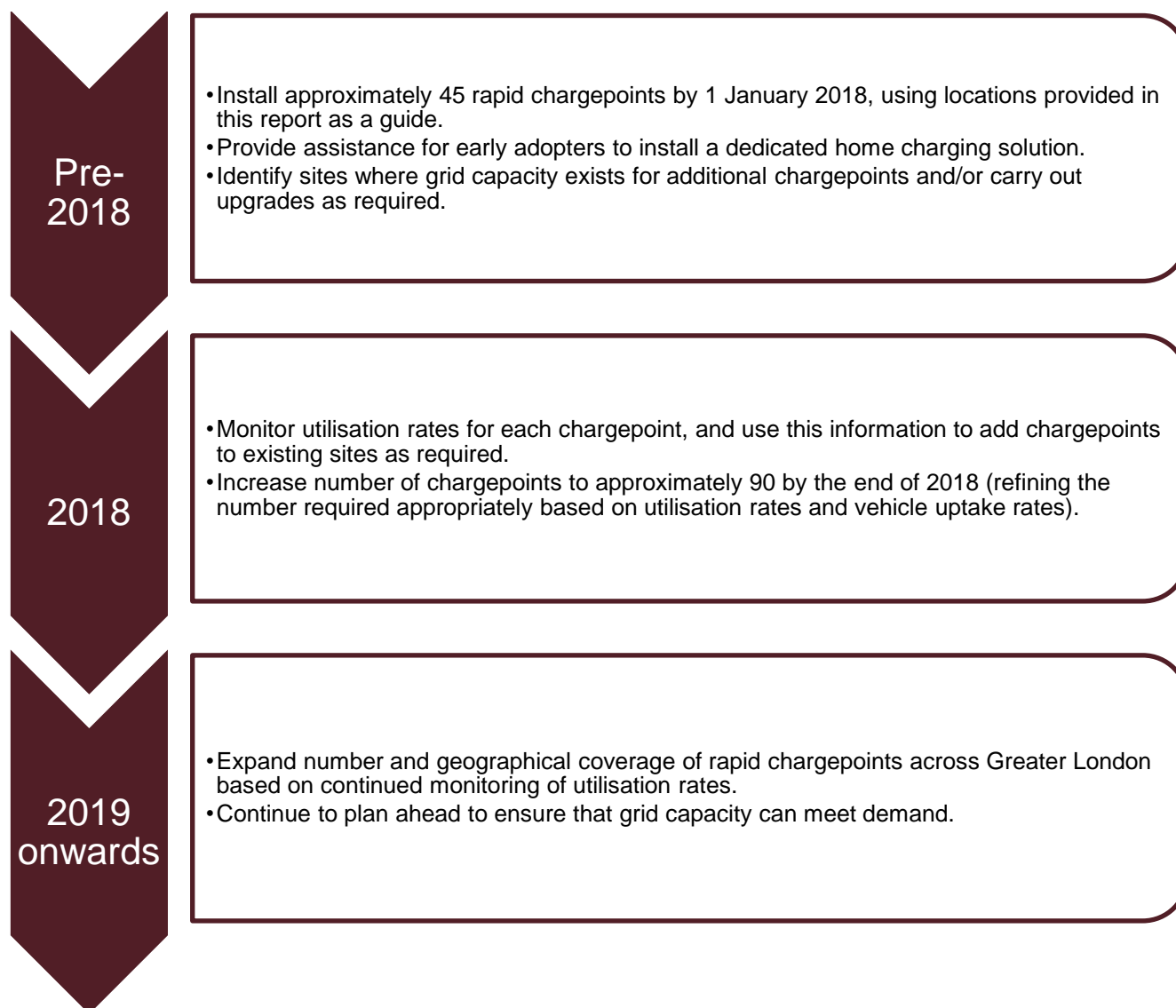


Illustrative rapid chargepoint locations

- **Stations:**
 - Paddington (A), King’s Cross / St. Pancras (B), Waterloo (C), Euston (D), Victoria (E), Liverpool Street (F), Marylebone(G), Charing Cross (AA), Fenchurch Street (CC) and London Bridge (DD).
- **Hotels:**
 - In W1 postcode area.
- **Airports:**
 - Heathrow (L), London City (M).
- **Cabmen’s shelters:**
 - Wellington Place NW8 (O), Pont Street SW1 (P), Temple Place WC2 (BB).
- **Rest ranks:**
 - Lincoln Inn Fields WC2 (Q), Strand WC2 (R), Lancaster Gate W2 (S).
- **Additional locations:**
 - Great Suffolk Street SE1 (T), Horseferry Road SW1 (U), Camley Street King’s Cross (V), North Wharf Road near Paddington (W), Hyde Park Corner (X), Oval / Kennington (Y), Whitechapel (Z).

In order to provide the forecast number of chargepoints (c.90) in and around central London between one and three rapid chargepoints should be installed at each location. The exact number to be installed at a given site will depend on the results of Distribution Network Operator surveys to establish local grid capacity.

Timescale for network introduction



Comments on the feasibility of a rapid chargepoint network for taxis

The purpose of this study is primarily to determine the feasibility of a rapid chargepoint network for taxis. Therefore this report does not consider the viability of other options such as slow, fast or inductive charging in detail. It is presumed however that fast charging at 20/22 kW may be required in some central areas, such as Westminster, where space to install rapid chargepoints is at a premium. Our research suggests that it is feasible – and necessary – to implement a network of rapid chargepoints, supported in central areas by fast chargepoints to support the introduction of zero emission capable taxis and ensure that the potential financial and environmental benefits are maximised. However, in order to ensure the network is successful, it is critical that the following four areas are addressed.

1. Zero emission capable vehicles licensed to operate as taxis should be available by 2018. All taxis should be rapid charge capable in order to make a rapid charge network feasible.

- Several manufacturers are developing zero emission capable vehicles designed to meet the Conditions of Fitness for use as a London taxi. All vehicles described in this report can be driven without producing any tailpipe emissions, although the choice of technology includes both pure electric vehicles and extended range electric vehicles. Final decisions have not been reached or published by all manufacturers about incorporating rapid charge capability into the potential taxis. We recommend TfL determine the charging capability for all London taxis and incorporate a minimum charging specification into the conditions of fitness.
- When these vehicles are presented for licensing, TfL should work with the manufacturers to establish electrically driven range in 'real-world' conditions and petrol consumption (of plug-in hybrid or extended range electric vehicles) once the battery has been depleted.

2. Sufficient rapid chargepoints should be installed at strategic locations across London, supported by appropriate KPIs and data management

- Taxi drivers in London typically stop for 15 minutes or fewer when they take breaks. Therefore rapid (rather than slow or fast) chargepoints are desirable so that drivers can recharge vehicles without additional downtime. 50kW chargepoints (compatible with both major DC protocols) should be installed; they will supply approximately up to 40 miles of additional range in 15 minutes.
- Chargepoints should be reliable and supported by an appropriate back office system. We recommend that TfL sets KPIs for licensed network operator(s) to ensure they provide sufficient, reliable and well maintained chargepoints. TfL should also collate and monitor chargepoint utilisation data to plan the expansion of the network beyond 2018.

3. Taxi drivers in extended range and plug-in hybrid vehicles should use rapid charging rather than rely on the petrol engine once the battery is depleted

- Even if rapid charge compatible vehicles and rapid chargepoints are provided, there is a significant risk that drivers of extended range and plug-in hybrid vehicles will rely on the petrol engine once the battery is depleted. This will reduce the environmental and financial effectiveness of the new vehicles and will lead to significant under-utilisation of chargepoints. Drivers should, whenever practicable, use rapid chargepoints once the vehicle battery is depleted.
- Part of the solution will be to ensure that the cost of rapid charging is less than the cost of petrol, on a pence per mile basis. However, a price incentive to use rapid charging will not be sufficient by itself. TfL should consider the risks associated with drivers not

utilising their vehicles effectively and ensure the use of rapid charging becomes normal practice.

4. Electricity supply constraints at the substation level are potentially the biggest barrier to rapid chargepoint provision. Plans for mitigating this should be drawn up.

- Installing rapid chargepoints will add significant demand to the already constrained electricity supply system in London. Given the estimated number of rapid chargepoints required to support zero emission capable taxis, the cost of upgrading the electricity network is likely to be the greatest potential barrier to developing rapid charge infrastructure.
- Some installations may require a new substation which could cost up to £200,000, in addition to the cost of land to site chargepoints and a substation. Distribution Network Operators are not responsible for paying for upgrades, except in instances where they have demonstrated that it will benefit network users. If prospective chargepoint operators are expected to be responsible for the full upfront cost of any network reinforcement, it is unlikely that they will be able to produce a business case for installing chargepoints.
- TfL and the appropriate Distribution Network Operators should collaborate from the outset to manage rapid chargepoint installations and any necessary supply upgrades, including integrating chargepoints into new built environment developments where practicable.
- Subsequent to the initial (unpublished) draft of this report TfL has confirmed that it will identify and enable sites for the installation of charging infrastructure across the TfL, borough and private sector estates. Enabling works will include upgrades of power capacity and groundworks to make the site suitable for charge point installations.

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Appendix 4: Illustrative charge point designs (TfL framework suppliers).

Fast - 7kW and 22kW type charger.



CHARGE MASTER
Dimensions (D x W x H)
366mm x 366mm x 1400mm

Rapid - 50kW type charge point (overleaf).

Charge Point Design

- Different charge point operators will use charge points from different manufacturers, e.g. APT, ABB, Chargemaster. There is therefore not one specific set of dimensions which will apply to the charge points.

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ABB	APT	CHARGEMASTER
Dimensions (D x W x H) 760mm x 525mm x 1900mm	Dimensions (D x W x H) 780mm x 625mm x 2060mm	Dimensions (D x W x H) 600mm x 600mm x 1500mm



Committee(s)	Dated:
Streets & Walkways Sub – For decision	05/09/2017
Planning & Transportation – For decision	03/10/2017
Court of Common Council – For decision	12/10/2017
Subject: Tudor Street/New Bridge Street – Alternative layout Update	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Decision
Report author: Sam Lee	

Summary

The City Corporation agreed to accept and support Transport for London's (TfL's) proposal for Cycle Super Highways (CSH) within the City at its Policy and Resources Committee meeting on the 19 February 2015. TfL later set out proposals in relation to the design detail of how the North/South CSH would impact on local streets, including the Tudor Street/New Bridge Street junction. These were agreed by the Streets and Walkways Sub-Committee (S&W) on the 22 February 2016, having first deferred the decision to facilitate further local consultation. Thereafter, TfL proceeded to implement their scheme with immediate effect.

In March 2016, the S&W decision was 'called-in' and was considered by the Court of Common Council (CoCo) at its meeting of 21 April 2016 when the S&W decision was overturned. Despite this TfL proceeded to deliver their CSH scheme at Tudor Street through a Works Permit issued in late 2015, and an Experimental Order which the City was unable to prevent as this Order related to construction and movement on New Bridge Street for which TfL are the Highway Authority. The impact of this Experimental Order on Tudor Street was that vehicles were prevented entering from New Bridge Street. The pre-existing restriction limiting Tudor Street egress to left turning vehicles only was retained.

Officers were consequently instructed to work with TfL, the Temples and their transport consultant to establish if a more effective scheme could be developed.

At its meeting on 12 January 2017, the Chairman of the Planning and Transportation Committee advised CoCo that TfL had agreed to work with the City to progress an alternative Tudor Street/New Bridge Street Junction layout and that a scheme had been agreed in principle by TfL which would improve egress by introducing the option of a right turn. The CoCo was consequently recommended, and approval was given to:

- the alternative layout, with officers instructed to continue to work with TfL to progress this;
- a total estimated cost of £195,000, of which £175,000 would be a contribution towards TfL's costs in delivering the alternative layout; and
- the delivery of the mitigation measures (subject to the resolution of any objections arising from the statutory public consultation).

CoCo were advised that the alternative layout was subject to detailed design including safety assessments and traffic modelling. Ultimately the approved layout proved to be undeliverable for TfL on safety grounds.

TfL were committed to developing an alternative layout that would deliver the same benefits as the layout agreed by CoCo. They have, therefore, been working closely with City officers and the consultant engaged by the Temples (Vectos) to establish a viable scheme. A number of different layouts have now been considered in some detail but it is TfL's view that only one of these appear acceptable. Other layouts have been discounted as TfL consider they would result in increased road danger or excessive congestion. The preferred draft layout is shown in Appendix 1.

This report seeks agreement for officers to work with TfL to confirm whether this new alternative layout is viable through detailed design and modelling but also draws to Members' attention that if it is found to be so, then the cost would be in excess of £2.3M for which funding has not currently been identified.

TfL advise that subject to final design and modelling demonstrating that the new layout is viable, funding being identified and the scheme being supported by consultation, then it could potentially be implemented from late 2018.

Recommendation(s)

Members are asked to:

- Agree that officers continue to work with TfL and representatives of the Temples to establish the viability of the new layout (see Appendix 1) through detailed design, and traffic modelling, and
- Endorse officers to investigate possible funding options for the scheme.

Main Report

Background

1. In response to the number of cyclists killed or seriously injured on London's streets the Mayor of London announced his intention to build a Cycle Super Highway (CSH) network physically separating cyclists from other traffic. His proposals included an East/West and North/South CSH which would both travel through the City.
2. On the 19 February 2015 the City Corporation's Policy and Resources Committee agreed to accept and support the Mayor's initiative.

3. The North/South route was designed to run on the west side of New Bridge Street and consequently impacted on side roads including Tudor Street which it proposed to close to motor vehicles for both access and egress onto New Bridge Street.
4. At its meeting of the 22 February 2016 the Streets and Walkways Committee agreed to make an Experimental Traffic Order to enable TfL's delivery of their proposals. In particular this included preventing access and egress from Tudor Street to New Bridge Street for all vehicles other than cyclists.
5. Immediately on receipt of the decision TfL began implementation of their scheme.
6. In March the S&W decision was 'called in' and on the 21 April the Court of Common Council decided not to support the S&W decision and it was overturned. Despite this TfL proceeded with their CSH by moving from a permanent to an experimental Traffic Order meaning that pre-implementation consultation was not necessary. Whilst they could not now completely close Tudor Street they were able to prohibit vehicles on New Bridge Street turning into Tudor Street. This in turn facilitated the build of the CSH at the junction.
7. TfL were able to implement their Experimental Order as they, and not the City, are the Highway Authority for New Bridge Street, and that they already had a Works Permit issued to them in late 2015
8. There followed a meeting chaired by the Chairman of the Planning and Transportation Committee between local ward Members, TfL and local stakeholders at which TfL undertook to investigate whether the Tudor Street/New Bridge Street junction could be improved in terms of safety and access/egress. This led to officers and TfL, along with traffic consultants, Vectos (engaged by the Temples), investigating a revised design.
9. On 12 January 2017, the Chairman of the Planning and Transportation Committee advised CoCo that TfL had agreed to work with the City to progress an alternative Tudor Street/New Bridge Street Junction layout and that a scheme had been agreed in principle subject to detailed design and traffic modelling by TfL which would improve egress by introducing the option of a right turn. The CoCo was subsequently recommended to, and approval was given to:
 - the alternative layout, with officers instructed to continue to work with TfL to progress this;
 - a total estimated cost of £195,000, of which £175,000 would be a contribution towards TfL's costs in delivering the alternative layout; and
 - the delivery of the mitigation measures (subject to the resolution of any objections arising from the statutory public consultation).
10. CoCo were advised that the alternative layout was subject to detailed design including safety assessments and traffic modelling.
11. Later that month it became apparent that this layout was not deliverable as it introduced additional road danger. Officers, Vectos and TfL then engaged on

further discussions to design a new layout that would still deliver the benefits of the layout approved by CoCo. Some 8 layouts were explored however all but one were considered unsuitable by TfL, largely on the grounds of increased road danger.

Current Position

12. There is now only one layout (see Appendix 1) that TfL is prepared to develop and take forward to detailed design and traffic modelling. Vectos and City officers have been involved in the early evaluation and subject to TfL's final tests, consider that this new layout appears to be viable. The scheme includes:
 - a. Signalising the Tudor Street/New Bridge Street junction to enable traffic to exit left and right out of Tudor Street;
 - b. A new pedestrian crossing across Tudor Street. Relocating the existing crossing on New Bridge Street by Bridewell Place further south;
 - c. Closing Bridewell Place to motor vehicles at New Bridge Street but incorporating access and egress for pedals cyclists. Moving northbound access for motor vehicles into the area to the Tudor Street junction;
 - d. Removing the bus stop currently located on New Bridge Street, south of Tudor Street and replacing it with two new stops, one located opposite Bridewell Place and the other, on the north side of Blackfriars Bridge;
 - e. Additional waiting and loading restrictions in Tudor Street to ensure the junction does not get obstructed;
 - f. Additional loading bay(s) along New Bridge Street;
 - g. Re-instating the original parking bays and a relaxation of the waiting and loading restrictions in Bridewell Place.
13. To confirm scheme viability, TfL now must take the layout through their formal assessment processes including detailed design and modelling work. It is expected this should be completed and an answer known by early 2018.
14. TfL advise that this new layout will cost in the order of £2.3m. Funding has not been identified.
15. In the event that TfL consider this scheme viable it should be noted that it would still have to be subject to a statutory consultation process before it could be finally approved.
16. Assuming the detailed design and modelling shows that the new scheme is viable, funding is identified and the scheme is supported through the consultation processes, TfL have advised that it could potentially be implemented from late 2018.

Corporate & Strategic Implications

17. No safety audit has been carried out for this new layout. It is therefore not possible, at this stage, to predict whether it would contribute towards the City's road danger reduction targets.

Implications

18. Under section 122 of the Road Traffic Regulation Act 1984 (RTRA), the City as highways authority for the City's roads must exercise its powers under the RTRA so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-

- the desirability of securing and maintaining reasonable access to premises;
- the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity;
- the national air quality strategy;
- facilitating the passage of public service vehicles and securing the safety and convenience of their passengers;
- any other matters appearing to the City to be relevant.

19. It should be noted that Transport for London is the strategic Highway Authority for New Bridge Street and that this is a TfL project albeit one encouraged and supported by the City. The new alternative layout is therefore wholly reliant on their support and their various approval processes. They will need to exercise their powers in relation to changes on their network and consider any objections or representations as part of that process.

20. The City would need to exercise its powers under S.6 and S.45 of the RTRA to introduce the waiting and loading restrictions, changes to parking bays and traffic movements within our streets (including the closure of Bridewell Place) necessary to support and facilitate the introduction of the new layout. As part of this, statutory public consultation will be carried out and any outstanding material objections with respect to the City's streets would be reported back to Committee for resolution.

Appendices

- Appendix 1 – Draft new layout

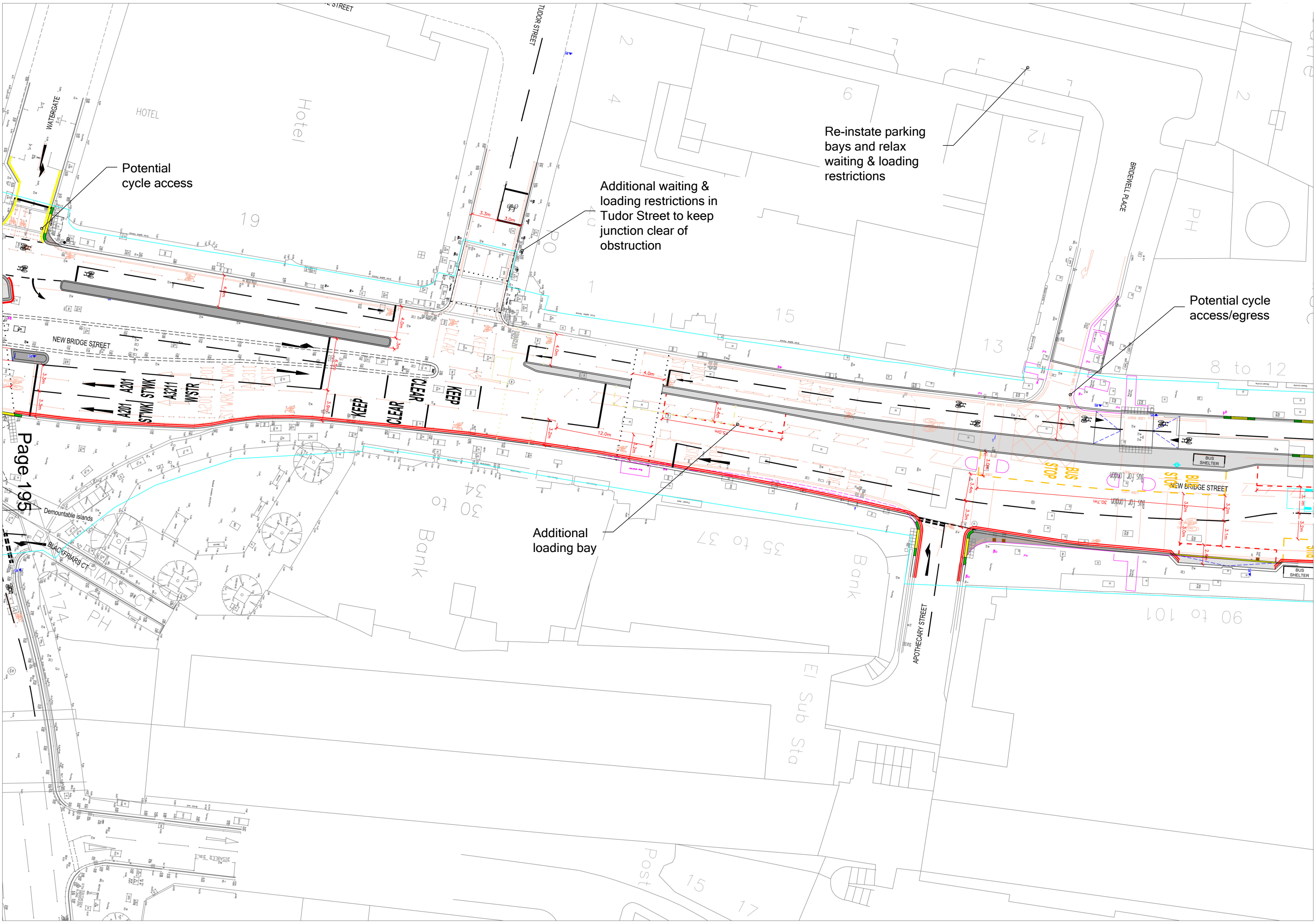
Sam Lee

Group Manager, Department of the Built Environment

T: 020 7332 1921

E: citytransportation@cityoflondon.gov.uk

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Potential cycle access

Additional waiting & loading restrictions in Tudor Street to keep junction clear of obstruction

Re-instate parking bays and relax waiting & loading restrictions

Potential cycle access/egress

Additional loading bay

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Committee(s)	Dated:
Planning & Transportation Committee – For decision	03102017
Subject: Draft Mayor’s Transport Strategy	Public
Report of: Steve Presland	For Decision
Report author: Bruce McVean, Department of the Built Environment	

Summary

The draft Mayor’s Transport Strategy (MTS) was published on 21 June 2017, and sets out the Mayor’s policies and proposals for transport to 2041. This report summarises the policies and proposals, and our response to them. The City Corporation’s full response is provided in Appendix 1. A full list of policies and proposals can be found in Appendix 2.

The draft MTS recognises that reducing car use, including taxis and private hire vehicles, is key to addressing London’s transport challenges. It sets an ambitious target of reducing the London wide mode share for car trips to 20 per cent by 2041 (currently 36 per cent). Additional aims include reducing the number of people killed and seriously injured on London’s streets, reducing vehicle emissions and freight traffic, improving the experience of using public transport, and supporting the growth of London.

The Healthy Streets Approach provides the overarching framework for delivering the Strategy. This innovative approach to the design and management of streets and the wider transport network puts improving Londoners’ health and quality of life at the heart of transport decision making.

Overall, the City Corporation is supportive of the Strategy and welcomes the emphasis on traffic reduction and application of the Healthy Streets Approach. The delivery of the MTS will support corporate objectives and help ensure that the City, and London as a whole, remains an attractive place to live, work, invest and visit.

Recommendations

Members are asked to:

- Agree the City of London Corporations response for the Mayor’s Transport Strategy

Main Report

Background

1. The draft Mayor's Transport Strategy (MTS) was published for public consultation on 21 June 2017. The draft Strategy includes a number of consultation questions and these have been used to structure the City Corporation's response (Appendix 1).
2. The Executive Summary has been included with these papers and the full Strategy can be found at https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user_uploads/pub16_001_mts_online-2.pdf
3. The closing date for responses is 2 October 2017, however Transport for London (TfL) has been advised that, due to the timing of this Committee meeting, the City Corporation's response will be submitted shortly after the deadline.
4. The MTS is a statutory document that sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. Each Mayor has produced a Strategy and the last Mayor's Transport Strategy was published in 2010.
5. The City and boroughs are required to support the delivery of the MTS and set out how they will do so in their Local Implementation Plan (LIP). The deadline for submitting LIPs to TfL for approval is October 2018 (approximately 12 months after the final MTS is published).

Mayor's Transport Strategy summary and City Corporation response

6. There are 24 Policies and 103 Proposals set out in the MTS, which are split into the following themes:
 - Healthy Streets and healthy people
 - A good public transport experience
 - New homes and jobs
 - Delivering the vision
7. A summary of the MTS policies and proposals, and the City Corporation's response to them, is set out below. The full City Corporation response can be found in Appendix 1 and a full list of policies and proposals is provided in Appendix 2.

The Challenge

8. The MTS identifies the key transport challenges facing London as:
 - Streets catering for cars at the expense of active travel and social interaction, with associated congestion, pollution and road danger
 - Overcrowding and unreliable public transport
 - Population growth resulting increased demand for more transport capacity and new homes

The Vision

9. The Mayor's Vision is to 'create a future London that is not only home to more people, but is a better place for all of those people to live and work in'. The overall aim of the MTS for 2041 is 'for 80 per cent of Londoners' trips to be on foot, on cycle or by using public transport' (currently 64 per cent).
10. To support the vision and overarching aim, the strategy proposes the following further aims:
 - by 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day
 - for no one to be killed in, or by, a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from our streets by 2041
 - for all buses to be zero emission by 2037, for all new road vehicles driven in London to be zero emission by 2040, and for London's entire transport system to be zero emission by 2050
 - by 2041, to reduce traffic volumes by about 6 million vehicle kilometres per day, including reductions in freight traffic at peak times, to help keep streets operating efficiently for essential business and the public
 - to open Crossrail 2 by 2033
 - to create a London suburban metro by the late 2020s, with suburban rail services being devolved to the Mayor
 - to improve the overall accessibility of the transport system including, by 2041, halving the average additional time taken to make a public transport journey on the step-free network compared with the full network
 - to apply the principles of 'good growth' to ensure increasing population and employment does not lead to increased traffic.
11. The City Corporation supports the vision and aims of the MTS and welcomes the adoption of the Healthy Streets Approach as the overarching framework for delivery.

Healthy Streets & Healthy People

12. The MTS proposes to:
 - improve the experience of walking and cycling
 - adopt a Vision Zero approach to reduce road danger
 - ensure that crime and the fear of crime remain low
 - prioritise space-efficient modes to tackle congestion
 - reduce emissions and ensure resilience to climate change
13. The City Corporation supports these proposals, in particular reducing the dominance of vehicle traffic in central London. The ambition to eliminate death and serious injury on the Capital's streets through the adoption of Vision Zero is welcomed. However the need to reduce slight injuries also needs to be addressed. Clarity on the proposal to allow motorcycles into bus lanes is required as the safety benefits are inconclusive.

A Good Public Transport Experience

14. The MTS proposes to encourage greater use of public transport by:
- providing an attractive whole journey experience
 - ensuring public transport is affordable
 - improving customer service
 - improving accessibility
 - transforming the bus network
 - improving journey times and overcrowding on rail services
 - ensuring river services, regional and national rail connections, taxis and private hires contribute to the public transport system
15. Overall the City supports these proposals. However, the proposal to make greater provision for bus priority lanes, junctions and signals, and to deliver new bus priority corridors and protect existing bus priority in Central London, are not supported in their current form. The Bank on Safety scheme has demonstrated that effective bus priority can be delivered through a more holistic programme of traffic reduction that also offers significant benefits to people travelling on foot and by bike.
16. It is noted that the MTS lacks specific proposals to reduce the use of taxis and private hire vehicles. Taxis and private hire vehicles make up a significant proportion of traffic in central London and achieving the aim of reducing 10-15% of traffic by 2041 will require a reduction in these vehicle types, particularly private hire vehicles.

New Homes and Jobs

17. The proposals for this theme are concerned with ensuring new homes and jobs are delivered in line with the principles of 'good growth'. This includes delivering new rail links, extensions and stations, new river crossings and building homes on TfL land.
18. The City supports and agrees with the principles of good growth, and strongly supports the proposal to ensure delivery and servicing plans facilitate re-timing and re-modelling of freight and servicing trips.
19. The City supports all proposals that aim to increase capacity, connectivity and interchange for the rail network across London. However the MTS makes only passing reference to support for international rail connections.
20. The City supports and encourages expansion and capacity increases at all London airports. As such, the City Corporation does not agree with the proposal to oppose the expansion of Heathrow airport.

Delivering the Vision

21. The MTS proposes that the vision will be delivered by:
- ensuring changing technology contributes positively to the aims of the strategy

- collaborative working between TfL, boroughs and the government
- funding transport improvements through more efficient and fairer means
- monitoring and reporting to ensure delivery is on track.

22. The City supports the proposals associated with delivering the vision. Proposals for the Mayor to work with central Government to secure additional powers for the City of London and London boroughs as well as the GLA are particularly welcomed.

23. The City notes that the funding for this ambitious strategy will be a particular challenge for TfL. The City expects that the shift to active travel will potentially reduce farebox income, and so the reliance on transport fares as a source of income should be reduced accordingly, with any shortfall made up through other income streams.

24. The City suggests that funding for major schemes on the Transport for London's Road Network and on City and borough streets should be combined to a single funding pot, so that schemes are prioritised in accordance with the Healthy Streets Approach and the benefits they will deliver.

Corporate & Strategic Implications

25. The Mayor's Transport Strategy is a statutory document, which the City needs to consider amongst its own policies.

26. The MTS will support the delivery of the City's Corporate Plan, including investment in the transport network, 'keeping London moving' and cycle safety, as well as improving air quality.

Conclusion

27. The third Mayor's Transport Strategy is an ambitious strategy, which focuses on putting people first in the planning and transformation of London's transport system. Improving Londoner's health and reducing the reliance on private cars are recurring themes in the strategy, and the City Corporation supports the aims and ambitions of the plan.

28. There are a few specific policies and proposals that the City requests clarity on or believe need to be reviewed, however the majority of the strategy supports the City Corporation corporate aims and priorities.

Appendices

- Appendix 1 – Response to consultation questions
- Appendix 2 – List of MTS policies and proposals

Bruce McVean

Strategic Transportation Group Manager, Department of the Built Environment

T: 020 7332 3163

E: bruce.mcvean@cityoflondon.gov.uk

Appendix 1 – Response to consultation questions City of London Corporation Response to the Draft Mayor’s Transport Strategy

The City of London Corporation has a role and remit that goes beyond that of an ordinary local authority with three main aims:

- to support and promote London as the world's leading international financial and business centre and attract new business to the Capital and the whole UK
- to work in partnership with local communities to increase skills, employment and opportunities for all Londoners, including through the City Bridge Trust
- to enhance the Capital as a hub of culture, history and green spaces for Londoners – residents, workers, and visitors

This document sets out the City of London Corporation’s response to the Draft Mayor’s Transport Strategy.

Summary

- The City Corporation supports the overall vision of the Mayor’s Transport Strategy to ‘create a future London that is not only home to more people, but is a better place for all of those people to live in’. The central aim of the Strategy that, by 2041, 80 per cent of Londoners’ trips will be made on foot, by cycle or using public transport, is also supported.
- The City Corporation supports the application of the Healthy Streets Approach as the overarching framework for delivering the aims of the strategy. Putting human health and experience at the heart of transport decision making and investment is vital to ensuring London remains an attractive place to live, work and visit, and to visit.
- Measures to improve the public transport network, including the delivery of Crossrail 2 by 2033, improvements to accessibility and the transition of the entire bus fleet to zero emission by 2037 are welcomed. Given the scale of the air quality problem in central London, the City would support a more ambitious target for cleaning up the bus fleet in the final strategy.
- The City Corporation supports the Strategy’s aim to significantly reduce the amount of traffic on London’s streets by 2041, including reductions in freight traffic at peak times, to help keep streets operating efficiently for essential business and the public. This aim is considered critical for the achievement of other aims around road danger reduction and active travel. A review of the Congestion Charge, and provisions for local road pricing schemes are supported by the City Corporation.
- The Strategy adopts a ‘Vision Zero’ approach to road danger reduction, aiming to eliminate deaths and serious injuries on London’s streets by 2041. While this aim is considered a significant challenge for the City, given the high numbers of people walking and cycling in the Square Mile, it is fully supported.
- The City Corporation supports proposals to review the bus network and would like to see traffic reduction included in the suite of measures to deliver bus priority schemes.

Chapter 1 – The Challenge

London faces a number of growing challenges to the sustainability of its transport system. To re-examine the way people move about the city in the context of these challenges, it is important that they have been correctly identified.

Please provide your views on the challenges outlined in the strategy, and describe any others you think should be considered.

1. The City Corporation agrees with the three identified challenge areas. Ensuring that London has a comprehensive and fit for purpose street and transport network to enable the Capital's significant forecast growth is a key challenge. An ambitious transport strategy will help grow the London and UK economy and support London as the world's leading place to live and do business. The challenge of reducing traffic dominance of London streets is vital for supporting this growth, and shaping London as a place where society to flourish, where people feel safe and enjoy a good quality of life.
2. A significant challenge that is not mentioned is future developments in transport. The time horizon for the Strategy is long, so there are likely to be significant changes in travel habits and demand over this time. The strategy needs to address this challenge to ensure that the potentially rapid development of technology in day-to-day use, as well as the transport sector, delivers benefits for London by contributing to, rather than working against the Mayor's vision.
3. The challenge of affordability is significant, both for authorities charged with delivering this strategy, and for the users of London's transport system. The work of the Mayor since his election on making transport fares more affordable is welcomed, but the impact of this policy along with other budget constraints presents a significant challenge to delivering the Strategy. To achieve the vision and central aim of the strategy, TfL and the GLA must work closely with boroughs and the City of London on ambitious and innovative approaches to transport and income generation.

Chapter 2 – The Vision

The Mayor's vision is to create a future London that is not only home to more people, but is a better place for all of those people to live and work in. The aim is that, by 2041, 80 per cent of Londoners' trips will be made on foot, by cycle or using public transport.

To what extent do you support or oppose this proposed vision and its central aim?

4. The City Corporation supports this vision and central aim and welcomes the application of the Healthy Streets Approach as the overarching framework for the Strategy.
5. Applying the Healthy Streets Approach in a central London context will aid the City Corporation's ongoing support for active travel and help improve the experience of people choosing to walk, cycle and use public transport. It is essential that TfL responds positively to this step change in the management and delivery of transport in London. This includes ensuring that appropriate public health skills and resources are in place to oversee the implementation of the Healthy Streets Approach.
6. The vision and central aim of modal shift away from the car will support the City Corporation's work to improve air quality, public health and the public realm.
7. Mode shift away from the private car, taxis and private hire vehicles will also support the efficiency of the freight and servicing that is required by City businesses.

To support this vision, the strategy proposes to pursue the following further aims:

- *by 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day*
- *for no one to be killed in, or by, a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from our streets by 2041*
- *for all buses to be zero emission by 2037, for all new road vehicles driven in London to be zero emission by 2040, and for London's entire transport system to be zero emission by 2050*
- *by 2041, to reduce traffic volumes by about 6 million vehicle kilometres per day, including reductions in freight traffic at peak times, to help keep streets operating efficiently for essential business and the public*
- *to open Crossrail 2 by 2033*
- *to create a London suburban metro by the late 2020s, with suburban rail services being devolved to the Mayor*
- *to improve the overall accessibility of the transport system including, by 2041, halving the average additional time taken to*

make a public transport journey on the step-free network compared with the full network

- *to apply the principles of good growth*

– To what extent do you agree or disagree with the aims set out in this chapter?

8. The City Corporation supports all the further aims of the Strategy, with the following comments:
9. The City Corporation welcomes policies and proposals to improve the liveability of London as a whole. Improving quality of life across the Capital is vital to ensuring London remains an attractive place to live, work, invest and visit. The acknowledgement of spatial differences between central, inner and outer London in the Vision is welcomed, but this approach does not appear to carry through to the rest of the Strategy, and is not included in most policies and proposals.
10. Peak time travel within the City of London is dominated by 'last mile' trips from transport hubs to places of work – predominantly undertaken on foot. The aim to encourage active travel and support the large numbers of people choosing to walk and cycle in the Square Mile is supported. Improvements to the whole journey are important, and policies to improve walking and cycling access to public transport in inner and outer London is also vital to the accessibility of the City.
11. The City Corporation supports the adoption of 'Vision Zero' by 2041. This is an ambitious aim for the Square Mile where the numbers of people walking and cycling are especially high. It is clear that significantly reducing the number of motor vehicles will play a key role in achieving Vision Zero, and that this will not happen in the short term. A programme needs to be implemented as a priority to ensure the most short term safety targets in 2022 are achievable – including an ambitious approach to reducing casualties on the TLRN. This programme may include projects aimed at reducing vehicle speeds, targeted campaigns and enforcement against poor driver behaviour.
12. Poor air quality is a major concern for the City Corporation. Buses make up a significant proportion of vehicles in the City and the aim for all buses to be zero emission is welcomed. The strategy could, however, be more ambitious in the timescale for achieving this. Similarly, while the aim for all new vehicles to be zero emission by 2040 and the entire network being zero emission by 2050 are supported. Again these targets could be more ambitious given the rapid development of zero emission technologies and recent announcements by Government. The Strategy should ensure that London remains a leader in this vital area and does not simply follow national policy.
13. While Crossrail 2 does not directly serve the City, the scheme will provide a significant increase in capacity to London's congested transport network, and is a key requirement to support the High Speed 2 link. The scheme will support growth and provide access to thousands of new homes and jobs. The City Corporation supports the delivery of Crossrail 2 as soon as possible.

14. The benefits to the rail network through devolution of suburban metro services are clear from the success of the London Overground network. The City Corporation supports the devolution of these services to the Mayor to increase the attractiveness of London as a world class city to live and work, and to benefit of the thousands of commuters already using the rail network to access jobs in the City.
15. Improvements to support accessibility of the rail and Underground network are supported. The City Corporation encourages the Mayor and TfL to explore ways to accelerate the timetable for these improvements.
16. For all aims in the Strategy, the City Corporation would welcome short and medium term targets where only long term targets are stated. Providing interim targets, particularly for challenging areas such as Vision Zero, modal shift and reducing emissions will help drive more urgent change, ensure timely delivery of policies and allow for improved monitoring.

Chapter 3 – Healthy Streets and Healthy People

Policy 1 and proposals 1-8 set out the Mayor's draft plans for improving walking and cycling environments (see pages 46 to 58).

To what extent do you agree or disagree that these plans would achieve an improved environment for walking and cycling? Please also describe any other measures you think should be included.

17. The City Corporation agrees that the plans will help provide an improved environment for walking and cycling, but the different approaches to delivering this in central, inner and outer London should be acknowledged. Pedestrians and cyclists are the predominant users of City streets and the City Corporation is continuously seeking to improve the environment and safety of these groups.
18. The City Corporation would support the inclusion of proposals to improve facilities for pedestrians and cyclists during street works. Construction, utility work and street maintenance are a constant in the centre of a growing city and it is essential to provide effective and safe passage for pedestrians and cyclists through areas of work.
19. The City Corporation would also support proposals that encourage modal shift from public transport to walking or cycling where appropriate in central London, especially for short trips where they are a feasible alternative. This would help alleviate some of the congestion on public transport at peak times, and potentially reduce the number of buses on central London streets.
20. The City Corporation particularly supports Proposal 2 (reducing the dominance of vehicle traffic in central London). This is likely to be one of the key proposals to achieve the improvement in walking and cycling environments in the Square Mile. Reducing traffic will support the take up of cycling amongst groups of people who are currently discouraged by high volumes of traffic and safety concerns, particularly on streets that are not suitable for protected cycling infrastructure.
21. Improvements to the street environment will also support businesses and investment, and make central London a more attractive place to work and visit.
22. The City Corporation would welcome clarity/consideration of;
 - Providing more cycle parking (Proposal 1C). While this is important; places where it is most needed are often the most congested i.e. public transport interchanges and the public space around them at peak times. More cycle parking is vital, but provision cannot be detrimental to the quality and quantity of space for people walking.
 - The delivery of new cycle routes and improved infrastructure (Proposal 3). The City Corporation would expect the Strategy to provide more clarity on how the competing demands for street space will be managed to enable the

delivery of cycle infrastructure without negatively impacting pedestrian movement, or significantly impacting bus passengers or freight and servicing.

23. Introducing a Street User Hierarchy into the strategy would help support the delivery of Healthy Streets, particularly Policy 1 and associated proposals. This would provide a clear statement of intent for the delivery and prioritisation of Healthy Streets and active travel. The inclusion of a Street User Hierarchy should be accompanied by a clear process for setting the priorities for individual streets that takes account of local context and the role of the street in the wider transport network.

Policy 2 and proposals 9-11 set out the Mayor's draft plans to reduce road danger and improve personal safety and security (see pages 62 to 67).

To what extent do you agree or disagree that these plans would reduce road danger and improve personal safety and security? Please also describe any other measures you think should be included.

24. The City Corporation supports the adoption of Vision Zero and ambitious targets to reduce the number of people killed or seriously injured on London's streets.

25. While Vision Zero provides a clear statement on managing fatal and serious injuries, the strategy does not cover slight injuries, which can still be significant. A clear statement on the ambition to reduce slight injuries should be included in the Strategy.

26. High and increasing levels of walking and cycling in the City makes achieving the targets more difficult, but also more important. Achievement of the targets in the strategy will require radical changes to the way that all streets, including the TLRN, are used and managed. The strategy should make clear how TfL will deliver Vision Zero on its own street and road network.

27. The City Corporation welcomes measures associated with motorcycle training and safety, as motorcyclists have the highest incidence of risk of injury of any vulnerable road user. Motorcyclists are also involved in a relatively high percentage of injury to other road users, in particular pedestrians.

28. The City Corporation endorses any proposals that improve the visibility of vulnerable road users and Direct Vision lorries are a move in the right direction. Similarly with buses, any intervention to improve safety, both in the design of and training of drivers to look out for vulnerable road users and drive defensively are welcomed.

29. The City Corporation would wish to participate in the programme to achieve Vision Zero (Proposal 10). A Road Danger Reduction Partnership of TfL, City officers, GLA and the City Police, already exists and this might be a model that all

London Boroughs would follow. As the conditions in central, inner and outer London differ, regional partnerships could be the best approach. Some clarity would be welcome on what information the joint report would provide. The preparation of this programme also needs to be a priority, to allow sufficient time for 2022 targets to be achieved.

30. The City Corporation does not support the Mayor's stance on allowing motorcycles into bus lanes (Proposal 11C). The evidence of the safety benefits is currently inconclusive. It is known that the high speed passing of large engine bikes can alarm cyclists and is therefore likely to discourage less experienced cyclists.
31. There is no reference in the Strategy to the increased risk of collision and injuries involving electric and zero emission vehicles due to their lower levels of noise. Proposals on how this might be addressed in light of the predicted uptake in electric vehicles while also supporting efforts to reduce noise disturbance would be welcomed.

Policy 3 and proposals 12-14 set out the Mayor's draft plans to ensure that crime and the fear of crime remain low on London's streets and transport system (see pages 68 to 69).

To what extent do you agree or disagree that these plans would ensure that crime and the fear of crime remain low on London's streets and transport system? Please also describe any other measures you think should be included.

32. The City Corporation agrees with the policy and proposals to keep crime levels low and reduce crime and the fear of crime on streets and the public transport network.
33. The proposal to design secure environments is supported. Measures to improve security should contribute to the delivery of the Healthy Streets Approach and not negatively impact on people's ability to walk, cycle and use public transport, or spend time on London's streets.

Policy 4 and proposals 15-17 set out the Mayor's draft plans to prioritise space-efficient modes of transport to tackle congestion and improve the efficiency of streets for essential traffic, including freight (see pages 70 to 78).

To what extent do you agree or disagree that these plans would tackle congestion and improve the efficiency of streets? Please also describe any other measures you think should be included.

The City Corporation supports tackling congestion and improving the efficiency of streets for essential traffic, and the associated proposals.

34. The City Corporation supports this policy, but ‘essential traffic’ needs to be clearly defined as including walking, cycling, public transport, freight and private transport for people with particular access needs. It should also take account of the variation in the traffic mix across the City, central, inner and outer London, and at different times of day. For example, freight makes up around a third of the City’s motorised traffic. As such, there must also be a significant reduction in goods vehicles in central London to tackle congestion and improve the efficiency of streets.
35. Proposal 15a (targeted approaches to individual sectors) is supported. Working with the freight industry is important as efficiencies and measures from the supply side have a major part to play in reducing the impact of freight traffic. The Mayor is in a strong position to work with the industry for the whole of London.
36. With regards to Proposal 15b (planning a strategic consolidation and distribution network), the City corporation is actively pursuing opportunities for consolidation of deliveries to businesses in the Square Mile. A London-wide strategic consolidation and distribution network should be developed to ensure that the network does not add additional vehicle mileage through central London.
37. The City Corporation supports proposals to discourage personal deliveries to central London businesses (Proposal 15e), but a blanket ban is not considered workable or desirable for the diverse range of businesses in the City.
38. The City Corporation supports Proposal 17 (provision of car clubs) in inner and outer London where the provision of car clubs could assist in reducing the number of car trips. The City Corporation would like to ensure that any encouragement in car club schemes does not result in an increase in private car trips in the City or central London.
39. Proposals to limit the number of Private Hire Vehicles (PHVs), and manage driver behaviour to reduce the number of vehicles ‘circulating’ while awaiting a fare are an important part of reducing traffic. A statement on how Taxis and PHVs will be managed to improve the efficiency of the street network should be included in the strategy.

Proposals 18 and 19 set out the Mayor’s proposed approach to road user charging (see pages 81 to 83).

To what extent do you agree or disagree with this proposed approach to road user charges? Please also describe any other measures you think should be included.

40. The City Corporation supports these proposals and this approach; being wholly within the charging zones, they have a direct impact on traffic volumes and timings, and air quality in the City.

41. The City Corporation would welcome advancements in the various charging systems to ensure they stay relevant, efficient and impactful. As the basis of the Strategy is modal shift from the car, enhanced or improved versions of the current charging schemes are likely to be a key component in delivering the 80% mode share target for walking, cycling and public transport.
42. Timescales for undertaking a review of the Congestion Charge should be included in the Strategy. The long lead-in for any major changes to the charging scheme should be recognised and interim measures such as charging PHVs should be considered until a full review can be undertaken.

Proposals 20 and 21 set out the Mayor's proposed approach to localised traffic reduction strategies (see page 83).

To what extent do you agree or disagree with this approach? Please also describe any other measures you think should be included.

43. The City Corporation supports this approach and the proposals. The City Corporation welcomes support from the Mayor and TfL for the City of London and boroughs to consider local traffic-reduction strategies and traffic demand management measures.
44. Locally developed measures should be managed appropriately and there must be communication between TfL and neighbouring boroughs to ensure collaborative planning. Consideration must be given to ensuring any measures do not displace traffic to other boroughs. The relationship between local charging schemes and any future London-wide charging scheme (and existing Congestion Charge, if required) would need to be carefully managed. TfL should retain an overview of schemes, and ensure transparency with the development of a Congestion Charge review to ensure that efforts are not duplicated resulting in unnecessary investment by boroughs.

Policies 5 and 6 and proposals 22-40 set out the Mayor's draft plans to reduce emissions from road and rail transport, and other sources, to help London become a zero carbon city (see pages 86 to 103).

To what extent do you agree or disagree that these plans would help London become a zero carbon city? Please also describe any other measures you think should be included.

45. The City Corporation supports these plans to reduce transport emissions, but a clear statement on the need to first reduce traffic, and then reduce emissions from remaining vehicles, in order to improve air quality should be included in the Strategy.
46. The City Corporation supports the implementation of the Ultra Low Emission Zone in 2019. Given the emission profile of Euro IV HGVs, the expansion of the ULEZ for HGVs by 2020 is supported. Due to the cost of new HGV vehicles, an

appropriate certified retrofit system should be in place in advance of implementation. In light of the large reduction in NOx achieved by fitting selective catalytic reduction to London buses, it is likely that a similar system could be very effective for reducing emissions of NOx from HGVs.

47. Comment cannot be given on the proposal to expand the ULEZ to inner London for all other vehicles by 2021 until the feasibility study has been produced.
48. Additional measures to remove diesel private hire vehicles (PHV) from the fleet in the shortest possible time should be included in the Strategy. It is the City Corporation's view that no new diesel PHVs should be licenced and that existing licences for diesel PHVs should be phased out from 2020. These are some of the vehicles that travel the greatest distance in central London and alternatives to diesel are readily available. Consequently, there are large benefits to be gained by targeting these for emission reduction. A cap on the total number of PHV licences issued, and removing PHV exemptions for the Congestion Charge and T Charge should also be included in the Strategy.
49. Interventions such as zero emission only taxi ranks/rest bays and ULEV only streets would support the transition to Zero Emission Capable Taxis (Proposal 28) and the usage generally of ULEVs (Proposal 31).

Policies 7 and 8 and proposals 41- 47 set out the Mayor's draft plans to protect the natural and built environment, to ensure transport resilience to climate change, and to minimise transport-related noise and vibration (see pages 104 to 111).

To what extent do you agree or disagree that these plans would achieve this? Please also describe any other measures you think should be included.

50. The City Corporation supports these plans and proposals to protect the natural and built environment, and minimise the impact of transport.
51. Proposals 46 and 47 should align with the emerging GLA Environment Strategy.
52. The operation and maintenance of London Underground, as well as National Rail should be included in proposal 47.
53. Helicopter noise can be a significant disturbance in central London, particularly to residents. Measures to address this should be included in this section of the Strategy.

Chapter 4 – A Good Public Transport Experience

Policy 9 and proposal 48 set out the Mayor’s draft plans to provide an attractive whole-journey experience that will encourage greater use of public transport, walking and cycling (see pages 118 to 119).

To what extent do you agree or disagree that these plans would provide an attractive whole journey experience? Please also describe any other measures you think should be included.

54. The City Corporation supports policies and proposals to improve the streets around stations. The majority of trips made to the City are undertaken by public transport, walking or cycling, with a large proportion of City workers arriving into the Square Mile by public transport and completing the last mile on foot. Street improvements and the environment around public transport stops and stations will ensure journeys made to the City are pleasant, and provide a welcoming and positive first impression.

55. Policy 9 and Proposal 48 should also include the need to improve the safety, quality and accessibility of walking and cycling routes to and from public transport.

Policies 10 and 11 and proposals 49 and 50 set out the Mayor’s draft plans to ensure public transport is affordable and to improve customer service (see pages 121 to 125).

To what extent do you agree or disagree that these plans would improve customer service and affordability of public transport? Please also describe any other measures you think should be included.

56. The City Corporation supports policies to set fares at affordable levels for all Londoners, including those served by undeveloped National Rail. Londoners already pay higher public transport fares than in other world cities, so keeping fares at an affordable level is an important part of London remaining competitive on the world stage.

57. The proposal to improve customer service is welcomed, and a focus on ‘getting the basics right’ is important. The success of the London Overground has demonstrated the value of this approach in improving passenger satisfaction.

58. Making the most of new technology for the proactive distribution of information to passengers is welcomed, but the value of having staff available to provide information for those unable to use these technologies should not be underestimated and adequate staffing of stations should be maintained.

Policy 12 and proposals 51 and 52 set out the Mayor's draft plans to improve the accessibility of the transport system, including an Accessibility Implementation Plan (see pages 127 to 129).

To what extent do you agree or disagree that these plans would improve accessibility of the transport system? Please also describe any other measures you think should be included.

59. Policies and proposals to improve the accessibility of the transport network are supported. Bank Underground station is already undergoing upgrades to provide step-free access, and the City supports the expansion of step-free access and improving the quality of the public transport system to help facilitate accessibility and mobility. Options to accelerate the programme of accessibility improvements should be explored.

60. Improvements to stations and services in outer London that will ensure that the whole journey is accessible for more people are supported.

Policy 13 and proposals 53 and 54 set out the Mayor's draft plans to transform the bus network; to ensure it offers faster, more reliable, comfortable and convenient travel where it is needed (see pages 133 to 137).

To what extent do you agree or disagree that these plans would achieve this? Please also describe any other measures you think should be included

61. The policies and proposals to transform the bus network are partially supported.

62. The City Corporation recognises that the bus network is inefficient in central London and agrees that the quality of services need to be improved. The City Corporation looks forward to working with TfL to review the bus network in the City. The completion of Crossrail provides a significant opportunity for updates to the network, but any changes in routes and frequency need to take into account the significant fare gap between bus and rail-based modes.

63. The proposals to make greater provision for bus priority lanes, junctions and signals to prioritise buses over other vehicular traffic, and to deliver new bus priority corridors and protect existing bus priority in central London are not supported in their current form. The City Corporation has delivered significant bus priority as an additional benefit of the Bank on Safety Interim Scheme. The scheme is transformative to the whole City area. As a consequence, this requires a long term review as part of the agreed 18 month monitoring period before a decision on further bus infrastructure investment on City streets can be made. The Bank on Safety scheme has demonstrated that effective bus priority can be delivered through a more holistic programme of improvements that are not traditional bus priority projects, but offer significant traffic reduction that also benefits people travelling on foot and by bike. TfL are encouraged to work with the City Corporation on taking a wider view of how bus services can be improved.

Policy 14 and proposals 55 to 67 set out the Mayor's draft plans to improve rail services by improving journey times and tackling crowding (see pages 140 to 166).

To what extent do you agree or disagree that these plans would achieve this? Please also describe any other measures you think should be included.

64. The City Corporation supports policies and proposals to improve rail-based services in London. A number of public transport lines and routes that terminate and run through the City already suffer overcrowding at peak times. Additional capacity is vital for the City to accommodate employment growth, and to provide an improved quality of journey for existing commuters. The ambition of the target to increase capacity by 80 per cent by 2041 is welcomed, but represents a significant technical and financial challenge. The Mayor must ensure that the resources are allocated to realise this level of ambition.
65. In the short term, proposals to improve real-time information on congestion and crowding to passengers are welcomed – allowing passengers to make informed decisions about how and when they choose to travel. It is recognised however, that this approach will not deliver the additional capacity required to serve the growing City population.
66. Crossrail 2 is a vital part of this additional capacity. While the new line would not directly serve the City, the knock-on capacity increases that the scheme can deliver on the West Anglia Main Line is vital, particularly in improving links from Stansted Airport. The funding of the scheme remains unclear, and while the principle of a new Mayoral CIL to contribute to the scheme funding is supported, the City Corporation has concerns over the level of this proposed charge, which may deter investment in the City.
67. Continued investment in rail-based networks is welcomed, and the City Corporation looks forward to the opening of the Elizabeth Line in 2019. The City also looks forward to working with TfL as the project comes to completion to ensure that the line delivers maximum benefit for London and to keep the level of service under review through the 2020s.
68. The planned upgrades to the Tube network are supported. The modernisation of the sub-surface lines in particular is important for linking the City to London National Rail Terminals, and an increase to the frequency and reliability of these services is long overdue. The planned upgrades are vital to the ongoing international competitiveness of London, and it is vital that the programme is delivered to the timetable set out in the Transport Strategy. Station capacity enhancements to help realise the improvements in public transport services are supported. These enhancements should be carefully targeted and prioritised to take account of changing passenger demand and travel habits.
69. The City Corporation welcomes the Mayor's endeavours to improve National Rail services into London. In particular the devolution of suburban services to TfL control to improve frequencies, journey times and interchange is supported. The

importance of long-distance rail services into the City should not be ignored, and improvements to local journeys should not be to the detriment of inter-city travel.

70. The development of the London Overground has been a real success, and increases to the capacity of this network are encouraged; particularly on the West Anglia routes.

71. The development of orbital public transport routes is supported – reducing the need for people to travel into central London and out again will help address crowding on some links into the City. Similarly, the development of rail freight routes outside London to increase capacity for passenger services is supported. The use of central London passenger terminals for supporting the movement of freight outside peak times should also be considered.

72. The DLR network provides an important link to the City from the east, and the development of this network to provide greater capacity and additional routes is supported.

Policies 15 to 18 and proposals 68 to 74 set out the Mayor's draft plans to ensure river services, regional and national rail connections, coaches, and taxi and private hire contribute to the delivery of a fully inclusive and well-connected public transport system. The Mayor's policy to support the growing night-time economy is also set out in this section (see pages 176 to 187).

To what extent do you agree or disagree that these plans would deliver a well-connected public transport system? Please also describe any other measures you think should be included.

73. The policy and proposals to use the River Thames to its full potential are supported. The City of London has a protected wharf in the waste transfer station at Walbrook Wharf. This wharf is likely to have a vital role to play in the future of providing for river freight in central London, and the opportunity for the City Corporation to be represented on a new River Group to help develop this role would be welcomed.

74. The development of a Pier Strategy is supported. While the river presents significant opportunities for the movement of passengers, walking and cycling connections between existing piers and key parts of the City could be improved. The re-instatement of the disused pier at Swan Lane could also play a part in increasing the connectivity of river services, and would complement proposals to extend the reach of river services in east London.

75. The policy and proposals to support wider investment in public transport around the UK are strongly supported. The national and international connectivity of London is vital to the competitiveness of the city and the UK as a whole. The integration of transport links into the London transport networks is important, and the City Corporation supports the Mayor in working with stakeholders to ensure that these improvements benefit London.

76. The delivery of High Speed 2 is an important part of increasing connectivity with the rest of the UK, and the delivery of this scheme as quickly as reasonably possible is supported. The development of the London transport networks, particularly Crossrail 2 and Northern Line upgrades (including Bank and Camden Town capacity upgrades) to accommodate the new national links are an essential part of this delivery.
77. Proposals to work with stakeholders on a replacement for Victoria Coach Station are supported. Coach services cater for a small but significant number of commuters into the City, and the impact of these vehicles on the City streets needs to be managed. The City Corporation supports the introduction of coach hubs outside central London to cater for the coach industry while reducing the number of coach miles travelled in central London.
78. The City of London also seeks to work with TfL to trial new 'smart' technology to support the coach industry where possible, specifically with the goal of reducing circulation times to find a space. This will help reduce congestion and meet wider strategic priorities around air quality and road safety.
79. The policy to support the night time economy through improvements to overnight transport is supported. The extension of the Night Tube to parts of the sub-surface network is supported – and this should extend to the City. The provision of Night Tube services on the Bank Branch of the Northern Line is not included in the Strategy, but should be included following the Bank Capacity upgrade works. Both these extensions would support the recently-announced Culture Mile, which will see increased numbers of people visiting the Square Mile outside traditional working hours.
80. The policy to support a safe, secure, accessible and world-class taxi and private hire service is supported. Taxi and private hire are both important parts of the transport mix in central London, but represent a significant proportion of traffic on the streets. Proposals to effectively manage these industries are required if the targets for traffic reduction set out in this strategy are to be achieved. This will help achieve wider strategic objectives including air quality and pedestrian/cycle safety benefits. The proposal for the Mayor to seek powers to limit the number of private hire vehicles is an important part of this.
81. The transparent regulation and enforcement of taxi and private hire industries is welcomed to ensure the support of these industries in the future.

Chapter 5 – New Homes and Jobs

Policy 19 and proposals 75 to 77 set out the Mayor’s draft plans to ensure that new homes and jobs are delivered in line with the transport principles of ‘good growth’ (see pages 193 to 200).

To what extent do you agree or disagree that these plans would achieve this? Please also describe any other measures you think should be included.

82. The City Corporation agrees with the principles of good growth and Policy 19. Proposal 75 (densification of development) is supported in principle. It should enhance an area and facilitate the creation of healthy, inclusive communities through place-making and public realm improvements. The very high public transport accessibility level throughout the City means that densification of development can occur in several places in the Square Mile.
83. Proposal 76 should be supported by the new London Plan, and by boroughs through their Local Plans.
84. The restriction of parking in new development is supported, but note that there may be scope for developers to work with off plan buyers early to review disabled space requirements on site.
85. The City Corporation strongly supports proposal 77 and is in the process of developing a Supplementary Planning Document to support proactive management of delivery and servicing in new developments. Given the strategic importance of accommodating employment growth within the City (and the central London more generally), it is important that the MTS and the London Plan provide a clear strategic steer on the most suitable locations for consolidation centres/facilities. A clear and consistent direction for developers and freight operators across all of central London will be vital for the effective management of delivery and servicing trips.
86. Initiatives such as the promotion of Click and Collect should be carefully managed to ensure that it does not lead to an increase in total delivery trips. In particular, consumers should be directed to collection locations outside central London to discourage additional vehicles entering the most congested and poorest air quality areas.

Proposals 78 to 95 set out the Mayor’s draft plans to use transport to support and direct good growth, including delivering new rail links, extensions and new stations, improving existing public transport services, providing new river crossings, decking over roads and transport infrastructure and building homes on TfL land (see pages 202 to 246).

To what extent do you agree or disagree that these plans would ensure that transport is used to support and direct good growth? Please also describe any other measures you think should be included.

87. The City Corporation supports proposal 78 (growth through transport investment) in the Central Activity Zone. As part of the City Plan 2036, sustainable modes of transport will be promoted and encouraged, and priority will be given to forms of transport other than the private car. The recognition of differing ambitions between central London and elsewhere is welcomed, and mode share targets for the City will be directed towards enabling walking and cycling.
88. Proposals related to the effective implementation of Crossrail 2 (proposal 79) are supported. The proposed route will support housing development within reach of the City.
89. The City Corporation support all proposals (80-84) that aim to increase capacity, connectivity and interchange for the rail network across London. The Mayor's encouragement for Network Rail to proceed with improvements to the West Anglia Main Line (proposal 80) is strongly supported, improving the City's rail links to the Upper Lea Valley and Stansted airport. Whilst many of the other schemes are located outside the City, they will help release capacity on lines which traverse the City boundary. Support for Proposal 81 is conditional on any further extension of the Bakerloo line, as has been consulted on in the past, not significantly impacting commuting times to the City by reallocating services away from Cannon Street and London Bridge for South East London commuters.
90. The City Corporation partially supports proposal 85 (improvements to bus services to compliment transport investment) dependent on the range of infrastructure proposed. Within the City, traffic reduction schemes should be strongly considered as part of the bus priority suite of options. The City Corporation recognises the need for bus network investment to unlock growth in more outer London regions, and would welcome a review of the bus network to help achieve this.
91. Proposal 87 (demand responsive bus services) is supported. Whilst bus frequency does not change through the inter-peak period in the City, demand significantly decreases at this time, highlighting inefficiencies in the network and causing unnecessary air quality and road safety impacts.
92. As part of promoting active travel where possible, the City is supportive of proposal 89 (pedestrian, cycle and PT crossings). The City Corporation has a long term aspiration to review the possibility for providing a crossing on the Cannon Street rail bridge and would be keen to work with the Mayor and TfL on a review of this scheme as part of this MTS proposal.
93. The City Corporation supports proposal 90 (new road and rail crossings in the east), specifically the DLR extension to Thamesmead to increase connectivity to the City. However, support is conditional on a compelling case considering all

impacts, including air quality, and full consultation will all boroughs and the City Corporation, not just those in the immediate vicinity.

94. The City Corporation supports the inventive use of TfL land for development as a method for delivering commercial or residential space and help fund TfL's capital expenditure for future road and rail schemes (Proposals 91 + 92).
95. The City Corporation is supportive of the relevant sections of proposal 94 (D+E – good growth and travel planning). Transport assessments are required as part of planning applications for larger schemes in the City, which are set out according to the City's Local Plan. The production of Travel Plan Guidance appropriate to the City's circumstances would be welcomed.
96. The strategy makes only passing reference to support for international rail connections – this should be strengthened. International rail connections to the continent are vital for maintaining London as a global city. The strategy should support an increase in the number of European destinations served by direct rail services from St Pancras, as well as improving connections with the London transport network, including walking and cycling routes.

Policy 20 and proposal 96 set out the Mayor's proposed position on the expansion of Heathrow Airport (see pages 248 to 249).

To what extent do you agree or disagree with this position? Is there anything else that the Mayor should consider when finalising his position?

97. The Mayor's position on the expansion of Heathrow is noted. The City Corporation supports expansion at Heathrow and has generally supported increases in London airport capacity as required to allow the City and wider business community to continue to flourish.
98. As such, the City Corporation does not support Policy 20 to oppose the expansion of Heathrow. Connectivity improvements to all airports outlined in Proposal 96 however are supported.

Chapter 6 – Delivering the Vision

Policy 21 and proposals 97 to 101 set out the Mayor’s proposed approach to responding to changing technology, including new transport services, such connected and autonomous vehicles (see pages 258 to 262).

To what extent do you agree or disagree with this proposed approach? Is there anything else that the Mayor should consider when finalising his approach?

99. The City Corporation is supportive of the principles outlined in policy 21 to deliver the Healthy Streets Approach. Proposal 98 (kerbspace) should ensure that accessibility requirements for kerbspace across all modes are considered, and not just for private vehicles.

100. Proposal 99 (demand responsive bus services) mirrors proposal 87 and is most relevant to outer London.

101. The consideration of new technology in support of the Healthy Streets Approach is supported. Strong consideration of the interaction between pedestrians, cyclists and Autonomous Vehicle technology should be given as part of regulation development to ensure that AVs have a positive impact on London. AVs have the potential to improve the transport network in some ways, but they must be carefully managed to ensure that the benefits are harnessed for the good of the city.

Policy 22 and proposal 102 set out the Mayor’s proposed approach to ensuring that London’s transport system is adequately and fairly funded to deliver the aims of the strategy (see pages 265 to 269).

To what extent do you agree or disagree with this proposed approach? Is there anything else that the Mayor should consider when finalising his approach?

102. Proposals for the Mayor to work with central Government to secure additional powers for the City of London and London Boroughs as well as the GLA, are supported. Devolution of Vehicle Excise Duty would be a significant benefit to London - this is supported.

103. Funding for this ambitious strategy will be a particular challenge for TfL and there is some concern over the delivery of significant change with a limited budget. The proposed shift to active travel will potentially reduce farebox income, so the reliance on transport fares as a source of income should be reduced accordingly, with any shortfall made up through other income streams.

Policies 23 and 24 and proposal 103 set out the proposed approach the boroughs will take to deliver the strategy locally, and the Mayor's approach to monitoring and reporting the outcomes of the strategy (see pages 275 to 283).

To what extent do you agree or disagree with this proposed approach? Is there anything else that the Mayor should consider when finalising his approach?

104. Continued funding for Boroughs and the City of London through the LIP is supported. Funding for major schemes on City, borough and TfL streets should be combined into a single funding stream. This will allow schemes to be assessed against the Healthy Streets Approach and prioritised accordingly. This approach would ensure that the schemes that deliver most benefit for Londoners are taken forward regardless of whether they are on TLRN or City and borough streets.

Are there any other comments you would like to make on the draft Mayor's Transport Strategy?

105. There is some concern over the deliverability of the ambitions in the Strategy, particularly with TfL's reduced income. Change on the scale envisaged in the Strategy will require significant investment in London's streets and strong political support.

106. The Strategy, while ambitious, is very high level, with little commitment to specific schemes. More information on what the Mayor expects to deliver, particularly in the short and medium term, would be welcomed.

107. In order to achieve the level of change expected in the Strategy, a review of road user charging is fundamental. A step-change in the amount of traffic in the City and across London would enable much of the rest of the vision.

Appendix 2 – List of MTS policies and proposals

Chapter 3 – Healthy Streets and Healthy People

Policy 1-8, Proposal 1-47

Policy 1

The Mayor, through TfL and the boroughs, and working with other transport providers, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by bike, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.

Proposal 1

The Mayor, through TfL and the boroughs, will improve and manage London's streets to create a high-quality public realm that encourages walking and cycling by all Londoners by:

- a) Creating 'Liveable Neighbourhoods' to improve the public's experience of walking, cycling and using public transport and to increase opportunities to use streets as public spaces and for play, and to encourage fewer trips by car.
- b) Providing 'Healthy Routes' to create attractive, safe and accessible walking routes to schools and other local destinations, such as shops, health services and parks, with a particular focus on improving conditions for children, older people and disabled people.
- c) Providing more cycle parking, particularly in residential areas, town centres, public transport interchanges and at key destinations.
- d) Improving the accessibility of streets for older and disabled Londoners through measures including removing obstacles, widening pavements for wheelchair access, introducing tactile paving, raising sections of roadway to make crossing easier, providing seating and, where possible, ensuring onstreet cycling facilities cater for the wide range of cycles used by disabled people.
- e) Ensuring any scheme being undertaken on London's streets for any reason improves conditions for walking and cycling.

Proposal 2

The Mayor, through TfL, will work with the central London boroughs to transform the experience of the walking and cycling environment in central London by reducing the dominance of vehicular traffic, including by transforming Oxford Street and looking urgently at changes to Parliament Square.

Proposal 3

The Mayor, through TfL and the boroughs, will deliver a Londonwide network of cycle routes, with new routes and improved infrastructure to tackle barriers to cycling. The Mayor's aim is for 70 per cent of Londoners to live within 400 metres of a high-quality, safe cycle route by 2041.

Proposal 4

The Mayor, through TfL and the boroughs, and working with other stakeholders, will protect, improve and promote the Walk London network and create new leisure walking routes.

Proposal 5

The Mayor, through TfL and the boroughs, will make it easier for people to walk and cycle in London by;

- a) Maintaining, expanding and improving 'Legible London' pedestrian wayfinding maps and ensuring that on-street cycle network signage is clear and consistent.
- b) Using new data to develop and improve online journey planning and navigation tools that will make walking and cycling trips the most easy journeys to plan.

Proposal 6

The Mayor, through TfL, will seek to increase the use of TfL's Cycle Hire scheme, as well as future models of cycle hire, reinforcing the role of cycle hire as an integral part of London's cycling infrastructure and public transport network.

Proposal 7

The Mayor, through TfL and the boroughs, will work with schools, employers and community and user groups to promote walking and cycling, whether for the whole journey or as part of a longer journey.

Proposal 8

The Mayor, through TfL and the boroughs, will work with local communities and cultural organisations to promote one-off, regular and trial closures of streets to some or all motorised traffic so that Londoners can see their streets differently

Policy 2

The Mayor, through TfL, the boroughs, police and enforcement authorities, will adopt Vision Zero for road danger in London. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

Proposal 9

The Mayor, through TfL, the boroughs and policing and enforcement partners, will seek to reduce danger posed by vehicles by:

- a) Introducing lower speed limits and by improving compliance with speed limits through enforcement, information and appropriate training.
- b) Introducing road danger reduction measures at locations that pose the highest risk to vulnerable road users.
- c) Working to ensure that vehicles driven on London's streets adhere to the highest safety standards, starting with a new Direct Vision Standard for HGVs. TfL will develop a new Bus Safety Standard which will be introduced across the city's entire bus fleet featuring design and technological measures to protect passengers and other road users.
- d) Launching a programme of training, education and (working with the police) enforcement activities to improve the safety of vulnerable road users, including the development of a new London Standard for motorcycle training.

Proposal 10

The Mayor, through TfL and the boroughs, will set out a programme to achieve the Vision Zero aim of reducing the number of people killed or injured on London's streets to zero. A joint police/TfL report will provide annual updates on progress.

Proposal 11

The Mayor, through TfL, the boroughs, police and stakeholders, will seek to improve motorcycle safety by:

- a) Improving the safety of street design by following the guidance set out in TfL's Urban Motorcycle Design Handbook.
- b) Improving the quality of motorcycle safety training by delivering a 'London Standard' for motorcycle training that goes beyond the minimum required by law. The 'London Standard' of motorcycle training will involve: improving the standard of motorcycle training in London by encouraging training providers to become accredited through the Motorcycle Industry
- c) Calling on all boroughs to allow motorcycle access to their bus lanes, to end the inconsistency between highway authorities that causes unnecessary confusion and risk to motorcyclists.
- d) Educating other road users on the shared responsibility for safer motorcycle journeys, through the promotion of driver and cyclist skills training and communications.
- e) Supporting the police in targeting illegal and non-compliant behaviour that puts motorcyclists at risk, using data to focus on the streets with a higher risk of motorcyclist collisions.

Policy 3

The Mayor, through TfL and the police, will seek to ensure that crime and the fear of crime remain low on London's streets and transport system through designing secure environments and by providing dedicated specialist and integrated policing for London's transport system.

Proposal 12

The Mayor, through TfL and working with other transport providers, police, local authorities and other partners, will:

- a) Prioritise the tackling of 'high harm' crimes, such as sexual offences and hate crime, on London's streets and public transport system in order to protect and offer reassurance to those who feel most vulnerable when travelling in London.
- b) Improve the safeguarding response to protect vulnerable adults and children using the transport network in London. This includes building on the work already underway to tackle rough sleeping on the transport network, linking in to the appropriate support services.

Proposal 13

The Mayor, working with the police and local authorities, will take action to reverse the rise in motorcycle theft and motorcycle-enabled crime, especially that carried out using mopeds. Measures could include improving security by designing out crime, such as through the provision of secure parking both on street and in developments; targeted crime prevention messaging; and working with manufacturers to reduce the risk of theft. The police will maintain their focus on disrupting the criminal gangs involved in motorcycle theft and enabled crime.

Proposal 14

The Mayor, through TfL, will seek to work with Government, law enforcement and

security agencies, transport providers and other relevant organisations to respond to, and counter, current and future terrorist threats to the London transport system.

Policy 4

The Mayor, through TfL and the boroughs, will prioritise space efficient modes of transport to tackle congestion and improve the efficiency of streets for essential traffic.

Proposal 15

The Mayor, through TfL and the boroughs, will work with business and the freight industry to improve the efficiency and safety of freight and servicing in London by:

- a) Developing tailored and targeted approaches to address the unique challenges faced by the individual sectors such as food and construction deliveries.
- b) Planning a strategic consolidation and distribution network, including a review of funding requirements, and protecting industrial land through the London Plan.
- c) Encouraging London's businesses, starting with Business Improvement Districts, to work together to use their procurement power to reduce or re-time their deliveries and servicing trips to avoid traffic congestion.
- d) Ensuring that all London is within a 30-minute drive of a construction consolidation centre and encouraging their use through Construction Logistics Plans and the planning process.
- e) Encouraging businesses in central London to ban personal deliveries, and extending the network of collection points in order to reduce the overall number of work place personal deliveries.
- f) Working with Business Improvement Districts to promote waste and recycling consolidation, using the waste consolidation toolkit.
- g) Developing a 'London lorry standard' to simplify the regulatory environment for HGVs operating in London.

Proposal 16

The Mayor, through TfL, will work with Network Rail and the Port of London Authority to move, where practicable, freight off London's streets and on to the rail network and the river Thames.

Proposal 17

The Mayor, through TfL and the boroughs, will support the provision of car clubs for residents when paired with a reduction in the availability of private parking, to enable more Londoners to give up their cars while allowing for infrequent car travel in inner and outer London.

Proposal 18

The Mayor, through TfL, will keep existing and planned road user charging schemes, including the Congestion Charge, Low Emission Zone, Ultra Low Emission Zone and the Silvertown Tunnel schemes, under review to ensure they prove effective in furthering or delivering the policies and proposals of this strategy.

Proposal 19

The Mayor will give consideration to the development of the next generation of road user charging systems. These could replace schemes such as the Congestion Charge, Low Emission Zone and Ultra Low Emission Zone. More sophisticated road user charging and/or workplace parking levy schemes could be used to contribute to the achievement of the policies and proposals in this strategy, including mode share, road danger reduction and environmental objectives, and to help reduce congestion on the road network and support efficient traffic movement. In doing so, the Mayor will consider the appropriate technology for any future schemes, and the potential for a future scheme that reflects distance, time, emissions, road danger and other factors in an integrated way.

Proposal 20

The Mayor, through TfL, will support borough traffic-reduction strategies, including through the Local Implementation Plan funding process, where they are consistent with the policies and proposals set out in this strategy.

Proposal 21

The Mayor, through TfL, will work with those boroughs who wish to develop and implement appropriate traffic demand management measures, for example local (TfL or borough) road user charging or a workplace parking levy scheme, as part of traffic reduction strategies where they are consistent with the policies and proposals set out in this strategy.

Policy 5

The Mayor, through TfL and working with the boroughs, will take action to reduce emissions – in particular diesel emissions – from vehicles on London's streets, to improve air quality and support London reaching compliance with UK and EU legal limits as soon as possible. Measures will include retrofitting vehicles with equipment to reduce emissions, promoting electrification, road charging, the imposition of parking charges/ levies, responsible procurement, the making of traffic restrictions/ regulations and local actions.

Proposal 22

The Mayor, through TfL, will seek to introduce the central London Ultra Low Emission Zone standards and charges in 2019; the zone would be expanded London-wide for heavy vehicles by 2020 and to inner London for all other vehicles (except taxis) by 2021.

Proposal 23

The Mayor, through TfL, will ensure all TfL buses meet the Euro VI diesel standards for NOx and particulate matter by 2020 by accelerating the uptake of new vehicles, installing proven retrofit technology and creating priority Low Emission Bus Zones.

Proposal 24

The Mayor, through TfL and the boroughs, will create a comprehensive alert system to inform Londoners about air pollution episodes and, where appropriate, will implement additional emergency measures to reduce or restrict vehicle use when forecast or actual periods of very high air pollution risk have the potential to cause immediate adverse health effects.

Proposal 25

The Mayor, through TfL and the boroughs, will tackle pollution in local air quality hotspots and at sensitive locations (such as around schools) including through the Mayor's Air Quality Fund and other funding.

Proposal 26

The Mayor proposes that Government amends fiscal incentives, including vehicle excise duty, so that only the cleanest vehicles are incentivised for purchase; and implements a national diesel vehicle scrappage fund to enable cities to take the most polluting vehicles off their streets.

Policy 6

The Mayor, through TfL and the boroughs, and working with other transport providers, will seek to make London's transport network zero carbon by 2050, which will also deliver further improvements in air quality, by transforming London's streets and transport infrastructure so as to enable zero emission operation, and by supporting and accelerating the uptake of ultra-low and zero emission technologies.

Proposal 27

The Mayor, through TfL, will seek to ensure that, from 2018, all new double-deck buses will be hybrid, electric or hydrogen. In central London, all double-deck buses will be hybrid by 2019 and all new single-deck buses will emit zero exhaust emissions by 2020. The aim is for the whole TfL bus fleet to emit zero exhaust emissions by 2037 at the latest.

Proposal 28

The Mayor, through TfL, will work with stakeholders to produce and implement a comprehensive plan to encourage and accelerate the transition from diesel-powered to Zero Emission Capable taxis by providing financial incentives and necessary infrastructure and by regulation (including maintaining a taxi age limit, currently set at 15 years) with the objective of achieving a minimum of 9,000 such vehicles in the fleet by 2020.

Proposal 29

The Mayor, through TfL, will require all newly licensed private hire vehicles to meet continually improving minimum emission standards. Currently, there is a ten-year age limit for PHVs, all new private hire vehicles younger than 18 months need to be Zero Emission Capable (ZEC) from 2020, and private hire vehicles older than 18 months at time of first registration will have to be ZEC from 2023.

Proposal 30

The Mayor will seek to ensure that the GLA and its functional bodies lead by example in the use of ULEVs in their own vehicle fleets and will also encourage the boroughs to adopt the use of ULEVs.

Proposal 31

The Mayor, through TfL and the boroughs, will introduce regulatory and pricing incentives to support the transition to the usage of ULEVs in London.

Proposal 32

The Mayor, through TfL, and the boroughs will work with Government and stakeholders across London to ensure that sufficient and appropriate charging and refuelling infrastructure is put in place to support the transition from diesel and petrol-powered vehicles to ULEVs, including ensuring that London's energy-generating and supply system can accommodate and manage the increased demand associated with this transition.

Proposal 33

The Mayor, through TfL and the boroughs, and working with Government, will seek to implement zero emission zones in town centres and aim to deliver a zero emission zone in central London from 2025, as well as broader congestion reduction measures to facilitate the implementation of larger zero emission zones in inner London by 2040 and London-wide by 2050 at the latest.

Proposal 34

The Mayor, through TfL, and working with Government, manufacturers and other relevant organisations will support and accelerate the development and uptake of technologies to tackle tyre and brake wear.

Proposal 35

The Mayor, through TfL, will seek to ensure that the energy impact of increased provision of transport services in London is minimised.

Proposal 36

The Mayor, through TfL, will contribute to London's overall emissions reductions by (a) continuing to monitor, report and reduce operational CO₂ and other air pollutant emissions from all of TfL's assets and infrastructure, including stations, buildings and street lighting, and (b) seeking to work with stakeholders such as Network Rail to undertake measures to ensure that CO₂ and other air pollutant emissions from the construction and operation of transport infrastructure are minimised.

Proposal 37

The Mayor, through TfL, will work with the Port of London Authority to publish an emissions strategy for the River Thames to reduce air pollutant and CO₂ emissions from all river vessels and urges Government to introduce new legislation to ensure that emissions from vessels can be effectively reduced.

Proposal 38

The Mayor, through TfL, will seek to deliver a package of measures both to increase the level of low-carbon energy generation on TfL's land and for supply to its assets.

Proposal 39

The Mayor, through TfL, will meet or exceed the emissions standards set out by the NRMM Low Emission Zone for TLRN construction and maintenance activities and urges Government to introduce new legislation to ensure that all emissions from NRMM can be effectively reduced.

Proposal 40

The Mayor, through TfL, will conduct further research into the health risks of

particulate matter on the London Underground network and take appropriate measures to mitigate the adverse effects of any risks found where practicable.

Policy 7

The Mayor, through TfL and working with the boroughs, will:

- a) Ensure that transport schemes in London protect existing and provide new green infrastructure wherever practicable to deliver a net positive impact on biodiversity. This will be achieved through the requirement for specific commitments to be made under the relevant planning or development consent regime, including Habitat Regulation Assessment and other environment protection undertakings. Designated spaces such as Sites of importance for Nature Conservation shall be protected where practicable.*
- b) Maximise opportunities to protect, promote and enhance London's built heritage and sites of cultural importance.*

Proposal 41

The Mayor, through TfL and the boroughs, will retain existing trees and plant new ones on the Transport for London Road Network (TLRN) and borough roads to protect tree canopy cover. Street tree numbers on the TLRN will be increased by 1 per cent every year between 2016 and 2025; and the Mayor will encourage boroughs to increase the numbers of trees along their streets.

Proposal 42

The Mayor, through TfL and the boroughs, working with Highways England, will implement sustainable drainage infrastructure to enable the removal of 50,000m² of impermeable highway surface per year in London. Other nonroad transport projects should be designed to achieve appropriate greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible (in accordance with the drainage hierarchy set out in the London Plan). In all cases, drainage should be designed and implemented in ways that deliver other Mayoral priorities, including improvements to the water quality, biodiversity and amenity of the highway network.

Proposal 43

The Mayor, through TfL, will support London's transition to a circular economy by encouraging transport providers to follow GLA Group Responsible Procurement Policy guidance.

Policy 8

The Mayor, through TfL and the boroughs, and working with other transport and infrastructure providers, will seek to ensure that London's transport is resilient to the impacts of severe weather and climate change, so that services can respond effectively to extreme weather events while continuing to operate safely, reliably and with a good level of passenger comfort.

Proposal 44

The Mayor, through TfL, will work with transport and other infrastructure providers in London to undertake a dedicated programme of research to understand and prioritise the risk of severe weather and climate change adversely affecting the operation of London's transport network and to minimise any such impacts on the most vulnerable user groups.

Proposal 45

The Mayor, through TfL, will seek to undertake and implement an evidence-based programme of measures to adapt existing and to design and build new transport infrastructure to make it resilient to severe weather conditions and climate change.

Proposal 46

The Mayor, through TfL and working with the boroughs, will reduce the number of Londoners exposed to excessive noise and vibration levels from road transport in London by:

- a) Reducing traffic volumes by encouraging mode shift from travelling by car to walking, cycling and using public transport
- b) Minimising the noise impacts of vehicular traffic on streets by encouraging the use of quieter vehicles, reducing vehicle speeds and discouraging poor driver behaviours such as rapid acceleration and braking.
- c) Developing quieter road infrastructure including low-noise road surfacing, and minimising the noise impacts from road and street works
- d) Monitoring noise levels close to major road corridors to measure the adverse impacts of road transport on affected communities.
- e) Seeking to reduce the noise impacts of servicing and deliveries through appropriate design and management of delivery areas, promoting responsible behaviours, adopting best practice and encouraging the use of quieter vehicles and equipment.
- f) Working with the Department for Transport to investigate ways of reducing noise from the loudest vehicles such as some types of motorcycle and supercars.

Proposal 47

The Mayor, through TfL, will seek to work with Network Rail and train operating companies to mitigate the effects of noise and vibration caused by rail services in London where reasonably practicable, and thereby minimise their adverse impact on the health and quality of life of Londoners. Key measures will include:

- a) Addressing noise issues as part of all planned railway works and taking steps to minimise their impact on neighbours.
- b) Specifying and procuring quieter trains.
- c) Ensuring new rail infrastructure incorporates technology that is effective in reducing noise and vibration such as shock-absorbent track fastenings.
- d) Investigating complaints of noise and vibration disturbance from railway construction and/or operations and endeavouring to eliminate the disturbance at source or otherwise mitigate its adverse effects.
- e) Maintaining open communication with residents before and during construction works, where levels of noise may be above what is normally expected and/or heard at unusual times
- f) Continuing to reduce the impact of night services by reducing noise and vibration at their source and taking a robust approach to responding to complaints.

Chapter 4 - A Good Public Transport Experience

Policy 8- 18 Proposal 47 -74

Policy 9

The Mayor, through TfL and the boroughs, will use the Healthy Streets Approach to direct complementary public transport and street improvements to provide an attractive whole journey experience that will facilitate mode shift away from the car.

Proposal 48

The Mayor, through TfL and the boroughs, will make improvements measured against the Healthy Streets Indicators to transform the design and layout of street space and transport facilities around bus, rail, underground, London Overground, DLR and other stations, as far as practicable, to create safe, secure, accessible, welcoming, well-designed gateways to and from public transport.

Policy 10

The Mayor will ensure public transport fare levels are set to enable access to affordable travel for all Londoners.

Proposal 49

While a Government decision on further devolution of rail to London has not been forthcoming, the Mayor will press the Government to match TfL's fares freeze in London until 2020, and to prioritise affordability beyond then.

Policy 11

The Mayor, through TfL and working with other transport operators, will seek to make the public transport network easier and more pleasant to use, enabling customers to enjoy comfortable, confident, safe and secure, informed and stress-free travel.

Proposal 50

The Mayor, through TfL and the boroughs, and working with other transport operators, will improve customer service across the transport system with a focus on:

- a) improved staff training, including the training of bus drivers
- b) providing a more consistent level of service across all transport modes (including rail services where devolved from the DfT)
- c) making the most of new technology and innovations in customer service, including provision of mobile phone access underground.

Policy 12

The Mayor, through TfL and the boroughs, will seek to enhance London's streets and public transport network so as to enable all Londoners, including disabled and older people, to travel spontaneously and independently, making the transport system navigable and accessible to all.

Proposal 51

The Mayor, through TfL, will continue to provide improved accessibility training to all bus drivers, and will ensure that new buses provide better accessibility for all users,

including more onboard space for wheelchair users, improved boarding ramps and induction loops.

Proposal 52

The Mayor, through TfL and working with Network Rail and other stakeholders, will improve the overall accessibility of the transport network by:

- a) Improving journey planning tools, ensuring advances in technology make the tools more accessible and easier to use, and also better guide people to the most accessible journey options.
- b) Using Inclusive Design, for example for station and train layout and facilities, including signing, information and seating
- c) Providing step-free access at selected rail and Underground stations and on all new infrastructure, to halve the additional journey time required by those using the step-free network only, so that journey times on the step-free network become comparable to those on the wider public transport network.
- d) Providing staff, and facilities to board trains, creating a 'turn-up-and-go' service for wheelchair users.
- e) Improving the accessibility of taxi ranks, river piers and services, and Victoria Coach Station.
- f) Providing travel mentoring and other opportunities to help Londoners gain confidence to use public transport.

Policy 13

The Mayor, through TfL and the boroughs, will transform the quality of bus services so that they offer faster, more reliable, accessible, comfortable and convenient travel by public transport, while being integrated with, and complementing, the rail and Tube networks.

Proposal 53

The Mayor, through TfL, will adjust bus service volumes to support measures to reduce car use in conjunction with improvements to rail, walking and cycling modes

Proposal 54

The Mayor, through TfL and the boroughs, will seek to improve bus journey times and reliability by;

- a) Reviewing and, where necessary, extending the operating times of bus lanes to improve their contribution to a reliable service for customers.
- b) Making greater provision for bus priority lanes, junctions and signals to prioritise buses over other vehicular traffic.
- c) Delivering new bus priority corridors and protecting existing bus priority in central London.
- d) Improving bus priority on key radial routes from inner to central London, targeting those routes with high patronage to the benefit of bus users.
- e) Continuing with an improved approach to coordinating road works and reducing the number of times streets have to be dug up to limit disruption to bus services.

Policy 14

The Mayor, through TfL and working with Network Rail and train operating companies, will seek to transform London's rail-based services to provide safer,

modern, reliable, integrated, accessible and user-friendly services, with improved journey times and an increase in capacity of at least 80 per cent by 2041 to tackle crowding and facilitate mode shift to rail.

Proposal 55

The Mayor, through TfL, will seek to consistently deliver real-time data, information and visualisations for the Tube, rail, buses and streets via multiple customer channels. TfL will develop real-time tools for operational staff to improve the communication of overcrowding and congestion information to customers.

Proposal 56

The Mayor, through TfL, will work with Government and stakeholders to finalise the Crossrail 2 route alignment and stations, ensuring the project progresses through the detailed design phase to gain powers to enable construction to start in the early 2020s, with the line opening by 2033 in time for the opening of Phase 2b of High Speed Two.

Proposal 57

The Mayor, through TfL, will work with the DfT to open the Elizabeth line in 2019, with services initially providing 24 trains per hour through central London and increasing in frequency during the 2020s as demand requires.

Proposal 58

The Mayor, through TfL, will invest in the Tube network to improve the capacity and reliability of its train services.

Proposal 59

The Mayor, through TfL, will work to encourage the DfT to increase the capacity of the national rail network in London to manage crowding on both local and longer distance services.

Proposal 60

The Mayor, through TfL, will work with Network Rail, train operating companies and stakeholders to seek the modification of the planning of local train services from Moorgate, Victoria and London Bridge to create a London suburban metro, offering improved frequencies, journey times and interchange opportunities by the late 2020s.

Proposal 61

The Mayor, through TfL, will continue to seek the devolution from DfT to the Mayor/TfL of the responsibility for local stopping rail services in London in the interest of providing improved customer services more efficiently and more quickly, and to enable better integration with London's wider transport system.

Proposal 62

The Mayor, through TfL, will work to encourage the development and integration of inner and outer London rail services and multi-modal interchange hubs to create 'mini-radial' public transport links to town centres and to provide improved 'orbital' public transport connectivity.

Proposal 63

The Mayor, through TfL, will work with the DfT to continue to increase capacity on the London Overground network, with the aim of a 45 per cent increase in capacity by 2030.

Proposal 64

The Mayor, through TfL, will work to encourage the DfT to upgrade rail freight routes outside London so that non-London freight can be taken around London, thereby freeing up rail paths through the capital for additional passenger services.

Proposal 65

The Mayor, through TfL, will upgrade the Docklands Light Railway (DLR) with the introduction of a new higher-capacity train fleet, improved frequencies (towards 30 trains per hour across more of the network) and greater station capacity at major development sites and transport interchanges. The Mayor's aim is to increase capacity on existing DLR lines by 120 per cent by 2040.

Proposal 66

The Mayor, through TfL, will upgrade the tram system to improve its reliability and to increase its capacity by 85 per cent to/from Croydon by 2030.

Proposal 67

The Mayor, through TfL and working with Network Rail and the boroughs, will deliver a programme of station capacity improvements to complement line capacity enhancements and to improve the overall public transport journey experience in London.

Policy 15

The Mayor, through TfL and working with the Port of London Authority and river services operators, will seek the use of the full potential of the Thames to carry passengers, to integrate river services with the public transport system, walking and cycling networks, and to enable the transfer of freight from road to river in the interests of reducing traffic levels and the creation of Healthy Streets.

Proposal 68

The Mayor, through TfL, will work with the Port of London Authority to produce a London Passenger Pier Strategy which will promote new piers and additional capacity at strategic piers. TfL will also investigate the feasibility of new cross-river ferry services, including services between the Isle of Dogs and North Greenwich to enhance resilience in the busy Jubilee line corridor.

Proposal 69

The Mayor, through TfL, will work with host boroughs and river service operators to investigate the potential for an extension of river transport services to Barking Riverside by the early 2020s to connect key growth areas with Canary Wharf and other new developments in east London.

Policy 16

The Mayor, through TfL, will support improvements to public transport to enhance travel between London and the rest of the UK, and require regional and national

public transport schemes to be integrated into London's public transport system wherever practical.

Proposal 70

The Mayor, through the GLA and TfL, will work with relevant stakeholders to seek to ensure that transport investment on corridors in the Wider South East supports the realisation of any associated economic and housing growth potential.

Proposal 71

The Mayor, through TfL, will work to encourage the DfT to ensure the delivery of High Speed Two is complemented by Crossrail 2, new gateway stations at Euston and Old Oak Common and other improvements to London's transport system so that people are able to reach their final destination efficiently and in a timely manner by public transport, cycling or walking.

Proposal 72

The Mayor, through TfL and the boroughs and other stakeholders, will ensure new coach facilities are well connected with London's public transport system while, at the same time, seeking to reduce coach kilometres travelled in central London. This will include:

- a) Working with stakeholders to identify and deliver replacement facilities for Victoria Coach Station through the provision of one or more hubs.
- b) Continuing to work with the coach industry to enable the provision of adequate on-street and offstreet coach infrastructure in appropriate locations across London for commuter and tourist coach services.

Policy 17

The Mayor, through TfL and the boroughs, Network Rail and train operating companies, will seek the development of London's public transport services to support the growth of the night-time economy.

Policy 18

The Mayor, through TfL, will seek to ensure London has a safe, secure, accessible, world-class taxi and private hire service with opportunity for all providers to flourish.

Proposal 73

The Mayor, through TfL, will seek:

- a) Powers to limit the overall number of private hire vehicles licensed for use in London so as to manage their contribution to overall congestion, particularly in central London.
- b) Powers to introduce a requirement to ensure that taxi and private hire journeys by TfL-licensed drivers must either start or end in the Greater London area.

Proposal 74

The Mayor, through TfL, will raise the safety standards for all customers travelling by taxi and private hire vehicles through effective and transparent regulation and enforcement.

Chapter 5 – New Homes and Jobs

Policies 18 – 20 Proposals 74 – 96

Policy 19

The Mayor, through TfL and the boroughs, will ensure that new homes and jobs in London are delivered in line with the transport principles of ‘good growth’ for current and future Londoners by using transport to:

- a) *create high-density, mixed-use places, and*
- b) *unlock growth potential in underdeveloped parts of the city.*

Proposal 75

The Mayor, through TfL and the boroughs, will seek opportunities for densification of development supported by the public transport network, in particular around public transport stations and stops. Investment in improving station environments, interchanges and local walking and cycling networks, including third-party investment in the redevelopment of surrounding lower-density sites, will act as a catalyst to create wider growth.

Proposal 76

The Mayor, through TfL and the boroughs, will:

- a) Impose high expectations on developers to deliver transport solutions that will promote sustainable mode shift, reduce road congestion, improve air quality and assist in the development of attractive, healthy and active places.
- b) Restrict car parking provision within new developments, with those locations more accessible to public transport expected to be car free. New developments should contain high levels of cycle parking and storage, and contribute to the provision of on-street cycle parking in town centres and other places of high demand.

Proposal 77

The Mayor, through TfL and the boroughs, will seek to ensure that delivery and servicing plans facilitate off-peak deliveries using quiet technology, and the use of more sustainable modes of delivery, including cargo bikes and electric vehicles where practicable. Largescale developments and areawide plans should include a local consolidation strategy (consisting of measures such as shared procurement for consumables, coordinated waste and recycling collection, timetabled deliveries, ‘click and collect’ for residents and flexible loading bays). TfL will work with boroughs and other stakeholders to pilot ambitious plans in Opportunity Areas and around major developments such as High Speed Two (HS2) to reduce the impact of construction and freight related trips.

Proposal 78

The Mayor, through TfL and the boroughs, will support growth through transport investment and planning in the Central Activities Zone, in and around town centres and Opportunity Areas. The Mayor expects planning frameworks in these areas to set mode share targets that are significantly more ambitious than elsewhere in London and will require boroughs and other stakeholders to demonstrate how development plans will contribute to mode shift away from car use towards walking, cycling and public transport.

Proposal 79

The Mayor, through TfL and the boroughs, will seek to ensure that full advantage is taken of the opportunity presented by Crossrail 2 to maximise housing delivery and the creation of healthy new places that are fully integrated with their surroundings.

Proposal 80

The Mayor, through TfL and the relevant boroughs, will seek to encourage Network Rail to proceed with enhancements to the West Anglia Main Line to enable and serve sustainable development of the Upper Lea Valley.

Proposal 81

The Mayor, through TfL, the relevant boroughs and Network Rail, will seek to extend the Bakerloo line to Lewisham and beyond in order to improve public transport connectivity in this part of London and support the provision of new homes and jobs. The extension will be designed to enable the creation of an attractive, dense area in inner London, with sustainable travel behaviours and a mix of uses.

Proposal 82

The Mayor, through TfL and relevant boroughs, will support a Government-led extension of the Elizabeth line eastwards from Abbey Wood to provide up to 12 trains per hour, facilitating the sustainable development of the Thames Gateway corridor within and beyond London.

Proposal 83

The Mayor, through TfL and relevant boroughs, will examine the feasibility of delivering a new London Overground rail link between Hounslow and Old Oak and assess options for an extension towards Cricklewood.

Proposal 84

The Mayor, through TfL and the boroughs, will make the most of the transport network in London by identifying opportunities for new rail stations that will unlock the potential for significant numbers of homes and jobs to be created.

Proposal 85

The Mayor, through TfL and working with the boroughs, will complement major transport infrastructure investment with improvements to local bus services, bus priority and bus infrastructure in order to enable high-density development over a larger area and thus spread the benefits of the infrastructure investment further.

Proposal 86

The Mayor, through TfL and the boroughs, will pilot bus transit networks in outer London Opportunity Areas with the aim of bringing forward development, either ahead of rail investment or to support growth in places without planned rail access.

Proposal 87

The Mayor, through TfL and the boroughs, will explore the role for demand-responsive bus services to enable further sustainable housing development, particularly in otherwise difficult to serve areas of outer London.

Proposal 88

The Mayor, through TfL, will continue to support the construction and operation of the Silvertown Tunnel, together with the introduction of user charges on the Blackwall and Silvertown tunnels (once the latter is opened), to address the problems of traffic congestion and associated air pollution, frequent closures and consequential delays, and the lack of network resilience and reliability at the Blackwall Crossing.

Proposal 89

The Mayor, through TfL, will promote new walking, cycling and public transport river crossings where such infrastructure would accord with the policies and proposals of this strategy.

Proposal 90

Following the delivery of the Silvertown Tunnel, the Government's Lower Thames Crossing and the Docklands Light Railway (DLR) extension to Thamesmead, the Mayor will give consideration to the case for further road crossings of the river in east London where the following criteria are met:

- a) The proposal is shown to meet a growth and development need that cannot be met through the provision of a public transport only crossing.
- b) The proposal has been developed through engagement with all affected boroughs, and its location and utility are determined by reference to demand and growth modelling.
- c) The proposal is consistent with the Mayor's overall vision for a healthy city, and includes provision for a mechanism to ensure that any negative impacts of the likely volume of traffic carried can be managed within relevant environmental limits
- d) In conjunction with the Silvertown Tunnel, the Government's Lower Thames Crossing and the DLR to Thamesmead, the proposal would support future sustainable development and reduce barriers to trade and employment between east and south east London.
- e) The proposal includes appropriate provision for pedestrians, cyclists and public transport services (unless there is already alternative provision for these users nearby).
- f) Legal limits for air quality are met, and there would be no significant adverse air quality impacts at sensitive receptors, including schools.
- g) The use of the river for the movement of freight will be maintained and protected.

Proposal 91

The Mayor, through TfL, will consider, when surplus transport land becomes available, its accessibility to the transport network and its potential for the development of sustainable, affordable housing. Any capital receipts generated from the sale of TfL surplus land shall be allocated to TfL's transport investment programme.

Proposal 92

The Mayor, through TfL, will pursue opportunities for mixeduse development and redevelopment in and around operational sites such as rail or bus stations to deliver

much-needed housing and regeneration, while continuing to protect, and enhance where practicably possible, transport operations.

Proposal 93

The Mayor, through TfL and working with the relevant boroughs, will examine the feasibility of decking over the A13 at Barking and assess the case for its potential to provide sustainable housing, jobs, and to improve the character of the surrounding environment for the benefit of existing communities.

Proposal 94

The Mayor, through TfL, the boroughs, planning authorities beyond London and other delivery agencies, will:

- a) Develop mechanisms for coordinating planning and investment along transport growth corridors, building on approaches such as the London Stansted Cambridge Corridor and Old Kent Road.
- b) Develop Opportunity Area Planning Frameworks with ambitious mode shares for walking, cycling and public transport, maximising the use of investment in transport infrastructure and services.
- c) Use public sector funding to deliver smaller-scale transport schemes that help to unlock directly the potential for the creation of new homes and jobs, and leverage funding for such purposes from other sources. TfL's Growth Fund is currently funding 15 schemes that will support 50,000 new homes and 30,000 new jobs by 2024.
- d) Embed 'good growth' principles in TfL assessment of development proposals and Transport Assessment requirements, and then use and apply them.
- e) Update TfL's Travel Plan guidance to encourage sustainable travel, reflect the aims of the Healthy Streets Approach and ensure developers take account of the need to deliver carbon-free transport in London by 2050.

Proposal 95

The Mayor will promote the improvement of surface links to London's airports, with airport operators contributing a fair share of the funding required.

Policy 20

The Mayor will continue to oppose expansion of Heathrow airport unless it can be shown that no new noise or air quality harm would result and the benefits of future regulatory and technology improvements would be fairly shared with affected communities. Any such expansion must also demonstrate how the surface access networks will be invested in to accommodate the resultant additional demand alongside background growth.

Proposal 96

The Mayor will seek a commitment from Government to fund and deliver within an appropriate timescale the extensive transport measures required to support the expansion of Heathrow.

Chapter 6 – Delivering the Vision

Policies 21 – 24, Proposal 97 - 103

Policy 21

The Mayor, through TfL, will manage new transport services in London so that they support the Healthy Streets Approach, guided by the following principles:

- a) Supporting mode shift away from car travel: new transport services should not encourage more car journeys, especially where there are good walking, cycling or public transport options.*
- b) Complementing the public transport system: new services should help more people who would otherwise complete their journey by car to access the public transport network, while not reducing walking and cycling to and from stops and stations. They should also provide a means of travel in areas where public transport connectivity is currently poor (especially in outer London).*
- c) Opening travel to all: new services should be accessible to all Londoners and should not contribute to the creation of social, economic or digital divides in which some Londoners would have better travel options than others.*
- d) Cleaning London's air: new services should prioritise ultra-low and zero emission vehicles to reduce emissions of carbon dioxide, nitrogen oxides and particulate matter in London and enable faster switching to cleaner technologies.*
- e) Creating a safe, attractive environment on our streets: new services and technology should help create a safer, quieter and more pleasant environment on London's streets, where it is more attractive to walk or cycle, and should not lead to existing active trips being made by non-active modes. There must always be an emphasis on the safety of passengers, pedestrians, cyclists and other road users.*
- f) Using space efficiently: new services must make efficient use of road and kerb space, be appropriate for the area of London in which they operate, and share data where possible to enable improved monitoring, operating and planning of the transport network.*

Proposal 97

The Mayor, through TfL, will work to ensure its provision of information and payments platforms take account of technological advances and evolve and remain fit for purpose.

Proposal 98

The Mayor, through TfL, will explore and monitor the relationship between access to kerb space and the level of demand for all forms of car travel to inform assessment of how demand management measures should evolve over time.

Proposal 99

The Mayor, through TfL, will explore and trial demand-responsive bus services as a possible complement to 'conventional' public transport services in London.

Proposal 100

The Mayor, through TfL, will take part in trials of new vehicle technology, adopting a

safetyfirst approach, and will consider the application of new vehicle technology in support of the Healthy Streets Approach.

Proposal 101

The Mayor, through TfL and working with the DfT and other stakeholders, will adopt an appropriate mix of policy and regulation to ensure connected and autonomous vehicles develop and are used in a way consistent with the policies and proposals of this strategy.

Policy 22

The Mayor will seek to ensure that London's transport system is adequately and fairly funded to deliver the aims of the Transport Strategy. Additional powers should be devolved to the Mayor, the GLA or TfL to enable the Mayor and his agencies to respond effectively to economic, social and environmental change. This includes financial, regulatory and other powers to enable London's challenges to be met, and emerging opportunities to be optimised.

Proposal 102

The Mayor, through TfL and working with Government, will fund the delivery of the strategy by:

- a) Maximising any available efficiencies, subsidising services at appropriate levels and ensuring that value for money is otherwise achieved from the existing and planned transport network.
- b) Seeking to ensure a sustained level of funding from fares, Business Rate Retention and other existing sources of income.
- c) Seeking additional taxes, powers or other similar mechanisms, including Vehicle Excise Duty in London, to create a fairer way of funding the delivery of transport schemes and services, to better capture and conserve the benefits they create and to enable the delivery of the transport and community benefits that the pursuit of this strategy will bring to London, the Wider South East and the UK as a whole.

Policy 23

The boroughs shall prepare and implement Local Implementation Plans (LIPs) containing proposals for the implementation of the Mayor's Transport Strategy in their area. Each LIP should also contain a delivery plan and a performance monitoring plan

Proposal 103

The Mayor, through TfL, will offer support and guidance to ensure that local transport schemes and initiatives as set out in Local Implementation Plans are supported by monitoring plans that demonstrate delivery against the policies, proposals and expected outcomes of this strategy.

Policy 24

The Mayor, through TfL and the boroughs, will review their delivery plans should monitoring show that the expected transport outcomes of this strategy are unlikely to be achieved.

Committee(s)	Dated:
Planning and Transportation – For decision	03/10/2017
Subject: Dockless Cycle Hire	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Decision
Report author: Eddie Jackson, Department of the Built Environment	

Summary

This report provides details of commercial dockless cycle hire operations that are beginning to launch in London and are likely to affect the City. The report also sets out proposals to manage the operation of dockless cycle hire in the Square Mile through Transport for London’s (TfL) Code of Practice (Appendix 1, also published on the TfL website), and a City of London specific Policy Statement for engagement with operators, in the City Corporation’s role as Highway Authority.

Dockless cycle hire schemes provide low-cost, short term public cycle hire, intended for short journeys in urban environments. The schemes do not require any on-street infrastructure, bikes have an integrated lock and users can unlock bikes using a smartphone app. Schemes are established in several cities overseas, and have been launched this year in Manchester, Cambridge and Oxford. One scheme has recently launched in the London Borough of Hackney. Several other operators are in the process of launching, or are expected to launch schemes in London in the coming months.

The schemes have the potential to be a convenient, no-cost addition to the City’s transport network, and promote cycling for short trips. The schemes must however be carefully managed to avoid negative impacts on City streets, particularly the potential to obstruct people walking. Operators do not require consent from local authorities, including TfL and the Greater London Authority (GLA), who have no powers to prohibit the operation of dockless cycle hire schemes. However, there are powers in respect of danger, nuisance or obstruction caused by the operations. Officers are working with Open Spaces to ensure the City’s interests are protected.

Recommendation(s)

Members are asked to:

- Approve the proposed City Corporation Policy Statement on dockless cycle hire set out in paragraph 13 of this report
- Endorse and adopt the TfL Dockless Cycle Hire Code of Conduct (Appendix 1)

Main Report

Background

1. 'Dockless cycle hire' is a generic term for a short term cycle hire scheme, similar to Santander Cycles, but entirely 'free floating' – with no on street docking infrastructure required, although users may park bikes on or near public cycle stands. The schemes are commercially operated and do not require any public funding or subsidy.
2. Users of a dockless hire scheme use a smartphone app to locate the GPS-enabled bikes, which are then unlocked electronically via the same app. At the end of the journey, the user is able to leave the bike anywhere convenient, and lock the bike using the app. The integral lock and kickstand mean that bikes do not need to be attached to a cycle stand or other street furniture to be secured. Most operators provide prompts to users through the app when locking the bikes to remind them to park considerately.
3. With some schemes the operating area of the bikes can be restricted to particular areas using a 'geo-fence'. This GPS technology can be used to make bikes left outside a defined area unavailable for a new hire – relying on the person who rode it originally, or the bike hire operator to return the bike to the scheme area.
4. Geo-fencing technology can also be used more locally to prevent bikes being left in particularly busy or sensitive locations – immediately outside railway stations for example – by preventing the user from ending their hire in designated areas. Users may be penalised for leaving a bike in prohibited areas.
5. Several companies – mainly based in the Far East, and all backed by significant investment – have either launched, or expressed an interest in launching a dockless bike scheme in the UK. Trial schemes started in Manchester, Cambridge and Oxford earlier this year and the London Borough of Hackney commenced a trial in September. The Hackney scheme is geo-fenced to allow hires only within the borough boundary at present, meaning that bikes may be left on City streets, but would not be available for use by anyone other than the original hirer.

Current Position

6. As a dockless cycle hire scheme can operate with no on-street infrastructure, companies are able to operate their scheme without the express consent of the Highway Authorities. This occurred in July 2017 when 'Obike' – one of the largest global operators – launched their scheme with virtually no notice, depositing several hundred bikes in inner London boroughs, including Tower Hamlets. Several of these bikes appeared in the City shortly after the launch as users rode them in from surrounding boroughs.
7. As no engagement took place in advance, the response from TfL and most boroughs was to request that Obike remove their bikes from the streets until management arrangements could be agreed. In some cases, bikes that were

deemed to be causing an obstruction or nuisance were removed by TfL and London Boroughs. In particular, all bikes that were on the left on the Transport for London Road Network (TLRN) were removed. The vast majority of these bikes have now disappeared from London streets.

8. City Corporation Officers are aware of several other operators aiming to launch schemes in London in the coming months. Officers in the Department of the Built Environment have met with the operator of the Hackney trial, and have been approached by several others seeking to engage with the City Corporation. This proactive engagement suggests that a co-operative approach is now being taken by most operators. The nature of these schemes does mean though, that explicit agreement to operate on any London street is not necessarily required.
9. City Corporation Officers attend a regular TfL-led Borough Working Group on dockless cycles, and have agreed to share information and best practice with London Boroughs. Internally, officers are working with colleagues in Open Spaces to safeguard the City's interests within and without the City.
10. In consultation with boroughs and the City of London, TfL has developed a Code of Conduct for companies wishing to operate a dockless cycle hire scheme in London. This document, attached as Appendix 1 and also available on the TfL website, sets out clear standards for safe and efficient operation of the schemes in London, including a requirement to engage with local authorities.
11. Dockless cycle hire has the potential to be a positive development for the City, but as a new phenomenon in the UK, the potential costs and benefits of these schemes are still emerging. Officers have engaged with Cambridge City Council and Transport for Greater Manchester on their trial schemes, and are in regular contact with TfL and London Boroughs in order to understand the key positives and negatives. Table 1 provides an overview of the principal considerations.

Advantages	Disadvantages
<ul style="list-style-type: none"> • Dockless bike hire can provide low-cost access to a bike for short journeys (cost of hire is typically around 50p per half hour). • Schemes are entirely commercial – no public subsidy is required. • The flexibility of the scheme and ability to cycle door-to-door may encourage mode shift, particularly from short taxi, bus or tube trips within central London. • Avoids the problem of full docking stations preventing users from parking the bike. 	<ul style="list-style-type: none"> • Potential for street clutter, danger, obstruction and nuisance from parked bikes – a particular concern in areas of the City with narrow footways and high footfall. Operators intend to promote 'good' and penalise 'bad' behaviour with a user feedback system, but the effectiveness of the system is so far untested. • Potential lack of engagement and co-operation of operators as no consent is required from highway authorities – schemes could operate in theory without agreement with the City.
Other Key Points	
<ul style="list-style-type: none"> • Manual redistribution of the bikes during the day is likely to be required, to deal with the tidal flow of bikes into the City in the morning. A suitable redistribution arrangement is a key requirement of the Code of Practice. 	

Table 1 – Summary of advantages and disadvantages of dockless cycle hire schemes

12. As schemes launch in boroughs neighbouring the City, it is almost inevitable that some cycles from these schemes will arrive on City streets in the near future, so a clear position on managing the schemes is likely to become increasingly important. The Hackney scheme is currently set up in such a way that bikes may be cycled into the City and left on-street for up to 24 hours, but would not be available for use by anyone other than the original hirer. The onus is on the hirer to return the bike to Hackney, with penalties levied on users that do not return the bike within the allotted time. Agreeing a clear position that recognises dockless bikes may be available for hire within the City, (subject to adhering to the Code of Practice), would allow bikes to be available to other users, demonstrating the City Corporation's support for innovative and well-managed schemes that promote safe transport by bike in and around the City.

Proposals

13. It is proposed that the City Corporation adopt the following initial position on accommodating dockless cycle hire in the City of London and engaging with operators. This position will be kept under regular review as schemes are established and operations expand.

- The City of London Corporation recognises the role that well-organised dockless cycle hire schemes can play in providing low-cost public access to cycles for short urban journeys and endorses the Dockless Bike Share: Code of Practice for Safe Operation in London ("the Code").
- Operators are expected to follow the requirements and recommendations of the Code.
- While the City of London is likely to be a popular destination for trips undertaken by dockless cycle hire, the street layout and extremely high footfall in the City means that highway in the City is an unsuitable location for dockless cycle hire operations to be based. This means that no operator should directly place cycles on City Corporation highway. Cycles should not be placed on any other land in the City without the consent of the property owner. The City Corporation should be informed in advance of any proposals to base cycles on private property within the City.
- The City Corporation will engage with operators wishing to operate dockless cycle hire schemes, and users of the schemes may leave the cycles in appropriate locations on City streets, with these cycles then available for public hire, subject to cycle hire operators' compliance with the Code and the City Corporation Policy Statement.
- Cycles belonging to operators not complying with the Code and causing danger, obstruction or nuisance will be removed by the City Corporation and operators will be liable for costs as set out in the Code.

14. It is proposed that the TfL Dockless Cycle Hire Code of Practice (Appendix 1) is endorsed by the City Corporation. This code has been drawn up in consultation with boroughs and the City of London. Endorsement of this code of practice

would provide clarity for scheme operators and a level of consistency across City and borough boundaries.

Corporate & Strategic Implications

15. The proposals support the DBE Business Plan objectives to develop a 'smart city' approach through use of data and technology, and create an accessible City which is stimulating, safe and easy to move around in.
16. The proposals support Local Plan Policy CS16 3 (iv) - supporting London-wide cycling schemes in parallel with initiatives to improve cycle parking in the City.
17. There is a risk that the City Corporation may be seen as unsupportive of a scheme to encourage cycling if neighbouring authorities permit dockless cycle hire schemes but the City does not allow their operation within our boundaries.

Implications

18. Legal Implications are contained in the body of the report and Code of Practice.
19. Financial Implications - Accommodating a dockless cycle hire scheme has no direct cost to the City Corporation. There would be an indirect cost if significant numbers of the bikes were deemed to be causing a danger, nuisance or obstruction, and the City Corporation therefore removed them from the street in default of the operator's removal requirements. Storage costs would also be incurred. Instances of removals would be monitored and inform reviews of the City's position. Costs will be sought from operators in all instances where they are liable

Health Implications

20. The proposals would support the introduction of new cycle hire facilities in the City. This will encourage active travel within central London, and particularly shift journeys from short bus, taxi and tube trips, with potential benefits to air quality and public health.

Conclusion

21. Commercial dockless cycle hire schemes are starting to emerge onto London's streets, providing additional transport options for short urban trips. The lack of infrastructure required to operate the schemes means that express consent is not required from Highway Authorities. Actively engaging and forging good relationships with operators will allow the City Corporation to set out clear expectations for scheme operations. Co-operation with operators will help ensure that the schemes operate for the benefit of the City, and ensure a level of consistency between the City, boroughs and operators.

Appendices

- Appendix 1 – TfL Dockless Cycle Hire Code of Conduct

Eddie Jackson

Department of the Built Environment

T: 020 7332 1937

E: edward.jackson@cityoflondon.gov.uk



Dockless bike share code of practice

For Operators in London

September 2017

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1. Introduction

- 1.1. Transport for London (TfL) and the Boroughs have a key role in shaping what life is like in London, helping to realise the Mayor's vision for a 'City for All Londoners'. We are committed to creating a fairer, greener, healthier and more prosperous city. The Mayor's Transport Strategy sets a target for 80 per cent of all journeys to be made on foot, by bike or using public transport by 2041. To achieve this, TfL, the Boroughs and other transport providers must work together to make the city a place where people choose to walk and cycle more often.
- 1.2. **The potential to get more people cycling is huge, and dockless bikes are a way to make cycling more accessible and will complement London's existing public transport network.**
- 1.3. Alongside this, streets must be made more accessible for those who prefer to walk, especially children and older and disabled Londoners. Safety remains our primary objective and it is our duty to protect the rights of the public to use and enjoy the Capital's highways and footways. **Dockless bike share schemes must work for everyone without impacting, or causing a Danger to, other road users.**
- 1.4. This code of practice (this Code) has been developed in collaboration with London's Boroughs. It outlines the requirements and recommendations that Operators are expected to follow as part of delivering safe and effective schemes in the Capital.
- 1.5. **This Code will be reviewed and updated regularly so it continues to reflect best practice and the interests of Londoners.**
- 1.6. It complements the existing legal and regulatory framework, which Operators must observe and comply with at all times. Failure to follow this Code may be taken into account should any Highway Authority take enforcement action (see Section 7 of this Code) or begin legal proceedings against any Operator.
- 1.7. Copies of this Code are publicly available, in accordance with the Local Government (Access to Information) Act 1985.

2. Aim and scope

- 2.1. A key aim of this Code is to ensure well-designed, dockless bike share schemes that complement London's public transport network and support the Mayor's Transport Strategy.
- 2.2. This Code applies to all Operators and sets out the operational and safety standards that Operators are expected to adhere to.

3. Definitions

3.1. For the purpose of this document the following definitions apply:

Boroughs

3.2. Boroughs mean all of the 32 London boroughs and the City of London.

Danger

3.3. Danger means risk of bodily harm or injury or damage to property.

Geographic Controls or Geo-fencing

3.4. Geographic Controls or Geo-fencing means the use of Global Positioning Systems (GPS) or Radio Frequency Identification Device (RFID) technology to create a virtual geographic fence. When a device moves into (or out of) the space defined by the fence, triggers are sent and the user will receive, for example, a text or push notification.

The technology allows Operators to specify where a bike can be safely parked, or create an exclusion zone that prevents the bike from being manually locked.

Highway Authority

3.5. Highway Authority means a body responsible for the administration of Public Roads including TfL, Highways England and the Boroughs.

Non-participating Borough

3.6. Non-participating Borough means any Borough which is not directly associated with an Operator that could be interpreted as not supporting dockless bike share schemes, either explicitly or implicitly.

Nuisance

3.7. Nuisance means an act, omission, situation or practice that materially affects the reasonable comfort and convenience of the public.

Obstruction

3.8. Obstruction means a situation arising from the deposit of a bike or bikes (whether by reason of its or their position, their number, or otherwise) so as adversely to affect the free use of a highway (including a footway or a carriageway), or adversely to affect the free use of any other public or private land which is not specifically assigned for the purposes of dockless bikes.

Operator

3.9. Operator means any Operator running or planning to run a dockless bike share scheme on Public Roads or which may affect any premises or assets of TfL or the Boroughs.

Participating Borough

3.10. Participating Borough means a Borough that has entered into a Memorandum of Understanding (MoU) or other agreement with an Operator to support the operation of a dockless bike share scheme in that Borough.

Public Road

3.11. Public Road means any highway or other road maintainable at public expense.

4. General requirements

- 4.1. Any Operator wishing to run a dockless bike share scheme within the Capital should be an accredited London Living Wage Employer. It must also:
- Comply with all applicable laws, codes of practice and standards
 - Take out and maintain appropriate insurances, for itself and users of the scheme, as well as appropriate public liability insurance

5. Engagement

Prior to launching a dockless bike share scheme, Operators must engage with TfL and all other relevant Highway Authorities responsible for the Public Roads on which the scheme is proposed to operate or whose premises may be affected by such scheme.

- 5.1. Engagement with Highway Authorities includes (without limitation):
- Agreeing a detailed operations plan specifying how the scheme will comply with all of the requirements contained in this Code, in particular the provision and application of:
 - Strict Geographic Controls
 - Parking infrastructure and control
 - Agreeing detailed plans outlining where and when the Operator plans to introduce a scheme, the number of cycles and the extent to which the Operator expects the volume of bikes to grow and be managed
 - Providing evidence the Operator has engaged with Highway Authorities likely to be affected by the scheme in the Participating Borough (eg neighbouring Boroughs)

The Operator must also agree to any additional terms required by the relevant Highway Authorities to supplement this Code.

- 5.2. As well as adhering to this Code, it is recommended that Operators establish an appropriate form of agreement with Participating Borough(s). It must be noted, however, that any such agreement is without prejudice to the requirement for Operators to comply with all applicable laws including those governing interference with free passage on Public Roads.
- 5.3. Dockless bike share schemes should be introduced on a trial basis. Parameters should be set with Participating Boroughs specifying, as a minimum, the number of bikes to be deployed, when the trial will take place, how long it will last and reporting on the performance and impact of the trial scheme.
- 5.4. Operators must agree to cease operations and remove all bicycles if instructed to do so by a relevant Highway Authority.
- 5.5. Operators should also consider the benefits of wider engagement, at proposal stage and during operation, with the public, private landowners, and other stakeholders likely to be impacted by the scheme. This should include (without limitation):
- Communicating the general nature of the scheme including approval to operate from the relevant Borough(s)
 - Explaining the scope, for instance the number of bicycles involved and the geographical area in which they may be used

- Providing reassurance and addressing any concerns that the public and local stakeholders may have. Particular consideration should be given to vulnerable road users such as pedestrians, disabled people and those who are visually or hearing impaired

6. Safety and maintenance

The safety of Londoners is a primary concern and increases in the number of people cycling must be achieved safely, minimising Danger to the public. Without limitation, Operators must meet the standards set out below.

- 6.1. Operators must achieve and maintain ISO 4210:2014 standards for bicycles in the UK and it is always their responsibility to ensure this. They must have robust maintenance and servicing regimes in place so bicycles continue to meet applicable laws and standards. As a minimum, bicycles should be given a full service annually, with formal checks and repairs taking place regularly throughout the year.

It is, at the time of publication, a legal requirement to:

- Provide hand-operated brakes arranged left-hand rear and right-hand front
- Provide front and back lights on the bike so it can operate safely in low light conditions – BS EN ISO 4210:1-9 The Pedal Bicycles (Safety) Regulations 2010 and Road Vehicle Lighting Regulations 1989
- Provide a rear red reflector and amber/yellow reflectors on the front and rear of each pedal
- Make sure all bicycles have an individually identifiable asset number

This is not a list of all legal requirements. It is the Operators' responsibility to make sure they comply with all applicable laws and standards for bicycles in the UK.

- 6.2. Operators must also comply with all applicable health and safety legislation. This includes (without limitation) setting out how they will report the number of staff and customers killed or seriously injured (if any) while working for, or using, the scheme.
- 6.3. They must have operational processes in place to enable customers and members of the public to easily report unsafe or damaged bicycles (see Section 8 (Customer experience and education)). It is the responsibility of the Operator to make sure these bicycles are no longer available for hire, and are recovered within the following service response times:
- **Where a bicycle is considered to be causing a Danger or Obstruction**, the bicycle should be removed within two hours, or within the Highway Authority's emergency response time, whichever is the quickest. If bicycles are causing an immediate Danger, the relevant Highway Authority may remove them without prior notice. The Operator will be liable for all associated costs
 - **Where a bicycle is reported to be causing a Nuisance**, a maximum response time of 24 hours will be required
- 6.4. Operators must make sure the bicycles are cleaned frequently and within suitable timeframes as agreed with the relevant Highway Authorities. This will include, but is not limited to, removing offensive graffiti and biohazardous material proactively or when directed by the Highway Authorities.

- 6.5. TfL encourages Operators to achieve the Fleet Operator Recognition Scheme (FORS) bronze accreditation to demonstrate their business is being run safely, efficiently and in an environmentally sound manner. FORS aims to ensure:
- **Safer operations** – Operators meet accreditation standards and report, investigate and analyse incidents
 - **Safer drivers** – approved training is available to drivers to increase their awareness of vulnerable road users' safety
 - **Safer vehicles** – those over 3.5 tonnes are fitted with specified safety equipment
- 6.6. The minimum age recommended for a registered user of any scheme will be 18. If accompanied by an adult, users must be at least 14-years-old. This will be explained both in the user terms and conditions and on the bicycle.

7. Operations

Dockless bike share schemes must be operated so as not to cause disruption. The deposit or use of shared dockless bikes (individually or collectively) must not cause Nuisance or Obstruction, and must not restrict or affect the use or enjoyment of property on Public Roads, the premises of any Highway Authority, or private land. The Highways Act 1980 and relevant Highway Authority byelaws provide powers to remove unlawfully deposited bicycles. A Highway Authority may consider giving a warning or taking enforcement action such as issuing Fixed Penalty Notices (FPNs) or prosecuting, where this is required. Operators will be treated as responsible for the use (including the deposit) of any bike they own or manage.

- 7.1. Where an Obstruction occurs, the bike or bikes involved must be moved to a compliant parking space within the timescales set out in Section 6.3. Failure to comply may result in removal, a formal warning, FPN or prosecution.
- 7.2. Where bikes have been removed either by a Highway Authority or emergency services, the Operator will be liable to pay all associated reasonable costs.
- 7.3. Any specific infrastructure requirements that are considered necessary to support the proposed scheme, for instance demarcation, additional parking areas and Sheffield bike stands, will be agreed with the relevant Highway Authorities.
- 7.4. Operators must liaise with TfL, the relevant Borough(s) and organisations such as the Royal Parks and Network Rail, to establish guidelines for where bikes can and cannot be parked. This will include general parking rules and details of specific areas where parking is prohibited at all or certain times.
- 7.5. Operators must make that an Obstruction does not arise because of the deposit of bikes, and that bikes are not deposited in predesignated no-go areas such as around fire escapes (eg through Geo-fencing).
- 7.6. Operators must also be able to monitor and report the location of all their bikes in real time. It is recommended that they can identify any bikes that have fallen over, and so pose a safety risk, and therefore are liable to be removed.
- 7.7. **Operators must have the capability to manage the removal and redistribution of bicycles including when required by a Highway Authority or the Police and (without limitation):**

- When clustering of bikes occurs, for example around transport interchanges during peak times and at large stadia and other important venues
- If there has been a major incident and the emergency services have requested the immediate removal of all bikes
- When cycle journeys have ended in a Non-participating Borough
- In preparation for planned events as instructed by Highway Authorities or emergency services
- If requested to cease all operations

Service level agreements addressing these situations must be agreed with the relevant Highway Authorities.

- 7.8. The Operator must ensure the safe and lawful loading and unloading of bicycles by properly trained individuals with suitable training records kept and available for inspection. Obstruction must be avoided.
- 7.9. Operators' staff must be properly trained as to where bikes may and may not be deployed with suitable training records kept and available for inspection.
- 7.10. Operators must provide the Highway Authorities with a telephone number and details of a named person or persons who can be contacted directly and immediately, at any time of day, on any day, and who will have the authority and resources available to them in order to rectify any foreseeable problems or take any other appropriate action.

8. Customer experience and education

- 8.1. Operators must offer 24-hour communication channels. This includes a telephone number that is clearly advertised on their website, mobile apps and bicycles.

Customer enquiries made during business hours should go direct to the Operator. An after-hours phone menu should be available for queries outside business hours, where not direct to the Operator.

- 8.2. The Operator must make sure the terms and conditions of use for their scheme/s are easily available to customers, via their website and mobile apps. They must:
- Require all customers to accept their scheme's terms and conditions that includes clear guidelines on where the scheme operates and where bicycles can and cannot be parked
 - Highlight important components of their terms and conditions including parking restrictions, incentives for good behaviour and penalties for non-compliance
 - Provide general advice on their mobile app as part of the sign-up process that promotes safe and lawful bicycle use in London. This should include, but is not limited to, guidance on:
 - Staying back from heavy goods vehicles
 - Not cycling on pavements
 - Staying away from parked cars
 - Stopping at red lights
 - Staying central on narrow roads

- Hand signals for safe turning
 - Provide a ‘frequently asked question’ page on their website and mobile app
- 8.3. All Operators’ deposit and payments policy must be in accordance with the Payment Card Industry Data Security Standard. It should be transparent, reasonable and clearly communicated to the customer when they sign up to the scheme and when they hire a bike.
- 8.4. Operators must have a complaints handling procedure. It must be well publicised and clearly communicated on their website and mobile app. It must also:
- Include contact details, and the process, for making a complaint
 - State the timeframes in which the Operator will endeavour to resolve the complaint, including when they are likely to notify the complainant about its progress or resolution
 - Be accessible so that disabled customers can lodge and progress a complaint

9. Data requirements

The Mayor’s commitment to increasing safe cycling in London requires TfL and the Boroughs to understand patterns of cycle demand and use. Dockless bike sharing provides an opportunity to do this more accurately, which will better inform the Mayor’s cycling strategy for London.

- 9.1. Operators must share anonymised trip data with the relevant Highway Authority to help enhance the cycling network.
- 9.2. They must also share data with the police and other law enforcement agencies if bicycles are suspected of being used for illegal or antisocial purposes.
- 9.3. In accordance with data protection legislation, all personal data must be processed lawfully. Operators must make sure appropriate security measures are taken against unauthorised access to, or alteration, disclosure, accidental loss or destruction of, personal data.

10. The environment

TfL and the Boroughs are determined to reduce the impact of their transport operations on the environment. Measures in the Mayor’s clean air strategy will target the most polluting vehicles in London.

- 10.1. When redistributing bikes, Operators should consider the environmental impact of any vehicles used. Compliance with the FORS bronze accreditation will contribute to this.
- 10.2. It is recommended that Operators comply with ISO 14001:2015 to minimise negative impacts on the environment.
- 10.3. Recognising that bicycles have a limited useful life, Operators must share their policy for reusing and recycling their assets with TfL and the relevant Boroughs.

11. Accessibility requirements

TfL and the Boroughs continue to improve the Capital’s urban realm, decluttering streets and making public spaces more pleasant and easier for disabled people to use.

11.1. Operators should recognise TfL's equality and inclusion policy and must be committed to improving transport in London by making it more accessible, safe and reliable.

12. Future considerations

TfL, in partnership with the Boroughs, remains open to innovative new services that could help achieve the Mayor's goals for cycling, provided they are safe and effectively managed.

The introduction of dockless bike sharing will be closely monitored as appropriate governance and regulatory controls are explored to make sure it works for everyone in the Capital.

Committee(s)	Dated:
Planning & Transportation	3 October 2017
Subject: City Fund Highway Declaration – 22 Bishopsgate, EC2	Public
Report of: City Surveyor (CS.393/17)	For Decision
Report author: Roger Adams	

Summary

Approval is sought to declare parcels of City Fund highway land and airspace and subterranean land having an overall area of 4,040 ft² and situated in Bishopsgate, Undershaft and Great St Helens, EC2 to be surplus to highway requirements to allow its disposal in conjunction with the permitted development scheme at 22 Bishopsgate, EC2.

The scheme was approved by your Committee on the 28 November 2016 (16/00849/FULEIA) with part of it wholly encompassing City Corporation land within the highway and further parts of the scheme projecting above and beneath highway land.

Before any third party interests can be granted in City Fund highway land the affected areas first need to be declared surplus to highway requirements.

In this instance the scheme includes superstructure to be built upon highway land thus involving stopping-up of those highway parcels which is to be dealt with as a separate statutory procedure and independently of the proposed highway disposal. There are also airspace and subterranean projections and cladding required to an adjacent high level flank wall that will project into City Corporation airspace, all of which are to be limited to suitable datum levels in order to preserve the highway stratum.

Some of the affected highway land at Bishopsgate may have transferred to Transport for London (TFL) under the provisions of the *GLA Roads and Side Roads (Transfer of Property etc.) Order 2000* when it became the highway authority for the GLA roads (Red Routes).

The terms for the highway disposal are to be reported separately for approval of the Corporate Asset Sub Committee and Finance Committee and the Court of Common Council subject to your approval to declare the affected parcels of land to be surplus to highway requirements to enable the development.

Recommendation

Members are asked to:

- Resolve to declare an area of City Fund highway land measuring 2,739 ft² (254.46 m²) to be wholly surplus to highway requirements and further City

Fund highway land measuring 1,301 ft² (120.87 m²) surplus to highway requirements only in respect of the airspace and subterranean parts thus ensuring retention of the highway stratum for the continuing highway functions therein and all situated at Bishopsgate, Undershaft and Great St Helen's EC2 as shown on the annexed plan to enable disposal upon terms including necessary datum levels all to be approved by the Corporate Asset Sub Committee and Finance Committee and the Court of Common Council.

Main Report

Background

1. AXA Real Estate Consortium (AXA) is currently in the course of constructing its permitted development scheme at 22 Bishopsgate, EC2 (planning consent no.16/00849/FULEIA). AXA acquired the property from Arab Investments whose development of previous scheme known as 'The Pinnacle' stalled in 2012 during the early course of construction.
2. The AXA development is to have ground level plus 61 upper storeys (including 4 double height levels) comprising circa 1,382,400 ft² (128,430 m²) net internal accommodation including restaurant, retail space and leisure space (amounting to 107,400 ft² approximately) plus basement accommodation and upper level service decks.
3. The development is presently anticipated to complete around the 2nd quarter 2019 and thereafter available for letting.
4. The development encompasses City Corporation owned highway land and also has architectural features and basements that will project into other parts of City Corporation highway land situated in Bishopsgate, Undershaft and Great St Helens, EC2. A planning condition requires AXA to clad the flank wall at 42-44 Bishopsgate involving the use of City Corporation airspace.

Current Position

5. AXA has approached the City Corporation seeking to acquire suitable interests in the highway land affected by its development scheme.
6. Buildings where the construction and retention of accommodation or integral components would be governed or is governed solely by a highway licence can be compromised investments.
7. For the purpose of promoting long term development the City Corporation can dispose of suitable interests where permitted schemes encompass City Corporation owned highway land. The disposal of the highway land would support works in connection with the proper planning of the area.
8. Before the City Corporation is able to dispose of any interests in its City Fund highway land affected by permitted schemes it must first declare the land surplus to highway requirements.

9. Although the City Corporation can dispose of its highway land as a property owner the highway stratum will nevertheless remain vested in the City Corporation as the highway authority until such time as it may be stopped-up. In this instance the approved scheme involves stopping up of parts of the highway upon which superstructure is to be constructed and will be subject to a separate statutory procedure to be dealt with independently of the highway disposal.
10. **Affected Highway** - The area of City Fund highway encompassed by the development and into which there are to be built projections comprises an overall area of 4,040 ft² (375.33 m²) situated in Bishopsgate, Undershaft and Great St Helens, EC2 as shown on the map at Appendix 1.
11. **Red Route** - Bishopsgate is a GLA road (Red Route), and some of the affected highway land in Bishopsgate may have transferred to TFL under the provisions of the *GLA Roads and Side Roads (Transfer of Property etc.) Order 2000* (Transfer Order). The extent of land which transferred to TFL is currently the subject of arbitration proceedings which it commenced under the Transfer Order provisions. Pending resolution of the ownership issue, the disposal is being done in co-operation with TFL.
12. **Ordnance Datum Newlyn** – The British mainland national geographic height measurement system by reference to which the volume of airspace can be identified from defined upper and lower levels.

Proposals

13. Subject to your agreement to declare surplus to highway requirements pursuant to *City of London (Various Powers) Act 1958 section 9* and the *Town and Country Planning Act 1990 sections 233(1)(a) & (b)* as appropriate the whole of the City Fund highway land measuring 2,739 ft² and the airspace and basement levels of highway land measuring 1,301 ft² all as situated in Bishopsgate, Undershaft and Great St Helens, EC2 and shown on the map at Appendix 1, it is proposed that the City Corporation disposes of a suitable interest in the land to support the permitted development scheme (16/00849/FULEIA) upon terms to be approved by the Corporate Asset Sub Committee and Finance Committee and the Court of Common Council.

Corporate & Strategic Implications

14. The disposal of highway land will support the development and investment in the City which *inter alia* ensures the supply of first class business accommodation in the City (A World Class City).

Financial Implications

15. The financial implications of disposal of the highway asset will be presented for consideration to the Corporate Asset Sub Committee and Finance Committee and the Court of Common Council.

Legal Implications

16. **Stopping-up** – The development encompasses parts of the highway for which stopping up is required to be dealt with as a separate statutory procedure and independently of the highway disposal.
17. **Power of Disposal** - The proposed transaction involves disposal of interests in City Fund highway land that were acquired under historic legislation where part is now held for highway purposes and part is held for planning purposes.
18. **Highway Purposes** - Disposal of any interests in City Fund land which is held for highway purposes is authorised by the *City of London (Various Powers) Act 1958, Section 9*, which allows the City Corporation to dispose of its land within or outside of the City in such manner and for such consideration and on such terms and conditions as it thinks fit.
19. **Planning Purposes** - Disposal of any interests in City Fund land which is held for planning purposes is authorised by the *Town and Country Planning Act 1990, Section 233(1)(a) & (b)* to secure the best use of land or to secure the carrying out of works for the proper planning of the area and also for the best consideration that can reasonably be obtained.

Disposal

20. **Transaction** - The terms of the highway disposal transaction are to be reported to the Corporate Asset Sub Committee, Finance Committee and the Court of Common Council for consideration subject to you having declared the affected City Fund highway land to be surplus to highway requirements.

Conclusion

21. The necessary declaration confirming the highway to be surplus to requirements excluding the highway stratum where necessary will enable development of the property according to the planning permission that has been granted.

Appendices

- Appendix 1 – Highway Plan 22 Bishopsgate EC2.
- Appendix 2 – Proposed Development 22 Bishopsgate EC2.
- Appendix 3 – Adjacent Flank Wall 42-44 Bishopsgate EC2.

Background Papers:

- Planning Consent number 16/00849/FULEIA.

Roger Adams
City Surveyor's Department
T: 020 7332 1661
E: roger.adams@cityoflondon.gov.uk

Appendix 1 – Highway Plan 22 Bishopsgate, EC2



Appendix 2 – Proposed Development 22 Bishopsgate, EC2



Appendix 3 – Adjacent Flank Wall 42-44 Bishopsgate, EC2



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Committee(s)	Dated:
Planning & Transportation	03 October 2017
Subject: City Fund Highway Declaration – Great Swan Alley	Public
Report of: City Surveyor (CS.410/17)	For Decision
Report author: Michael Radcliffe	

Summary

Approval is sought to declare a volume of airspace situated above 78 ft² of City Fund highway land at Great Swan Alley, EC2 to be surplus to highway requirements to allow its disposal in conjunction with permitted extension and external cladding works to the building at 30-34 Moorgate, EC2.

The works to the existing building received planning permission under delegated powers on the 19th August 2016 (16/00560/FUL) and include architectural projections along the elevation fronting Great Swan Alley, EC2 which will project into City Corporation airspace above the highway stratum.

Before third party interests can be granted in City Fund highway land the affected areas first need to be declared surplus to highway requirements.

The City Corporation's highway functions will continue within the highway stratum.

The terms for the highway disposal including the requisite Ordnance Datum Newlyn levels to enable the architectural projections are to be reported separately for approval of the Corporate Asset Sub Committee, subject to your approval to declare the affected volume of airspace surplus to highway requirements.

Recommendation(s)

Members are asked to:

- Resolve to declare a volume of City Fund highway land above an area of highway measuring 78 ft² (7.2m²) situated in Great Swan Alley, EC2 to be surplus to highway requirements to enable its disposal upon terms to be approved by the Corporate Asset Sub Committee and subject to the City Corporation retaining ownership of the highway and the continuing highway functions.

Main Report

Background

1. The property at 30-34 Moorgate, EC2 was purchased by Soliar S.A.R.L, a joint venture between LS Estates Limited and York Capital Management, in January 2016. The building was purchased with vacant possession and comprises basement, ground and six upper storeys, and is being refurbished by its new owners. Refurbishment works were granted planning permission (16/00560/FUL) under delegated powers.
2. The refurbishment works include part re-cladding and extension of the existing building for office use, change of use from ancillary office and financial and professional services at part-ground and part-basement levels to flexible retail use. On completion the building will comprise approximately 39,772 sq ft of gross internal floor space, as small increase on the existing floorspace.
3. The refurbishment proposals include architectural projections that project into City Corporation owned airspace along Great Swan Alley, EC2.

Current Position

4. Soliar S.A.R.L has approached the City Corporation seeking to acquire a suitable interest in the highway land affected by its approved refurbishment works.
5. Buildings where the construction and retention of accommodation or integral components would be governed or is governed solely by a highway licence can be compromised investments.
6. For the purpose of promoting long term development the City Corporation can dispose of suitable interests where permitted schemes encompass City Corporation owned highway land. The disposal of the highway land would assist works addressing the proper planning of the area.
7. Before the City Corporation is able to dispose of any interests in City Fund highway land affected by permitted schemes it must first declare the land surplus to highway requirements.
8. Although the City Corporation can dispose of its highway land as a property owner the highway stratum will nevertheless remain vested in the City Corporation as the highway authority until such time as it may be stopped-up.
9. In this instance the development will oversail the highway but will not impede it thus stopping-up is neither necessary nor required.
10. **Affected Highway** - The area of City Fund highway land to be oversailed by the permitted scheme is situated at Great Swan Alley, EC2 and affects an area measuring 78 ft² (7.2 m²).

11. **Ordnance Datum Newlyn** – The British mainland national geographic height system by reference to which the volume of airspace defined by upper and lower levels can be identified.

Proposals

12. Subject to your agreement to declare a volume of airspace of City Fund highway land in Great Swan Alley, EC2 measuring 78 ft² above the highway stratum to be surplus to requirements pursuant to *City of London (Various Powers) Act 1958 section 9* and the *Town and Country Planning Act 1990 sections 233(1)(a) & (b)* it is proposed that the City Corporation disposes of a suitable interest in the land upon terms to be approved by the Corporate Asset Sub Committee.

Corporate & Strategic Implications

13. The disposal of highway land will support the development and investment in the City which *inter alia* ensures the supply of first class business accommodation in the City (A World Class City).

Financial Implications

14. The financial implications of disposal of the highway asset will be considered in a separate report by the Corporate Asset Sub Committee.

Legal Implications

15. **Stopping-up** – The proposed building projections will not encroach into the highway stratum thus no stopping up of the highway is intended or necessary.
16. **Power of Disposal** - The proposed transaction involves disposal of interests in City Fund highway land that was acquired under historic legislation where part is now held for highway purposes and part is held for planning purposes.
17. **Highway Purposes** - Disposal of any interests in City Fund land which is held for highway purposes is authorised by the *City of London (Various Powers) Act 1958, Section 9*, which allows the City Corporation to dispose of its land within or outside of the City in such manner and for such consideration and on such terms and conditions as it thinks fit.
18. **Planning Purposes** - Disposal of any interests in City Fund land which is held for planning purposes is authorised by the *Town and Country Planning Act 1990, Section 233(1)(a) & (b)* to secure the best use of land or to secure the carrying out of works for the proper planning of the area and also for the best consideration that can reasonably be obtained.

Disposal

19. **Corporate Asset Sub Committee** - The terms of the highway disposal transaction are to be reported to the Corporate Asset Sub Committee for consideration subject to you first declaring the affected City Fund highway land to be surplus to highway requirements.

Conclusion

20. The necessary declaration confirming the highway to be surplus to requirements excluding the highway stratum will enable development of the property according to the planning permission that has been granted.

Appendices

- Appendix 1 – Highway Plan

Background Papers:

- Planning Consent number 16/00560/FUL.

Michael Radcliffe
City Surveyor's Department
T: 020 7332 1023
E: michael.radcliffe@cityoflondon.gov.uk

Appendix 1 – Highway Plan, Great Swan Alley, EC2



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Committee(s)	Dated:
Planning & Transportation Committee – For Information	03102017
Subject: Department of the Built Environment Risk Management – Quarterly Report	Public
Report of: Director of the Built Environment	For Information
Report author: Richard Steele	

Summary

This report has been produced to provide the Planning & Transportation Committee with assurance that risk management procedures in place within the Department of the Built Environment are satisfactory and that they meet the requirements of the corporate Risk Management Framework.

This report only considers risks managed by the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.

Risk is reviewed regularly as part of the ongoing management of the operations of the Department of the Built Environment. In addition to the flexibility for emerging risks to be raised as they are identified, a process exists for in-depth periodic review of the risk register.

Since the last report to Members there have been no changes in the list of Corporate or Departmental risks managed by the department.

There is one Corporate Risk managed by the Department of the Built Environment. This is:

- CR20 - Road Safety (Current risk: AMBER)
[Planning & Transportation Committee]

The Likelihood and Impact of this risk are unchanged since last reported to this Committee.

There are no Departmental RED Risks managed by the Department of the Built Environment.

There is one risk which has a reduced risk score (DBE-DS-01 - The Division [District Surveyor's] becomes too small to be viable) and no risk has an increased risk score.

Recommendation

Members are asked to:

- Note the report and the actions taken in the Department of the Built Environment to monitor and manage effectively risks arising from the department's operations.

Main Report

Background

1. The Risk Management Framework of the City of London Corporation requires each Chief Officer to report regularly to Committee the risks faced in their department.
2. Risk Management is a standing item at the Senior Leadership Team meetings.
3. Risk owners are consulted and risks are reviewed between SLT meetings with the updates recorded in the corporate (Covalent) system.
4. Each risk managed by the Department of the Built Environment is allocated to either the Planning & Transportation Committee or the Port Health & Environmental Services Committees. **This report only considers risks managed by the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.**

Parallel periodic reports are submitted to the Port Health & Environmental Services Committee.

Current Position

5. This report provides an update on the current risks that exist in relation to the operations of the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.
6. In order to reduce the volume of information presented, and accordance with the Corporate Risk Management Strategy, this report includes all Corporate and Departmental level risks but not Service Level risks (unless there are changes which are considered to be likely to be of interest to Members).
7. The risk register captures risk across all four divisions within the department, (Transportation & Public Realm, District Surveyor, Development and Policy & Performance) but risks relating to the City Property Advisory Team are managed by the City Surveyor.

Risk Management Process

8. Risk and control owners are consulted regarding the risks for which they are responsible at appropriate intervals based on the level of risk and the likelihood that this level will change. In general RED risks are reviewed monthly; AMBER risk are reviewed quarterly; and GREEN risks are reviewed quarterly, 6 monthly or annually depending on the likelihood of change.
9. Changes to risks were, historically, reported to Members as part of the Business Plan report. Members now receive this report quarterly in accordance with the Corporate Risk Management Strategy.

10. All significant risks (including Health & Safety risks) identified by the Department are managed through the Covalent Corporate Risk Management System.
11. Many of the department's risks have "Business As Usual" mitigations. These mitigations are ongoing and in Appendix 1 they do not have either a "Latest Note" or a "Latest Note Date". Because the Covalent system requires that they have a Due Date the fictitious (and meaningless) date of 31 Dec 2999 has been used.
12. Members will notice that some risks reported are already at the Target Risk Rating & Score and are only subject to Business As Usual changes. These risks are included in accordance with the Corporate Guidance "Reporting Risk Information to Grand Committees" to assist this committee to fulfil the role of Service Committees (as defined in the Corporate Risk Management Strategy) to "Oversee the significant risks faced by the Departments in the delivery of their service responsibilities."

Significant Risk Changes

13. Regular review of risks has identified one risk where the risk score has decreased. This risk is DBE-DS-01 (The Division [District Surveyor's] becomes too small to be viable). The likelihood of this occurring has been reduced from Possible to Unlikely, the impact is unchanged and the risk remains AMBER.

Identification of New Risks

14. New risks may be identified at the quarterly review of all risk; through Risk reviews at the Department Management Team; or by a Director as part of their ongoing business management.
15. An initial assessment of all new risks is undertaken to determine the level of risk (Red, Amber or Green). Red and Amber risks will be the subject of an immediate full assessment with Red risks being report to the Department Management Team. Green risks will be included in the next review cycle.
16. No new risks that fall within the remit of the Planning & Transportation Committee have been identified since the last report.
17. The impact of Brexit continues to be reviewed and is referenced in DBE-PL-02 (relating to being alive to the needs/requirements of the world business centre and political environment).

Summary of Key Risks

18. The Department of the Built Environment is responsible for one Corporate Risk. This is:

- **Road Safety (CR20) which is AMBER**

This is the risk related to road traffic collisions.

There is no change is the assessed likelihood or impact of this risk since last reported to this Committee.

Monitoring of the Experimental Scheme continues to take place, with the consultation survey now live until the end of November 2017. Consultation and monitoring findings will be reported to Planning & Transportation Committee in December 2017. To date there has been only one reported casualty at Bank compared to 3-4 in a typical three month period prior to the current scheme.

A number of mitigation actions have been added to this Risk report from the agreed Road Danger Reduction Work Plan including:

- Setting out a new Road Danger Reduction and Active Travel Strategy based on experience from other cities as well as lessons learnt from neighbouring boroughs.
- Behaviour Change Campaign targeting “inattention”
- Working with the 100+ members of the Active City Network to deliver two hard hitting awareness campaigns; and
- Auditing of all City construction sites to deliver at least 75% compliance with the Construction Logistics and Community Safety standards.

Conclusion

19. Members are asked to note that risk management processes within the Department of the Built Environment adhere to the requirements of the City Corporation’s Risk Management Framework and that risks identified within the operational and strategic responsibilities of the Director of the Built Environment are proactively managed

Appendices

- Appendix 1 – City of London Corporation Risk Matrix
- Appendix 2 – Register of DBE Corporate and Departmental risks (Planning & Transportation Committee)

Carolyn Dwyer

Director of the Built Environment

T: 020 7332 1700

E: carolyn.dwyer@cityoflondon.gov.uk



City of London Corporation Risk Matrix (Black and white version)

Note: A risk score is calculated by assessing the risk in terms of likelihood and impact. By using the likelihood and impact criteria below (top left (A) and bottom right (B) respectively) it is possible to calculate a risk score. For example a risk assessed as Unlikely (2) and with an impact of Serious (2) can be plotted on the risk scoring grid, top right (C) to give an overall risk score of a green (4). Using the risk score definitions bottom right (D) below, a green risk is one that just requires actions to maintain that rating.

(A) Likelihood criteria

	Rare (1)	Unlikely (2)	Possible (3)	Likely (4)
Criteria	Less than 10%	10 – 40%	40 – 75%	More than 75%
Probability	Has happened rarely/never before	Unlikely to occur	Fairly likely to occur	More likely to occur than not
Time period	Unlikely to occur in a 10 year period	Likely to occur within a 10 year period	Likely to occur once within a one year period	Likely to occur once within three months
Numerical	Less than one chance in a hundred thousand (<10-5)	Less than one chance in ten thousand (<10-4)	Less than one chance in a thousand (<10-3)	Less than one chance in a hundred (<10-2)

(B) Impact criteria

Impact title	Definitions
Minor (1)	Service delivery/performance: Minor impact on service, typically up to one day. Financial: financial loss up to 5% of budget. Reputation: Isolated service user/stakeholder complaints contained within business unit/division. Legal/statutory: Litigation claim or find less than £5000. Safety/health: Minor incident including injury to one or more individuals. Objectives: Failure to achieve team plan objectives.
Serious (2)	Service delivery/performance: Service disruption 2 to 5 days. Financial: Financial loss up to 10% of budget. Reputation: Adverse local media coverage/multiple service user/stakeholder complaints. Legal/statutory: Litigation claimable fine between £5000 and £50,000. Safety/health: Significant injury or illness causing short-term disability to one or more persons. Objectives: Failure to achieve one or more service plan objectives.
Major (4)	Service delivery/performance: Service disruption > 1 - 4 weeks. Financial: Financial loss up to 20% of budget. Reputation: Adverse national media coverage 1 to 3 days. Legal/statutory: Litigation claimable fine between £50,000 and £500,000. Safety/health: Major injury or illness/disease causing long-term disability to one or more people Objectives: Failure to achieve a strategic plan objective.
Extreme (8)	Service delivery/performance: Service disruption > 4 weeks. Financial: Financial loss up to 35% of budget. Reputation: National publicity more than three days. Possible resignation leading member or chief officer. Legal/statutory: Multiple civil or criminal suits. Litigation claim or find in excess of £500,000. Safety/health: Fatality or life-threatening illness/disease (e.g. mesothelioma) to one or more persons. Objectives: Failure to achieve a major corporate objective.

(C) Risk scoring grid

		Impact			
		Minor (1)	Serious (2)	Major (4)	Extreme (8)
Likelihood	X				
	Likely (4)	4 Green	8 Amber	16 Red	32 Red
	Possible (3)	3 Green	6 Amber	12 Amber	24 Red
	Unlikely (2)	2 Green	4 Green	8 Amber	16 Red
	Rare (1)	1 Green	2 Green	4 Green	8 Amber

(D) Risk score definitions

RED	Urgent action required to reduce rating
AMBER	Action required to maintain or reduce rating
GREEN	Action required to maintain rating

This is an extract from the City of London Corporate Risk Management Strategy, published in May 2014.

Contact the Corporate Risk Advisor for further information. Ext 1297

October 2015

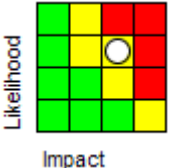
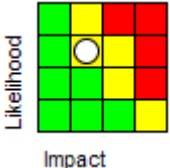
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DBE Corporate & Departmental Risks (Planning & Transportation Committee)

APPENDIX 2

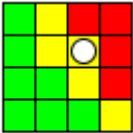
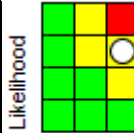

Report Author: Richard Steele

Generated on: 20 September 2017

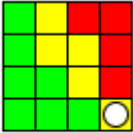
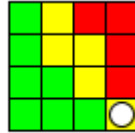
Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
CR20 Road Safety Page 281 23-Oct-2015 Carolyn Dwyer	<p>Cause: Limited space on the City's medieval road network to cope with the increased use of the highway by vehicles and pedestrians / cyclists within the City of London. Interventions & legal processes take time to deliver</p> <p>Event: The number of casualties occurring in the City rises instead of reducing.</p> <p>Effect: The City's reputation and credibility is adversely impacted with businesses and/or the public considering that the Corporation is not taking sufficient action to protect vulnerable road users; adverse coverage on national and local media</p>		12	The risk is unchanged. Monitoring of the Experimental Scheme continues to take place, with the consultation survey now live until the end of November 2017 A number of mitigation actions have been added to this Risk report from the agreed RDR Work Plan including; Development of the Road Danger Reduction and Active Travel Strategy, Pilot Behaviour Change Campaign, The Active City Network and work on Safer Goods Vehicles. 20 Sep 2017		6	31-Oct-2017	↔ No change

Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
CR20b Permanent Bank Junction redesign	Permanent Bank Junction redesign	Monitoring of the Experimental Scheme continues with an interim report on the first 6 months of the scheme scheduled for December 2017. A decision on whether or not to make the scheme permanent will be needed prior to November 2018. Early indications suggest casualty reductions targets for the scheme will be delivered with only 1 slight casualty in the first 3 months compared to typically 3 before the scheme was introduced.	Steve Presland	20-Sep-2017	22-Nov-2018

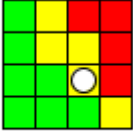


CR20f Development of the Road Danger Reduction & Active Travel Strategy	In accordance with the agreed workplan the Road Danger Reduction & Active Travel Strategy is being prepared. Indicative milestones (1) draft to Planning & Transportation Committee in early 2018; (2) Public Consultation in early; & (3) revised strategy to be presented to Planning & Transportation committee with recommendation for adoption Summer 2018.	Following discussions with neighbouring authorities and consideration of initiatives taken in other cities a new draft Road Danger Reduction & Active Travel Strategy is being finalised for informal consultation in October/ November 2017. This strategy follows recognition that despite the current strategy delivering a reduced casualty rate for vulnerable road users within the City (e.g. casualties plateauing against a significant rise in cyclist numbers) a more radical strategy is essential if we are to deliver the absolute number of casualty reductions set out in the City's agreed target.	Steve Presland	20-Sep-2017	31-Jul-2018
CR20g Pilot Behaviour Change Campaign	Behaviour Change Campaign to address 'inattention'. The process will be (1) use focus groups to identify options; (2) conduct attitudinal survey of road users; (3) prepare campaign delivery plan; (4) deliver campaign; (5) evaluate and report to Q4 2018/19.	(1) Focus group consultation completed September 2017.	Steve Presland	20-Sep-2017	31-Mar-2018
CR20i Active City Network	Working with the City's 'Active City Network' involving some 100+ City businesses we will deliver two major events a year, provide monthly road shows at businesses and provide employers, residents and visitors with a platform for two way communications regarding strategies to deliver road safety improvements. Progress will be reported to Members in March 2018.	To date we have developed the branding and structure of the network, delivered, two business conference events with over 200 people representing at least 100 City organisations. 10 business roadshows, led rides and walks, community events, published a best practice guide and send quarterly newsletters. The 2 major events planned for next year will be high profile events aimed at both businesses, their workers and the public in general. They will seek to raise awareness of road danger, the need for them to take some responsibility for their own well being, and increase their knowledge of the active travel infrastructure improvements being put in place eg Quietways, Bank, Aldgate etc	Steve Presland	20-Sep-2017	31-Mar-2018
CR20j Safer Goods Vehicles	By 31st March 2018 all active construction sites in the City of London will have been visited to audit their level of compliance with the national CLOCS (Construction Logistics and Community Safety) scheme. The objective is to provide appropriate support to enable 75% of sites to be CLOCS compliant by summer 2018 including safer vehicles and trained drivers/ banksmen.	Half of sites already visited of which 50% supplied evidence they were CLOCS compliant. Work currently ongoing with non compliant sites. Remaining 50% sites will be visited by end 2017/18.	Steve Presland	20-Sep-2017	31-Aug-2018

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-PP-01 Adverse planning policy context 06-Mar-2015 Paul Beckett	Cause: A desire in Government and others to change the existing planning system in a way which may be detrimental to the City Event: Changes detrimental to the City are implemented Impact: Adverse changes cannot be prevented using local planning control	 Likelihood Impact	12	Risk unchanged. The Neighbourhood Planning Act 2017 could stimulate local expectations and processes that will need careful consideration in relation to the City of London. 07 Sep 2017	 Likelihood Impact	12		 No change

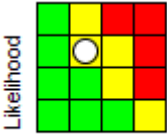
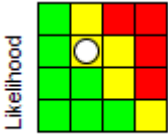

Action no, Title, Page	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-PP-01a Business as usual mitigating controls Page 288	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation	Revised to refer to "forthcoming legislation" rather than a specific measure.	Paul Beckett	18-May-2017	31-Dec-2999

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-02 Service/Pipe Subways 02-Dec-2015 Giles Radford	<p>Cause: Provide safe access and egress for utilities and maintenance functions, whilst having operatives entering the confined space to undertake checks.</p> <p>Event: A lack of Oxygen, poisonous gases, fumes and vapour, liquids and solids that suddenly fill spaces, Fire and explosions, hot conditions, Entrapment and falling debris.</p> <p>Impact: Fatality / Major Injury / Illnesses</p>	<p>Likelihood</p>  <p>Impact</p>	8	<p>Further to the fire risk assessments, we are now looking at installing heat detection cables within QVS subway. We will be the first in London to achieve this but it is good to be forward thinking and ahead of the rest.</p> <p>04 Sep 2017</p>	<p>Likelihood</p>  <p>Impact</p>	8		<p>↔</p> <p>No change</p>

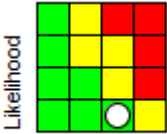
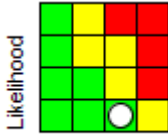

Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-02a Business As Usual Mitigations	<p>Confined space working is avoided when possible.</p> <p>All PPE and other equipment required for a SSOW shall be suitable and sufficient for the tasks identified. The following PPE and equipment shall be provided, as stated in the approved code of practice</p> <p>All openings are controlled through a central booking system. A subway must not be entered if permission to do so has been refused.</p> <p>No booking will be granted to parties who are not on the database. If the contractor is not on the database they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the system before agreeing access.</p> <p>All works and operatives entering the pipe subway must comply with the code of practice for access and safe working in local authority subways.</p> <p>Regular inspections of the structure, covers, condition and asbestos surveys are undertaken.</p> <p>The Permit to enter form must be completed and contractors checked to ensure they have suitable and sufficient equipment to enter a confined space.</p> <p>No smoking is allowed at any time.</p>		Giles Radford		31-Dec-2999

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-DS-01 The Division becomes too small to be viable 21 Mar-2015 Bill Welch	Cause: Reduced Income causes the service to be unviable Event: Development market fails to maintain momentum or our market share shrinks Impact: Reduced staffing levels do not provide adequate breadth of knowledge and experience	 Likelihood Impact	8	The likelihood of this occurring has been reduced from Possible to Unlikely. The impact remains unchanged. (a) Continuing to consult with LABC & neighbouring Local Authorities; (b) Options review - the substantive work is now underway and is on target to be completed by the end of December 2017. 11 Sep 2017	 Likelihood Impact	12	31-Dec-2017	 Decreased Risk Score

Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-DS-01a	Business as usual mitigating controls	(1) Continue to provide excellent services [evidenced by customer survey]; (2) Maintain client links with key stakeholders; (3) Continue to explore new income opportunities; (4) Continue to undertake cross-boundary working.	Bill Welch		31-Dec-2999
DBE-DS-01b	Building Control business model review	(a) Continuing to consult with LABC & neighbouring Local Authorities; (b) Options review - the substantive work is now underway and is on target to be completed by the end of December 2017.	Bill Welch	11-Sep-2017	31-Dec-2017

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-PL-02 Not being alive to the needs/requirements of the world business centre and the political environment 23-Mar-2015 Annie Hampson	Cause: Staff are badly briefed in relation to the planning development needs of the City as a world business centre Event: Perception that we are not responsive to the planning development needs of the City as a world business centre Impact: The City's reputation suffers and we fail to deliver buildings that meet the needs of the City as a world business centre	 Likelihood Impact	6	Whilst the underlying risk is unchanged, there continues to be uncertainty regarding the wider economic situation and in particular Brexit. 11 Sep 2017	 Likelihood Impact	6		 No change

Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-PL-02a	(1) Continue to work closely with other parts of the department; the City Property Advisory Team; other City of London Departments; & the Greater London Authority. (2) Attendance at MIPIM.		Annie Hampson		31-Dec-2999

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-TP-03 Major Projects and key programmes not delivered as TfL funding not received 27-Mar-2015 Steve Presland	Cause: City of London fail to bid at the appropriate time or City of London lose credibility with TfL or Reduced funding from TfL Event: TfL funding for Local Investment Plan ceased or significantly reduced Impact: Unable to deliver highway investment & improvement programmes	 Likelihood	4	Risk unchanged. 18/19 funding allocation to be presented to Planning & Transportation Committee on 3 Oct 17. 14 Sep 2017	 Likelihood	4	30-Apr-2018	 No change

Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-TP-03a	Meet TfL bid timetable	The 2018/19 programmes has been prepared as planned and it we be presented to Planning & Transportation Committee on 3 Oct 17 prior to submission to TfL by their deadline of 22 Oct 17. The due date for this action has been updated accordingly.	Steve Presland	14-Sep-2017	22-Oct-2017
DBE-TP-03b	Conduct quarterly meetings with TfL-	The August 2017 meeting was held as planned. The next formal review is March 2018. The due date for this action has been updated accordingly.	Steve Presland	14-Sep-2017	31-Mar-2018

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Agenda Item 9

Committee(s)		Dated:
Culture Heritage and Libraries	For decision	04/09/17
Community and Children's Services	For information	08/09/17
Education Board	For information	14/09/17
Board of Governors of the Guildhall School	For information	18/09/17
Barbican Centre Board	For information	27/09/17
Planning and Transportation	For information	03/10/17
Board of Governors of the Museum of London	For information	04/10/17
Open Spaces	For information	11/10/17
Cultural Hub Working Party	For information	18/10/17
Policy & Resources Committee	For decision	19/10/17
Court of Common Council	For decision	07/12/17
Subject: City of London Cultural Strategy		Public
Report of: Assistant Town Clerk and Cultural Hub Director		For Decision
Report author: Matt Pitt, Policy and Projects Officer		

Summary

The City of London Corporation's current cultural strategy expires at the end of December 2017. It came into effect during the 2012 Cultural Olympiad but no longer reflects the full extent of the organisation's activities across arts, culture, heritage and learning or its new and emerging ambitions.

Following a successful tender process, Global Cities Limited were appointed in May to assist the organisation in developing a new cultural strategy. A draft of the strategy is included as an appendix to this report.

Recommendation(s)

Members of Culture, Heritage and Libraries Committee, Policy and Resources Committee and the Court of Common Council are asked to:

- Provide any comments on the draft strategy; and
- Approve the draft strategy for formal adoption by the City of London Corporation.

Members of other committees listed above are asked to:

- Note the draft strategy; and
- Provide any comments for consideration by the Policy and Resources Committee on 19 October before the Strategy is finally considered by the Court of Common Council on 7 December 2017.

Main Report

Background

1. The City of London Cultural Strategy 2012-17 will expire at the end of the year. Whilst previous drafts of a new strategy had been made, it was felt that the organisation needed to move away from the descriptive strategy of 2012-17 to a more strategic high-level document for the future that reflected the strong ambitions of the City of London Corporation within it. A fresh approach was required.
2. Global Cities were engaged to assist the organisation in developing the new strategy. They conducted interviews with officers and Members across the organisation including Town Clerk's Cultural Services, Department for the Built Environment, the Guildhall School and the Barbican. Key partners such as the London Symphony Orchestra and Museum of London were also involved and external organisations the GLA, DCMS and Arts Council England have been consulted.
3. Following the interview stage, certain themes and ideas began to emerge. In order to test these, a workshop was established which stakeholders were invited to. This workshop was held immediately after the Place Steering Group on 19 June and involved officers from that group as well as Members. The draft appended to this report (Appendix A) is very much a reflection of both the interviews and the key themes which emerged at the workshop.
4. Throughout the process close attention has been paid to ensuring the draft strategy aligns with existing strategies and particularly the emerging Corporate Plan. On 27 July, the Summit Group approved the current draft for progression through committees in autumn 2017 in order to have a new strategy in place by the start of the New Year.

Strategy

5. The strategy is broken down into two parts – an executive summary with the vision, the City's role, our values & strategic objectives and the full strategy document. The latter goes into greater detail, particularly on the 10 strategic objectives, why these are important, and outlines some priority actions for the organisation to progress.
6. The Strategy is deliberately high level and ambitious and will be delivered by departments across the organisation. Whilst there are objectives and priority actions which readers will recognise as supporting existing activity there are also new objectives designed to challenge the organisation over the coming years. These ambitions very much reflect conversations that have taken place throughout the process. Subject to the strategy being approved by Members, business planning will need to address the new strategic objectives and priority actions appropriately.
7. The strategy is currently formatted for an internal audience, however, it will be a key tool in communicating the unique and valuable contribution that the City of

London Corporation makes to external audiences. It is therefore anticipated that the strategy will be professionally produced following its formal adoption.

Proposals

8. It is proposed that Members of Culture, Heritage and Libraries Committee, Policy and Resources Committee and Court of Common Council provide any comments on the draft strategy and approve the draft strategy for formal adoption by the City of London Corporation.
9. It is further proposed that Members of other committees receiving this report note the draft strategy and provide any comments for consideration by the Policy and Resources Committee before the Strategy is finally considered by the Court of Common Council on 7 December 2017.

Conclusion

10. A new cultural strategy has been developed in partnership with Global Cities Ltd. It reflects the brief for the strategy to be high-level and ambitious whilst also addressing the organisation's existing activities across the sector. The strategy also seeks to frame new initiatives such as Culture Mile and the Cultural Education Partnership.

Appendices

- Appendix A – Draft Cultural Strategy

Matthew Pitt

Policy and Projects Officer

T: 020 7332 1425

E: matthew.pitt@cityoflondon.gov.uk

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Draft City of London Cultural Strategy – Executive Summary

We want to:

Seize a once in a generation opportunity to reposition the City as a world capital for commerce and culture, harnessing the power of arts, heritage, learning and libraries to make the Square Mile far more open, creative, resilient and entrepreneurial. We will work collaboratively with cultural partners to drive social and economic change and contribute to a thriving city.

The City has a unique combination of roles:

- A major investor in an extraordinary cluster of diverse cultural organisations with considerable profile, reach and influence in London, the UK and abroad
- A convening power that brings together cultural partners in the City with other stakeholders to achieve social and economic impact – being greater than the sum of our parts
- A landowner and planning body which can embed creativity into the urban fabric and act as a beacon of place-based regeneration
- A long term custodian of heritage but also a facilitator of innovation, creative talent and new entrepreneurial ideas
- An independent voice speaking about the role of culture at regional, national and international levels

Our values:

- We believe in the power of innovation and creativity to generate wealth for people in a long term, sustained way – commerce and culture are intertwined throughout the City's history.
- We expect the City and our cultural partners to be open, communicative, responsive and welcoming to a diverse range of people, businesses and visitors
- We are a global, flexible and cosmopolitan city yet have a strong sense of pride in our place, history, neighbourhoods and identity
- We value cultural learning and engagement as an essential part of the cultural experience, but also for the transformative personal, social and economic impact this can have
- We recognise and embrace the diversity of London's culture and champion the excellence and innovation that this brings
- We prioritise areas under our direct control but are mindful of our responsibility to work with others to support the wider needs of the capital and the UK
- We seek to be joined up, agile, experimental and generous in our approach as a catalyst and convener at the forefront of cultural, economic and social change

In the next five years we want to [Strategic Objectives]:

1. Transform the City's public realm and physical infrastructure, making it a more open, distinct, welcoming and culturally vibrant destination

2. Develop Culture Mile in the north west of the City which will become an exciting destination for London and act as a catalyst for change across the rest of the Square Mile
3. Support cultural excellence in a range of fields and champion an ethos of creative risk taking, innovation and artistic citizenship
4. Support an exemplary Cultural Education Partnership and enable our world-leading institutions to cultivate the creativity, skills and knowledge of the next generation
5. Become a leading centre of the digital and creative economy and unlock the creative potential and resilience of individuals and businesses using our estate and resources
6. Promote our cultural, heritage and creative strengths in the UK and abroad
7. Better promote our world class cultural offer and use our wealth of outdoor spaces to widen its appeal to a more diverse audience in the City and beyond
8. Work better with cultural organisations to build their capacity and engage with City businesses and employees, so that they can become more resilient
9. Play our part as a catalyst and convener in supporting and connecting with the wider cultural ecology of the capital and the rest of the UK
10. Develop clear leadership on culture: working in collaboration with cultural partners to develop our skills, align our objectives, develop performance measures, communicate our impact and build our capacity to be more than the sum of our parts

Draft

Draft City of London Cultural Strategy

Vision

Throughout history, the City of London has been a place where commerce and creativity have thrived side by side. As well as being one of the world's oldest and most important financial hubs the Square Mile has fostered over centuries the long-term growth of arts and crafts, public entertainment, green spaces, marketplaces, fairs, and pageantry. Since the late twentieth century the City has become a world class centre for culture, with an extraordinary concentration of institutions like the Barbican, the Museum of London, the London Symphony Orchestra and the Guildhall School of Music and Drama, as well as a range of heritage assets, libraries, exciting outdoor events and cutting edge contemporary art programmes like Sculpture in the City. Investing over £80m every year, the City is the fourth largest funder of culture in the UK.

The City's support for culture is intrinsic to its strategy because of the core belief that the free exchange of commerce is intertwined with the free exchange of creative ideas. The City has always been a unique meeting place in the world for entrepreneurs, ideas and talent - the original co-working space. Our support for culture also reflects a strong belief in a richer kind of wealth, which includes people's wellbeing, quality of life and sense of place and community.

The City today has the most vibrant ecology of cultural organisations, creative businesses and practitioners anywhere in the UK. We may be a global city but our cultural organisations are also grounded in a strong sense of place and want to serve the diverse people of the City they inhabit. Our definition of culture is broad and inclusive; it exists in both the buildings and heritage of our great institutions as well as our streets and the informal cultural spaces in between. It is for everyone, not just a narrow elite, and is a powerful driver of social mobility.

However, in recent years, the City's physical infrastructure and ways of working have not kept pace with our needs. Too often our cultural buildings have felt closed and hidden away. We have a rich and varied range of cultural assets and programmes, but we could do much more to promote them in the UK and abroad. Our cultural organisations are pioneers in research and experiment, but this is not visible in our streetscape. In short, we need to restate our role as a world capital of both commerce *and* culture.

At the start of the twenty-first century the City is also at a pivotal moment in its history. London is a global leader in finance, creative industries and technology. Despite politically uncertain times, there is a will to reach out to new trading partners and open up to more investment and talent. At home, the arrival of Crossrail in 2018 will transform the City's connectivity with the South East and bring an entirely new population into the area. Culture will play an important part in these changes.

In light of these factors, there is a once in a generation opportunity to open up the City in radical new ways so that we can welcome more people, stimulate more creative interactions and in doing so, build a sustainable long term future. We want to create a future for the arts, culture and heritage in the City because they are vital to developing People, Prosperity and Place.

Over the next five years, we will work with our cultural partners to transform the physical and social environment of the City and make it far more open, creative, resilient and entrepreneurial. We intend to invest significantly in the urban fabric of the Square Mile to make it more inviting to visitors and reveal the special cultural and historic character of the area. We want to energise people of all ages, especially the young, and inspire them to engage with the learning opportunities all

around them and perhaps pursue careers in the creative and tech sectors. We want to reflect the remarkable international quality of our businesses, people and cultural offer in our built environment. Above all, we want to champion excellence and innovation in all that we do.

All this requires purposeful leadership as well as working collaboratively. This strategy sets out the key objectives of our work, the values underpinning our approach, and the practical steps to realise them.

Catherine McGuinness

Lord Mayor

We want to:

Seize a once in a generation opportunity to reposition to the City as a world capital for commerce *and* culture, harnessing the power of arts, heritage, learning and libraries to make the Square Mile far more open, creative, resilient and entrepreneurial. We will work collaboratively with cultural partners to drive social and economic change and contribute to a thriving city.

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Our values:

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- We are a global, flexible and cosmopolitan city yet have a strong sense of pride in our place, history, neighbourhoods and identity
- We value cultural learning and engagement as an essential part of the cultural experience, but also the transformative personal, social and economic impact this can have
- We recognise and embrace the diversity of London’s culture and champion the excellence and innovation that this diversity brings

- We prioritise areas under our direct control but are mindful of our responsibility to work with others to support and connect with the wider needs of the capital and the UK
- We seek to be joined up, agile, experimental and generous in our approach as a catalyst and convener at the forefront of cultural, economic and social change

In the next five years we want to [Strategic Objectives]:

1. Transform the City's public realm and physical infrastructure, making it a more open, distinct, welcoming and culturally vibrant destination
2. Develop Culture Mile in the north west of the City which will become an exciting destination for London and act as a catalyst for change across the rest of the Square Mile
3. Support cultural excellence in a range of fields and champion an ethos of creative risk taking, innovation and artistic citizenship
4. Support an exemplary Cultural Education Partnership and enable our world-leading institutions to cultivate the creativity, skills and knowledge of the next generation
5. Become a leading centre of the digital and creative economy and unlock the creative potential and resilience of individuals and businesses using our estate and resources
6. Promote our cultural, heritage and creative strengths in the UK and abroad
7. Better promote our world class cultural offer and use our wealth of outdoor spaces to widen its appeal to a more diverse audience in the City and beyond
8. Work better with cultural organisations to build their capacity and engage with City businesses and employees, so that they can become more resilient
9. Play our part as a catalyst and convener in supporting and connecting with the wider cultural ecology of the capital and the rest of the UK
10. Develop clear leadership on culture: working with cultural partners to develop our skills, to align our objectives, develop performance measures, communicate our impact and build our capacity to be more than the sum of our parts

Strategic Objectives

- 1. Transform the City's public realm and physical infrastructure to make it a more open, distinct, welcoming and culturally vibrant destination**

The City has long been recognised as the financial and business district of London and for over a century the physical infrastructure of the Square Mile has grown up to serve this primary function. However, there is a strong desire today to reposition the City as a centre for both commerce *and* culture, recognising that the area is also the historic centre of the capital and a vibrant cultural destination. There is a need to renew and reconfigure the public realm and make the City more open, welcoming, and conducive to all users' needs.

Priority actions

- Major investment in public realm improvements across the Square Mile, including better wayfinding and improving physical infrastructure
- Strengthening the visibility of cultural organisations and sense of welcome
- Integrating digital and creative ideas into the urban fabric and creating more connected routes for visitors that reveal the cultural and heritage offer

- Continuing to invest in the City's cultural partners, drawing on their expertise and entrusting them both collectively and collectively to deliver world class programmes that keep the City at the forefront of cultural change
- Developing, enhancing and animating open and green spaces
- Emphasise the international character of the City's environment in order to attract businesses and serve their needs

2. Develop Culture Mile in the north west of the City which will become an exciting cultural destination for London and act as a catalyst for change across the rest of the Square Mile

The north-west area of the Square Mile contains an extraordinary cluster of diverse and collaborative cultural organisations. However for decades the area has suffered from a particularly poor quality public realm and lack of wayfinding, especially by comparison to the neighbouring areas of St Paul's and Tower Bridge. The original design for the Barbican estate deliberately envisaged a separation between its residents and the street level; as a result there is little outward sign of the rich culture and heritage of the area or sense of welcome. As other parts of London have developed or are developing distinct cultural identities (Southbank, South Kensington Quarter, and more recently, the Olympic Park and the Knowledge Quarter), this weak visibility is even more unsatisfactory. In 2013 the City decided to develop the idea of a new cultural hub to improve the quality of public spaces, create a distinct sense of identity and arrival, improve visitor experience, encourage more tourism, and facilitate new forms of collaboration between organisations. There is now a collective aspiration to enhance the cultural offer and invite more participation from visitors, residents and businesses. Whilst Culture Mile will be a distinct spatial area with unique licensing and planning conditions, it will act as a centre of energy, activating a similar cultural transformation for the entire Square Mile.

Priority actions

- Reinforce the partnership of cultural, creative and corporate organisations within and outside the Hub, sharing resources and working together to create an 'internationally renowned, distinct, welcoming and vibrant centre for arts, heritage and learning'.
- Make cultural activity and heritage visible in the streetscape, lighting and environment, and ensure the public realm is designed to be conducive to shared programming by Hub members.
- Develop a wider spatial masterplan for the area which recognises 'zones' for particular activities, e.g. an evening economy, protected residential areas.
- Progress unique licensing and planning agreements, to support the delivery of Culture Mile aspirations
- Plan for a new leisure/evening economy and engage with residents and businesses on their concerns
- Work with cultural partners to develop a world class food offer to enhance the visitor economy
- Learn from best UK and international practice and be inspired to experiment with new ideas and partners

3. Support cultural excellence in a range of fields and champion an ethos of innovation, creative risk-taking and artistic citizenship

It is vital that our investment in culture recognises its intrinsic power and the transformative effect it has on audiences and participants. For our cultural organisations, the belief in risk-taking is core to their business and requires strong investment. We believe cultural excellence can take many diverse forms and this is reflected in the sheer range of cultural venues, activities and programmes we fund; cinema, theatre, music, visual arts, architecture, heritage, street art, libraries, learning and engagement, open spaces, outdoor events, and more. In order to achieve this, there is a need to engage and support the very best creative professionals including artists, educators, librarians, curators, programmers. In addition, there is a need to enable research, experimentation, international and national touring, and joint working to ensure the organisations we fund remain as cutting edge, internationally relevant and as creative as the City in which they are based.

Priority Actions

- Supporting existing cultural organisations with sustained investment and resources, working closely to help them realise their ambitions
- Encouraging new partnerships and international touring to stimulate new thinking and create new income streams
- Facilitate joint working and new programming ideas to capitalise on the potential of Culture Mile and other opportunities in the public realm in the Square Mile

4. Support an exemplary Cultural Education Partnership and enable our world-leading institutions to cultivate the creativity, skills and knowledge of the next generation

The City is a centre of world class culture with millions of people enjoying performances, events and opportunities every year. However equally important, it is the site of possibly the largest collection of cultural learning opportunities for people of all ages. Every day we are building the audiences, artists and creative professionals of the future. As a network, the City's cultural partners reach millions of people through school visits, large-scale off-site participatory events, learning resources, on-site classes and workshops, and world-class conservatoire education. Our School Visits Fund provides travel grants to enable schools in London to visit cultural organisations in the Square Mile. The Museum of London and Barbican-Guildhall Creative Learning have well-respected schools programmes, outreach events and concerts, the Guildhall School has the largest under-18s offer of any organisation in the UK, and the LSO has pioneered high quality music education in the ten east London boroughs, setting the standard for music hubs around the country. These organisations work with City academies and independent schools but also with schools in the surrounding boroughs, spreading their professional excellence and expertise. They also work with local socially disadvantaged residents, addressing issues of mental health, wellbeing, social cohesion and lifelong learning. Our learning and engagement programmes bring together people from all walks of life and help support social mobility as well as engender a sense of community.

To strengthen the link between the City's Education Strategy and cultural organisations, there will be a new Cultural Education Partnership. This will work to encourage deeper collaboration and develop shared programmes and digital resources for greater impact. As the pressure on cultural education in school grows, it will be even more important to engage with headteachers and provide simple and effective routes for support. It is also a priority to offer world-leading higher education and training to future performers, creative professionals, technicians, leaders and teachers, fulfilling their potential as creative citizens. All of this will help the City to achieve its ambition of enriching the lives for people from all walks of society.

Priority Actions

- Support initiatives that encourage London schools, especially in disadvantaged areas, to engage with the cultural life of the City; for instance, the Schools Visits Fund.
- Develop a single 'front door' for under-18s offering a mix of formal and informal high quality vocational training across creative skills and performing arts areas.
- Develop a series of innovative initiatives to be delivered as part of Culture Mile Learning, which develop the combined skills needed for 21st century success and position the cultural hub as a learning destination
- Support Culture Mile Learning to develop a sustainable business model and their capacity to work intensively with other London boroughs to address social mobility
- Create a unified digital strategy that amplifies and enhances the world-class offer available to schools and families across the City's cultural organisations and programmes
- Develop the wider physical and digital infrastructure that will enable access to cultural experiences and progression of fusion skills
- Create a strengthened music and performing arts education programme to support London's Music Hubs and local Cultural Education Partnerships, in preparing the ground for the proposed Centre for Music's, Museum of London and wider Culture Mile Learning ambitions
- Develop fast-track programmes to develop new local leadership in City-supported cultural organisations
- Strengthen the role of music and the performing arts across the City of London academies and schools
- Make full use of the rich cluster of creative expertise in the City, particularly through higher education and the world leading training at the Guildhall School.

5. Become a leading centre of the digital and creative economy and unlock the creative potential and resilience of individuals and businesses using our estate and resources

The City is known for being home to one of the world's largest and most dynamic financial sectors. However, a significant majority of the area's businesses are small and medium enterprises and there is an increasing presence of technology and creative start-ups. For centuries the Square Mile has thrived and remained resilient because of its mix. Increasingly many employers (and their employees) want to be situated in a stimulating and attractive environment, with convenient amenities but also the buzz of independent retailers and creative enterprises. However, there is a need to keep pace in order to maintain the area's appeal and accessibility. Many small start-ups need affordable space to grow and incubate. The cost of operating in London means that maintaining this diverse base is increasingly difficult to achieve and there is a need for the City to manage and 'curate' its own estate in order to support a variety of business types. This can enhance the vibrancy of the area, grow the creative and digital economy and unlock greater value in the longer term.

Priority Actions

- Identify underutilised parts of the estate – especially in the Barbican area - for creative and independent use, as part of a 'curated' strategy; making the City more vibrant but also addressing affordability for creative organisations in central London
- Develop a City-led programme of support for emerging creative entrepreneurs which includes access to financial expertise and business advice in the Square Mile

- Integrate the local digital economy into the broader Culture Mile offer

6. Promote our cultural, heritage and creative strengths in the UK and abroad

In 2016 London was rated number one in the Global Power Index for the fifth consecutive time, driven partly by its cultural offer. Increasingly cities and regions are aware of the 'soft power' of culture and heritage and harness it to attract tourists, workers and businesses. Whilst London overall has a recognised strength in this area, the Square Mile could work harder to promote its particular character and assets through press activity and profile-raising events. There is also potential to join up more effectively on international engagement, foreign tours and foreign delegation visits which could be coordinated with the Lord Mayor's Office and other external organisations like London and Partners. In the UK, the City could do more to demonstrate its support for cultural activity across the UK, for instance, developing regional partnerships and reach through Guildhall School Young Artists, which includes the Centre for Young Musicians, Junior Guildhall and Barbican Guildhall Creative Learning programmes.

Priority Actions

- Develop a more coordinated international promotions plan which includes culture and joins up on the key messages
- Work proactively with London and Partners, the Mayor of London's promotional agency, and other organisations such as Arts Council England, DCMS (Department of Culture, Media and Sport) and the British Council to promote the City's cultural offer abroad

7. Better promote our world class cultural offer and use our wealth of outdoor spaces to widen its appeal to a more diverse audience in the City and beyond

The success of the 2012 Olympic and Paralympic Games showed how powerful culture could be in promoting the City. The stunning events held in key London landmarks generated significant news coverage and positive feedback. The City has always been home to major public events and shows, for instance the Lord Mayor's Show but in recent years it has also sponsored a number of one-off 'cultural spectacles' to commemorate key events or anniversaries; for instance, commissioning one of the UK's most well regarded arts producers, Artichoke, to create an event on the Thames for the Great Fire of London. Such events can be an effective way to both capture the attention of the international media, but also engage diverse audiences and act like a 'communal campfire', bringing Londoners' together around a shared moment. Similarly, City workers and visitors are extremely positive about street animation, temporary art installations and outdoor programming on a more regular basis; for instance, lunchtime events in the public squares and parks and outdoor music performances. The City is developing a new outdoor programme to address this ambition. The Sculpture in the City programme has engaged millions of people in high quality art who might not ordinarily visit an art gallery, and it grows bigger each year through partnerships with local businesses and galleries. Culture Mile can also a focal point for more ambitious outdoor programming which also acts like a 'shop window' for the cultural organisations in the area and attracts new audiences. Crucially, any investment in programming needs a strong marketing and communication strategy to ensure more people are aware of the offer.

Priority Actions

- As part of the Visitor Strategy, develop a City-wide marketing and communications plan to drive visitors', learners' and residents' awareness of the cultural offer, specifically anticipating the increase in visitors with Crossrail in 2018 and working to engage the existing working population
- Create a commissioning fund to support one-off 'major spectaculars' as well as a new outdoor cultural programme to animate the streets and create a vibrant weekend, early evening and lunchtime environment
- Ensure cross-City departmental support for cultural activity in public spaces (e.g. planning, licensing, policing, etc.)
- Support Culture Mile cultural organisations to appeal to a wider audience base through outreach and learning initiatives and working outdoors
- Support outdoor programmes to grow and actively encourage sponsorship and participation from neighbouring commercial partners

8. Work better with cultural organisations to build their capacity to engage with City businesses and employees, so that they can become more resilient

The City has a strong relationship with its many businesses but could do even more to engage them with the cultural dimensions of its work. In the future, the City could play a stronger convening role, bringing together businesses and cultural organisations around shared interests and ideas. Ultimately, it is for the cultural organisations to raise their own funds, but a collaborative approach could yield effective results. Culture Mile will also generate a large number of joint projects and promotional opportunities which could create new income generation models across sectors. A strategic, collaborative approach could unlock value for culture and catalyse sustainable long term business models in partnership with the private sector.

Priority Actions

- Use our convening power to encourage more networking and collaboration between cultural organisations and businesses
- Create more marketing and promotion opportunities within the City estate and marketing channels to maximise value and achieve shared objectives across cultural and corporate sectors
- Work with cultural organisations to develop new and innovative models of income generation and sustainable corporate partnerships

9. Play our part as a catalyst and convener in supporting and connecting with the wider cultural ecology of the capital and the rest of the UK

The City of London has long supported cultural sites in London beyond the Square Mile, such as the green spaces of Hampstead Heath or heritage landmarks like Tower Bridge and Keats' House. As the funding climate becomes more challenging, this responsibility for the wider region will become even more important. The City's focus will be strategic initiatives which will enhance the city as a whole and bolster the City's own cultural offer. For example, the City has been an early sponsor of two schemes led by the Mayor of London; the Illuminated River project to light the central London bridges with an environmentally sustainable artist-led scheme, and the London Borough of Culture

competition which will choose its first winner in 2018. Both projects will enhance the capital's attraction to visitors and also benefit Londoners. The City also supports music education in cities and towns throughout the UK through funding for the Guildhall School Young Artists programme (CYM, Junior Guildhall, Creative Learning), allowing them to extend their unique expertise.

Priority Actions

- Support selected strategic initiatives for London which increase tourism and provide benefits for Londoners, connecting with other relevant cultural destinations such as Knowledge Quarter, North Bank, South Bank
- Engage with stakeholders like the Mayor of London's Office, the Arts Council and the Department for Culture, Media and Sport on existing support and areas of potential future collaboration

10. Develop clear leadership on culture: working with cultural partners to develop our skills, align our objectives, develop performance measures, communicate our impact and build our capacity to be more than the sum of our parts

Whilst the City has the smallest geographical area of any local government unit, it is by far the largest investor in culture. As a key funder, the Corporation plays a key role in the governance and strategic direction of the numerous cultural organisations in the area. This situation means that the Square Mile has the potential to be the most collaborative and strategically coherent network of cultural organisations in the country. It can be a powerful voice in London, the UK and the world.

To be effective in its implementation, however, the cultural strategy will need clear leadership and direction. The responsibility for culture currently sits in the Town Clerk's department and a senior official from either within the Corporation itself or one of the cultural partners will be nominated to lead on the strategy/speak on behalf of the network. This nominee will be tasked with monitoring the strategy objectives, but also speaking to external stakeholders and developing partnerships. Whilst it is important to respect the individual autonomy of organisations and recognise their distinct characteristics and priorities, there is also much to be gained from a more collaborative approach based on a set of strategic objectives that can be measured and communicated widely.

The cultural success of the City can only be as good as the people within it – developing their capacity and leadership skills is also a priority.

Priority Actions

- Nominate a senior official from within the Corporation or a cultural organisation to lead on the implementation of the cultural strategy
- Communicate our leadership more clearly to others - publicise the key people working on different aspects of the strategy, and ensure all external and internal stakeholders are aware
- Produce a short annual cultural summary for internal and external stakeholders to publicise activity and achievements
- Build a reputation as a key London partner for developing leading cultural programmes and initiatives, attending events and holding regular stakeholder meetings
- Address the skills and training requirements of our cultural leaders in order to ensure they can realise the ambitions of the Cultural Strategy

This strategy complements existing and emerging City strategies:

Visitor Engagement Strategy – 2018-2022

Corporate Plan – 2018-2022

Communications Strategy

Cultural Hub Brand Strategy

Cultural Hub Property Strategy

Open Spaces Strategy 2015

Draft

Committee(s)	Dated:
Port Health and Environmental Services Planning and Transportation	19 th September 3rd October
Subject: Draft Code of Practice for Deconstruction and Construction Sites Eighth Edition 2017	Public
Report of: Director of Markets and Consumer Protection	For Decision (PHES) For Decision (PT)
Report author: Rachel Sambells, Pollution Team Manager	

Summary

The City of London Corporation published its last Code of Practice for Deconstruction and Construction (the Code) in 2013. The Code, in its Seventh Edition was approved by the Port Health and Environmental Services Committee on 30th April 2013. It requires refreshing and updating to reflect current best practice, guidance and the inclusion of a schedule of monitoring fees for developers.

A draft Code of Practice for Deconstruction and Construction Sites Eighth Edition 2017 has been produced and is appended to this report. It seeks to set out simply and clearly what constitutes acceptable site practice within the City, and to assist developers, architects, engineers and construction professionals to prepare Schemes of Protective Works required for the planning process, to plan, cost and manage the environmental issues which arise in the industry. The draft Code reflects the City's increased emphasis on improving air quality alongside updated chapters on noise and contaminated land.

The draft Code will help ensure that the City Corporation continues to encourage the use of the best environmental options in planning and managing construction and deconstruction. It also reflects the priority placed on the effects of reducing the impact of poor air quality and unwanted sound on the health of residents, workers and visitors as detailed in the City and Hackney Joint Strategic Needs Assessment.

The draft Code was subject to extensive consultation for a 3 month period ending on the 17th July.

The draft Code meets the key aims of the City's Air Quality, Noise and Contaminated Land Strategies.

Recommendation

It is recommended that:

subject to comments received at your meeting;

- a. the attached Code (Appendix 1) be approved and published on 3 October 2017 subject to any comments received at your meeting; and

- b. The introduction of the proposed monitoring contribution fees set out in Appendix L of the Code be approved with effect from 3 October 2017; and
- c. Planning and Transportation Committee endorse the amendments to the Standard Planning Conditions shown at Appendix 4

Main Report

Background

1. The City is constantly being redeveloped through deconstruction, construction and refurbishment of its buildings. In order to facilitate this process the Code of the City Corporation seeks to set out simply and clearly what constitutes acceptable site practice within the City, and to assist developers, architects, engineers and construction professionals to plan, cost and manage the environmental issues which arise in the industry. There is inevitably some conflict with neighbours due to deconstruction and construction activities affecting them through the development process.
2. The City Corporation has a responsibility to manage and minimise exposure to excessive and sometimes unnecessary environmental impacts of construction, whilst ensuring that the City can continue to function as a modern world-class business centre.
3. In 2013, the City of London produced a Seventh Edition of the Code outlining what constitutes acceptable site practice to manage and mitigate the effects of construction. In tandem a planning condition began to be imposed for major developments requiring a 'Scheme of Protective Works' from construction and demolition sites. This Scheme of Protective Works is required to be developed in accordance with the requirements and recommendations of the Code.
4. The Code covers eight key areas: Community liaison and consultation; Noise; air quality; contaminated land; waste, water; sustainability and light. The revised Code also incorporates proposals for enhanced monitoring including arrangements for contributions to monitoring costs to be made by developers.
5. The Code balances the needs of the Business City (particularly construction sites) to undertake construction works, with the expectations of residents and neighbouring businesses who wish for impacts to be minimised.

Key Policies and Proposals

6. The Eighth Edition City of London Code brings together, refreshes and updates these key chapters with a greater emphasis on air quality to manage and mitigate the environmental impacts of construction. In particular, the Code will help deliver one of the key themes of the Local Plan to "protect, promote and enhance our environment" whilst contributing to the wider policy context of maintaining a world class city.

7. The Code introduces for the first time a schedule of monitoring costs contributed to by the developer in order to ensure better long term environmental management and help mitigate adverse construction impacts more effectively. This will enable a more proactive approach to monitoring by City Officers. In accordance with the resolution of the 21 March 2017 Planning and Transportation Committee the Code refers to the use of planning conditions to make provision for the contributions. The Chief Planning Officer has prepared amendments to the Standard Planning Conditions to encompass such payments (see Appendix 4).
8. This revised draft Code ensures that the City of London's approach continues to be suitable and appropriate for a world class City.

Proposals

9. I propose that, subject to comments received at your meeting, the attached Code be approved and published. Amendments to the Standard Planning Conditions to make provision for monitoring payments are also proposed.

Financial Implications

10. Appendix L details a schedule of monitoring fees to be paid by developers on commencement of works and annually thereafter until completion, which is summarised below.

Site Category	Fee	
	Year 1 £	Subsequent Years £
1 (Large Major Development)	53,820	46,460
2 (Medium Major Development)	30,935	25,760
3 (Minor Development)	5,060	5,060

11. The fees have been calculated on a full cost recovery basis, and will be updated annually by officers.
12. Whilst not indicative of future requirements, in order to illustrate the approximate scale of the scheme the table below shows the number of active developments in each category at 31 March 2017. The table also shows the maximum income that would have been received during 2016/17 had the proposed monitoring fees been in force for that period, assuming work had commenced at all sites on 1 April 2016 (i.e. a full first year fee was payable). In practice it is very unlikely that the maximum would be achieved, and it is expected that there will be a downward trend in the number of active sites over the medium term, further reducing the overall income achievable.

Site Category	Number of sites	Total (max) contribution £
1 (Large Major Development)	30	1,614,600
2 (Medium Major Development)	32	989,920
3 (Minor Development)	27	136,620
Total (All Sites)	89	2,741,140

13. Additional staff will be required to resource the new work resulting from the proposed monitoring scheme. Due to uncertainty in the number and timing of commencement of development works, it is difficult to forecast the likely income and resource requirement, and staffing will need to be managed to ensure we have the flexibility to meet demand without incurring additional costs to the City, however it is anticipated that the introduction of the monitoring scheme will be cost neutral overall.
14. Existing work carried out by the Pollution Control team in relation to the Code will be continue to be met within the Director of Markets and Consumer Protection's existing resources. The Department of the Built Environment are also involved in applying conditions at the planning stage requiring a 'Scheme of Protective Works', applying the new condition requiring payment of fees, the administration of the Considerate Contractors Scheme, as well as issues with impacts on the public highway, and this work will be met from their existing resources.

Corporate and Strategic Implications

15. The work on noise sits within Strategic Aims 1 and 2 (SA1) (SA2) and of the Corporate Plan: 'To support and promote The City as the world leader in international finance and business services' and 'To provide modern, efficient and high quality local services, including policing, within the Square Mile for workers, residents and visitors'.

Consultees

16. The Draft Code has undergone full internal and external consultation e.g. residents, businesses, City stakeholder groups and neighbouring boroughs, internally with officers of the Department of the Built Environment and the results of this have been considered in this draft. A total of 37 written submissions were received totalling 170 individual comments. The majority of comments were very supportive of the draft Code and where critical feedback was received on particular issues it was requesting a stricter approach and additional resources to be dedicated to enforcing the Code. An analysis of this

feedback is attached in Appendix 2. The suggestion received from the Barbican Association and other residents for not permitting noisy work from construction sites in or adjoining residential areas on Saturdays is the subject of a briefing note attached at Appendix 3, as no changes are recommended to existing arrangements.

Conclusion

17. The City Corporation has produced a refreshed and updated Code to encourage the use of the best environmental options in planning and managing construction and deconstruction, whilst ensuring the City can continue to function as a modern world class business centre. Subject to comments received at your meeting, the Code will be published and standard planning conditions amended to enable developers to be charged for monitoring sites.

Background Papers:

Code of Practice for Deconstruction and Construction Sites Seventh Edition May 2013.

Mitigation of Environmental Impacts from Developments Committee Report April 2013

Construction Site Noise Monitoring Report March/May 2017

Appendix 1

Draft Code of Practice for Deconstruction and Construction Sites Eighth Edition 2017.

Appendix 2

Stakeholder Consultation Analysis.

Appendix 3

Briefing paper: Hours for noisy works in the City of London

Appendix 4

Proposed Amendments to Standard Planning Conditions

Contact:

Rachel Sambells

Rachel.sambells@cityoflondon.gov.uk

020 7332 3313

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City of London

Draft

Code of Practice for Deconstruction and Construction Sites

Eighth Edition



Department of Markets and Consumer Protection
City of London
PO Box 270
Guildhall
London
EC2P 2EJ

Foreword

This is the eighth version of the Code of Practice developed by the City of London's Pollution Control Team to encourage the use of the best environmental options in planning and managing construction and deconstruction (demolition) in the City of London. The area is densely populated by residents, many types of business, and other sensitive premises, all of which can be affected by construction work and associated activities.

This Code meets one of the aims of the City Noise Strategy which is to mitigate and minimise noise and noise impacts that could adversely affect health and well-being of City residents, workers and visitors and to avoid noise and noise impacts that could have a significant adverse effect.

This Code seeks to set out simply and clearly what constitutes acceptable site practice within the City. It is intended to help developers, architects, engineers and construction professionals to plan, cost and manage the environmental issues which frequently arise in the industry.

In the City we encourage a flexible approach to addressing environmental problems. I must emphasise that this needs early and, in some cases, frequent liaison with the officers in the Pollution Control Team who should be consulted at all stages of project planning, programming and operation, so that the best options for your site can be developed.

This eighth edition of the code generally revises and updates the original version. It contains further guidance on the prevention of air pollution from activities on site, and a schedule of monitoring contributions introduced.

Additionally, we encourage you all to apply, via our Considerate Contractors Scheme (CCS), for the Environmental Award. This will recognise those sites/companies who innovate to protect the Environment in the City each year.

The Code takes into account current best practice and new technology already adopted by many sites in the City.

I hope you will find this guidance useful in planning and managing your site activities.

Jeremy Simons
Chairman of Port Health and Environmental Services Committee
September 2017

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Forward by Jeremy Simons

Chairman of Port Health and Environmental Services Committee

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Note: Copies of this Code of Practice can also be accessed via the City's website at:

www.cityoflondon.gov.uk/business/environmental-health/environmental-protection/noise/construction-information-and-advice/Pages/default.aspx

1 Introduction and Use

Introduction

- 1.1 At any one time there are many active deconstruction, construction and refurbishment sites within the City of London. The work is essential in order to enable the City to maintain its status as a world class centre of business and finance. Some of the activities involved and listed in this document can often disturb and disrupt neighbours and users of the surrounding area. To help Developers and their Contractors minimise disturbance, the City of London has prepared this Code of Practice detailing the standards to which they expect sites to be maintained and operated.
- 1.2 The environmental impacts of construction work must be considered as early as possible in the project. Where potential adverse impacts are identified, measures to offset or reduce them should be incorporated into the project proposals at the earliest stage and taken into account in the final cost. These matters must form part of the 'Scheme of Protective Works' to be submitted to the Pollution Control Team in the Department of Markets and Consumer Protection. We wish to encourage best practice and new innovation in Environmental Matters and welcome all companies/sites to take part in the CCS Environment Award.
- 1.3 *Note: The term Contractor used within this Code of Practice includes Principal Contractors, Construction Managers, Trade Contractors and other similar roles. Ultimate responsibility rests with the Principal Contractor although the Developer (or promoter of the project) will clearly have an interest in ensuring that works are undertaken with minimum disruption.*

Use and Application of the Code of Practice

- 1.4 This Code is intended as a guide to 'Best Practicable Means' but must not replace consultation between developers, Contractors and regulators. Throughout all stages of a project, discussion with the City of London is actively encouraged at the earliest opportunity. The Code should be used by developers during the planning application process as an informative document, allowing the developer to discuss terms tailored to their specific development with the City of London. Developers must ensure that Contractors are fully aware of this Code and its implications, in particular the requirement for proactive and effective community Liaison and Consultation (section 2).
- 1.5 Adherence to this Code will demonstrate a positive attitude and commitment towards minimising environmental impacts and will be used as one of the main methods of assessment within the City's Considerate Contractor Scheme. Many consents granted by the City of London under Planning Acts will include conditions which refer to the standards in this Code. Site specific Deconstruction and Construction Schemes submitted under planning conditions will generally be expected to reflect the relevant provisions of this Code.
- 1.6 The Code follows a methodical approach to construction works and sets standards to be followed. Not all parts of this Code will apply to every construction project. However, the City will expect all Contractors to comply with the spirit of the Code,

with appropriate provisions being applied to the site at all times. This should allow local residents and businesses to continue operating with minimal disturbance.

- 1.7 Where two sites (or more) are operating in close proximity to each other the impact of all operations on neighbours will be taken into account when applying controls to mitigate any environmental effects. It will be expected that arrangements for liaison between sites, as well as the City, are made by the Contractor at the beginning of projects to ensure that the joint impact from the work of all sites in the locality is kept to a minimum.
- 1.8 Although this Code gives an outline of legal requirements, it is not an authoritative statement of the law. Where necessary in accordance with its policy statement on enforcement, the City of London will not hesitate to enforce the statutory powers they have. A list of relevant guidance and legislation are included as Appendix A.
- 1.9 There is generally a good level of compliance across the City with this Code, but the density of development, high level of activity, and conflicting needs of different communities occupying an extremely limited area mean that the impacts of non-compliance can be particularly severe. This Code makes provision for a more proactive approach to monitoring by City Officers in order to ensure better long term environmental management and help mitigate adverse construction impacts more effectively.
- 2.0 Appendix L sets out contributions which will be sought by the City on certain developments to assist improved monitoring and liaison, and which may be provided for in site specific Deconstruction and Construction Schemes submitted under planning conditions.

2 Community Liaison and Consultation

Summary:

The Contractor needs to:

- demonstrate 'best practicable means' by contacting the City of London *well in advance of* works commencing to discuss the proposed works and the scope of liaison and 'Scheme of Protective Works' to be submitted for protecting nearby residents and commercial occupiers (hereafter referred to as *neighbours*);
- identify neighbours and interested parties (including where appropriate Ward Members) and consult with them **before** finalising the Scheme of Protective Works;
- maintain dialogue and information exchange with the City of London's Pollution Control Team, neighbours and interested parties throughout the proposed works;
- respond quickly to complaints and resolve where practicable; and
- ensure neighbours and interested parties are kept informed of works as they progress and are consulted where necessary.

Scheme of Protective Works

- 2.1 Prior to work commencing on each stage of the development, the Contractor **must** contact the City of London's Highways Division and the Pollution Control Team, in order to:
- agree the scope of the '**Scheme of Protective Works**' to be submitted; and
 - identify the scope of community liaison and consultation.
- 2.2 The Contractor must demonstrate 'Best Practicable Means' (BPM) and create a 'Scheme of Protective Works' for protecting neighbours. As part of this Scheme, the Contractor is expected to have and apply appropriate liaison and consultation approaches to minimise the environmental impact on neighbours.
- 2.3 The scope of the Scheme and extent of liaison will be site dependent, having regard to the scale of works and the potential for disruption to neighbours. Figures 2.1, 2.2 and 2.3 will be used to guide the scope required. Figure 2.4 is a guide to the information which may be required in the 'Scheme of Protective Works'.

Figure 2.1 – Category of Site

Site Sensitivity ↑	High	Category 2 Site	Category 1 Site	Category 1 Site
	Medium	Category 3 Site	Category 2 Site	Category 1 Site
	Low	Category 3 Site	Category 3 Site	Category 2 Site
		<i>Minor Development</i>	<i>Medium Scale Major Development</i>	<i>Large Scale Major Development</i>
		Size and nature of development →		

Figure 2.2 - Deciding on the Size, Nature and Sensitivity of the works

Size of the development	
<p><i>Large scale Major Developments</i></p> <ul style="list-style-type: none"> Residential - 200 or more units Industrial, commercial or retail floor space -10,000 square metres. <p><i>Medium Scale Major Developments</i></p> <ul style="list-style-type: none"> Residential between 10 and 199 (inclusive) units. For all other uses - floorspace between 1,000 square metres and 9,999 square metres or where the site area is between 0.5 hectare and less than 2 hectares. <p><i>Minor Developments</i></p> <ul style="list-style-type: none"> Residential - Between 1 and 9 (inclusive) units. For all other uses - floorspace of less than 1,000 square metres or where the site area is less than 1 hectare. 	
Nature of the works	Sensitivity
<ul style="list-style-type: none"> Type of works and its impact Duration of works Working hours 	<ul style="list-style-type: none"> Proximity of site to neighbours Number of people affected Type of neighbour Duration of works

Figure 2.3 - Scope of Information to be Provided

<p>Category 1 Site (site example: construction and or deconstruction sites)</p>	<ul style="list-style-type: none"> Prior consultation with the Pollution Control Team; Approval by Pollution Control Team of Full Scheme of Protective Works; Full level of community engagement in Liaison and Consultation section below, including Ward Member(s), about the works.
<p>Category 2 Site (site example: retainment of façade with internal works)</p>	<ul style="list-style-type: none"> Prior consultation with the Pollution Control Team; Approval by Pollution Control Team of Scheme of Protective Works; Communication as per figure 2.5 below
<p>Category 3 Site (site example: involving a refurbishment only)</p>	<ul style="list-style-type: none"> Communication as detailed in figure 2.5 below.

Figure 2.4 - Scheme of Protective Works

Basic Information to facilitate discussion – (Site suggested Information Sheet in Appendix G)	
<ul style="list-style-type: none"> • Site Contact Details • Contractor Contact Details • Description of works to be carried out – including working hours and duration • Summary of Noisy works and mitigation • Summary of works affecting Air Quality (e.g. dust) and mitigation • Site Sensitivity and methods of notifying neighbours • Training of the construction team e.g. toolbox talks to include mitigation measures and locations of sensitive receptors 	
Detailed Information (subject to discussion with Pollution Control Team)	
1) Programme of Proposed Works	including start and finish dates of principle stages
2) Liaison & Consultation Strategy	see section 2.5 – 2.10 below
3) Complaints and incidents Procedure	A system and procedure for dealing with enquiries and complaints from the public (see section 2.11 to 2.16 below)
4) Staff and training	Details of toolbox talks, frequency and content relating to noise, vibration, air quality, contaminated land, waste, water and light pollution matters
5) Site Plan(s) showing site boundary	<ul style="list-style-type: none"> • Show sensitive receptors • site layout and access • wheel / vehicle check and wash facilities • air quality and noise monitoring locations (where applicable) • site equipment location (e.g. cranes and generators) • location of water for damping down • fuel and waste store on site • refer to the CLP haulage routes and vehicle waiting areas
6) Monitoring	Proposed monitoring regime for noise, dust and vibration (where applicable) together with procedures to respond to non-compliances in relation to any trigger levels set for noise, dust and vibration
7) Proposed Vehicles and Machinery	Detail proposed vehicles and machinery on site: Noise and vibration: see section 3.11 relating to predictions Air quality: see sections 4.12-4.15 e.g. NRMM compliance
8) Working methods and pollution control measures	<p>Where applicable, reference to the results of background assessments, predictions and/or phase I/II assessments needs to be made in the submitted Scheme of Protective Works in order to refer to the necessary working methods, protective works, control measures or remediation works required to:</p> <ul style="list-style-type: none"> • mitigate against activities which have the potential to cause disturbance to neighbours (e.g. noise, dust and vibration) • prevent an impact on the environment (e.g. air quality) • remove pollution (e.g. contaminated land) <p>Noise see sections: 3.27-3.48 Air Quality: see sections: 4.19-4.29 Contaminated Land: see section 5</p>

- 2.4 For Category 1, 2 and 3 sites, throughout the construction/deconstruction works, regular dialogue between the Contractor and the City of the London should take place and meetings with the City may be held. The names and contact details of appropriate site personnel must therefore be forwarded to the Pollution Control Team at the earliest opportunity to facilitate liaison. A list of useful City of London contact names and telephone numbers is included in Appendix B. The liaison requirements for all sites are set out in figures 2.1 to 2.5.

Liaison and Consultation Strategy

- 2.5 The Liaison and Consultation Strategy should identify all neighbours and specify individuals and groups who may be affected by, and consulted with, regarding activities at the site. The strategy should include the contact details and programme for engagement. The Contractor should therefore identify the following:

- City of London Ward Member(s) for the site; who can be identified via the City of London Website at:

<http://democracy.cityoflondon.gov.uk/mgFindMember.aspx> or by contacting the Pollution Control Team. A copy of the Ward boundaries can be found in Appendix K and an interactive map can be found at:

<https://www.cityoflondon.gov.uk/about-the-city/elections-and-wards/wards/Pages/ward-boundaries-map.aspx>

- All neighbours and premises which may be affected by the site's activities, including:
 - any residential properties;
 - hotels, hostels and hospitals;
 - offices;
 - lunchtime catering premises;
 - public houses;
 - those affected by party wall/shared party element works (see sections 3.40-3.42 for guidance);
 - Places of worship
 - Community Centres
- Local Community Groups such as the Barbican Association, Castle Baynard Residents and Smithfield Trust; and
- Other interested parties (e.g. other construction / deconstruction sites in close proximity, utility and street works in the area and any events such as the Lord Mayors Show or road races).

2.6 Identification of residential premises

Reference should be made to the Residential Streets map (Appendix J), which identifies residential areas within the City. New residential developments are continually appearing, so the Pollution Control Team should be consulted in order to obtain the most up to date information. For this reason, the Contractor should also reevaluate the area in close proximity to the site from time to time. This will enable the Contractor to identify new groups or individuals who may be affected by the site's activities.

- 2.7 With reference to Figure 2.5 below, the Liaison and Consultation Strategy should include:

2.8 Initial Consultation

Prior to each project stage, provide a briefing/presentation of the 'Scheme' (detailed above) to the Ward Member(s), residents, Local Community Groups, businesses and other individuals identified. Briefings should include:

- Details of the 'Scheme of protective Works' in a readily understandable form;
- formal presentation, question and answer session or drop in sessions;
- information regarding how the works will enhance and benefit the local environment for neighbours; and
- Opportunity to provide feedback on the proposed works should be invited and responded to in writing; where practicable, amendments to the Scheme should be made to address concerns raised. The *finalised* Scheme should be provided to the City's Pollution Control Team and where requested, the Ward Member(s), neighbours and interested parties.

2.9 **On-going Communication**

- Plans for at least fortnightly communication (or as otherwise agreed) with neighbours and interested parties (identified above), for example by newsletter, in order to keep neighbours informed about current progress and planned works. The newsletter should be timely to allow neighbours time to plan around the works. It should contain the information suggested below, together with details of the Pollution Control Team contact:
 - The location of the planned works;
 - The type of planned works which are anticipated to give rise to effects on adjacent residents;
 - The duration of the planned works and the periods within which works will be undertaken (i.e. whether during normal working hours, during the evening or overnight);
 - The anticipated effects of the planned works;
 - The measures to be implemented in line with the Scheme of Protective Works to mitigate the impact of the planned works;
 - Contact details for enquiries; and
 - Complaints Procedure.
- A display board should be erected outside the site, which as a minimum shall identify key personnel, contact addresses, web site and telephone numbers, including complaint contact numbers. Additional information should include details of the scheme and its progress.

2.10 **Other Communication**

- The Contractor should appoint a responsible person to liaise with the City, neighbours and interested parties in order to keep them informed of matters likely to affect them. Good relations can be developed by keeping neighbours informed of progress and by responding to complaints quickly and fairly.
- Site Hours Variation Request Procedure (as per paragraph 3.10) to be followed for ANY works outside the 'standard hours' or within the 'quiet hours';
- Arrangements should be put in place for notifying or alerting neighbours in advance of additional unplanned noisy works, where applicable;
- Feedback should be requested from neighbours throughout the project and at the end, in order to allow modification of activities to reduce impact;

Fig 2.5 – Communication Requirements per Site Category	Category 1 Site	Category 2 Site	Category 3 Site
Identification of neighbours who may be affected	✓	✓	✓
Notification of works to Ward Member(s), neighbours and community groups	✓	possible	
Initial Consultation			
Scheme of Protective Works in an understandable form	✓	✓	
Presentation/drop in session/question and answer session	✓		
Explain how works will enhance area	✓		
Request feedback to proposed Scheme of Protective Works	✓		
On-going Communication			
Regular communication e.g. newsletters	✓	✓	
Display board / information outside site	✓	✓	✓
Other Communication			
Responsible person to liaise with the City	✓	✓	✓
Site Hours Variation Procedure as per paragraph 3.10	✓	✓	✓
Feedback obtained throughout the works	✓		

Complaints Procedures

- 2.11 The Contractor will establish a system and procedure for dealing with enquiries and complaints from the public.
- 2.12 Contact numbers, email and postal addresses for the enquiries and complaints system will be displayed on signs around the construction site and will be published on the website and newsletters.
- 2.13 Where complaints are made, the Contractor is expected to respond by investigating the complaint quickly and sympathetically, taking action to resolve the problem where the complaint is justified. If no resolution can be found the complaint should be referred to the City of London. A Contractor's response to complaints is an important criterion when evaluating the performance of the site for the Considerate Contractor Scheme.
- 2.14 The Contractor must maintain a designated complaints/incidents logbook or register covering:
- the nature of the complaint;
 - the cause; and, where appropriate,
 - the remedial action taken.
- 2.15 The City may request to see the complaints/incidents logbook at any time.
- 2.16 Complaints received by the City of London will be investigated. This will involve discussions with the Contractor and, if appropriate, monitoring or surveillance. Enforcement action may be taken if the complaint/s are justified and sufficient steps have not been taken by the Contractor to resolve matters.

Other Consultation

- 2.17 The City of London must be told in advance of any unusual activities including planned out-of-hours working. The Site Hours Variation Request Sheet (Appendix H) must be completed and e-mailed to the Pollution Control Team at least 5 days before the activity is to take place. Approval or the reasons for refusal will be countersigned and e-mailed back. Unless approval is given and the sheet is available for inspection, an Officer attending the site, in response to a complaint, will require the noisy work to stop.
- 2.18 The Pollution Control Team must be supplied with a current 24-hour call out number that will be answered in the case of a complaint or an emergency. It is also recommended that Contractors contact the City of London Police service to ensure a security assessment is carried out.
- 2.19 Where construction activities are being undertaken on two or more sites in close proximity, regular meetings should be arranged and attended by representatives from each site and the City of London in order to minimise cumulative impacts. Items for discussion may include:
- activities to be undertaken;
 - requirements for road closures;
 - out of hours work;
 - neighbour liaison;
 - monitoring results;
 - requirements for mitigation.
- 2.20 The appropriate body must be contacted with regard to wastewater generated from site activities which is classified as trade effluent. See section 7.
- 2.21 Contact must be made with the City of London Drainage Services Group (020 7332 1105) or Thames Water Utilities (0800 3169800) before any work is undertaken on connections to sewers or drains running under the public highway. See Section 7.
- 2.22 The Contractor must ensure that the Department of Built Environment (Development Management) has been contacted via 020 7332 1710 to establish whether the site contains a listed building, scheduled ancient monument or archaeological remains, and what specific requirements are included in the planning permission, listed building consent or conservation area consent. Details regarding scheduled monument consent should be obtained from Historic England; their contact number is 020 7973 3000. See Section 8.
- 2.23 The Contractor must ascertain whether any trees on the site or in immediate area are either protected by Tree Preservation Orders or fall within a Planning Conservation Area prior to works starting. This may be done by contacting the Department of the Built Environment (Tree Officer) on 020 7332 1708. See Section 8.
- 2.24 Prior to commencement of works on-site, an ecological survey should be undertaken by a qualified professional to confirm the absence of birds, bats and any other protected species which may be nesting/roosting within buildings or vegetation. If present, appropriate mitigation measures should be undertaken following consultation with the City's Department of Open Spaces who can be contacted on 020 7332 3505. See Section 8.

Considerate Contractor Scheme

2.25 The Considerate Contractor Scheme (CCS), pioneered by the City of London in 1987, aims to encourage building and civil engineering Contractors working adjacent to the City's streets to carry out their operations in a safe and considerate manner, with due regard to passing pedestrians and road users. Details are set out in Appendix C of this Code. As part of the scheme, all Contractors will be evaluated by the Pollution Control Team for their level of co-operation and compliance with this Code of Practice.

3 Noise

Summary:

The Contractor must:

- contact the Pollution Control Team to agree the working hours and methods to be used which may generate noise and vibration prior to the commencement of any work on site (see Section 2 – Scheme of Protective Works);
- Adhere to 'standard' hours for noisy site work and ensure that best practicable means are used to mitigate noise and vibration impacts on neighbours;
- Observe 'quiet hours' where City business activities may be affected by noise or vibration;
- ensure that if work is planned to take place outside the 'standard' hours, prior approval is obtained from the Pollution Control Team using the 'Site Hours Variation Request' procedure

Introduction

- 3.1 The high level of intensive development in the City, including major office redevelopments in the east and infrastructure projects, can have significant environmental impacts on occupiers of nearby noise sensitive premises. Protecting City businesses, residents and other noise sensitive premises (e.g. schools) from noise and vibration impacts of construction sites is essential to the City's continuing reputation as an excellent place to live, work and to do business.
- 3.2 This Code of Practice is a notice of the City of London's general requirements under Section 60 of the Control of Pollution Act 1974. The Contractor may also be informed of additional requirements during consultations with the City of London.
- 3.3 Complaints about excessive noise disturbance found to be justified may result in a Section 60 notice, under the Control of Pollution Act 1974, being served by the City of London. This will generally require the Contractor to adhere to these quiet working hours.

Hours of Work

- 3.4 Prior to commencing work, Contractors **must** contact the Pollution Control Team in order to agree hours of work. If no-one is disturbed by works then 24-hour working may be considered; however, such circumstances are rare in the City. Where residents and commercial activities are significantly affected or are likely to be affected, the standard times of operation will be imposed.
- 3.5 **Standard Hours**
 'Standard' hours permitted for **noisy** work will normally be the following:
- 08:00 - 18:00 hours (Monday to Friday);
 - 08:00 - 13:00 hours (Saturday) ;
 - No noisy working is permitted on Sundays, Bank or Public Holidays.

3.6 **Quiet Hours**

The City also requires time restrictions on noisy works to reduce noise disturbance to businesses. These times are known as '**quiet hours**' which are:

- 10:00 - 12:00 (Monday to Friday);
- 14:00 - 16:00 (Monday to Friday).

'Quiet hours' are put in place to give nearby commercial occupiers at least 4 hours without noisy working from street and construction sites during the working day. These periods may be subject to variation in particular circumstances, for example during lunchtimes, adjacent to eating places or businesses where the majority of trade is carried out at lunchtimes.

3.7 **Work outside standard hours and during quiet hours**

Outside '*standard hours*' and during '*quiet hours*' the following noise generating activities will not usually be permitted where the activities are likely to cause disturbance:

- Cutting using power tools;
- Breaking out using power tools;
- Other noise generating activities, depending on the specific location of site and neighbours.
- The use of impact fasteners;
- The loading of heavy materials;
- Other noisy activities, depending on the specific location of site and neighbours, deemed unacceptable by Environmental Health Officers.

Where there is no disturbance from these activities it is likely that variations will be permitted, see 3.10 below.

3.8 Noisy work outside '*standard hours*' or during '*quiet hours*' will be considered in order to support the City's businesses and also the needs of local neighbours e.g. proximity to restaurants, places of worship or residential properties.

3.9 ANY works outside the '*standard hours*' or within the '*quiet hours*' can only be undertaken with the approval of the City using the Site Hours Variation Request Sheet (Appendix H). Approval will be conditional on the Contractor submitting the following:

- Details of site and out of hours contacts
- Details of site operations and location
- Dates and proposed hours
- Reasons and justification for the request
- Proposed plant to be used
- Predicted noise levels at sensitive locations
- Mitigation measures
- Neighbours affected and copies of written notifications.

Variations will be approved for works where impacts can be demonstrated to be low, in locations where there are no affected neighbours or for safety, logistics or engineering reasons. Variations may be refused if the impacts on neighbours are considered high and cannot be mitigated or previous variations have not been fully complied with.

3.10 Where, in the opinion of Environmental Health Officers, structurally transmitted noise adversely affects neighbours, **it will be barred between 09:00 - 17:00 hours**. For complex sites with a neighbour mix including residential, retail, and commercial properties, advance negotiation with all parties and the Pollution Control Team is

expected of the Developer/Contractor, as restrictions may have significant implications for cost and timing of the project.

Noise and Vibration Monitoring Regimes and Limits

- 3.11 The City requires Contractors to undertake and submit predictions of noise and vibration levels at identified locations and any identified sensitive receptors. Regular intelligence-led monitoring of noise and vibration levels is also expected to be undertaken by looking at the work programme and identifying aspects likely to cause significant noise/vibration. Receptor points are to be agreed with the City of London prior to initiation of predictions and monitoring. Results should be compared against suitable baseline data as a useful means of:
- Controlling noise and vibration, and identifying problems at an early stage (it is particularly valuable to carry out monitoring during the early stages of a project);
 - providing an objective basis for evaluating complaints; and
 - safeguarding Contractors against claims of damage.
- 3.12 Prior to commencing work, it is essential to undertake monitoring of ambient noise levels around the site at sensitive neighbours (this should be agreed with the City Pollution Control Team). This will provide baseline data for comparison with levels present during the works. This baseline assessment should be submitted to the Pollution Control Team. A baseline vibration exercise will be unnecessary unless neighbours are clearly affected by any existing source of substantial vibration e.g. a tube line.
- 3.13 Where there are party walls or neighbours are otherwise directly attached to elements of the site, the noise, vibration and structural implications of the proposals will require individual and detailed evaluation.
- 3.14 In some circumstances, the Pollution Control Team may require continuous monitoring combined with a real-time alarm system, with details to be agreed on an individual basis. Informal site boundary walk about to monitor noise as experienced by neighbours is highly recommended to understand the impact site may be having.
- 3.15 Noise measurements should ideally be taken with a Class I Integrating Logging Sound Level Meter calibrated (before and after) with a Class I Acoustic Calibrator. L_{Aeq} and L_{AFmax} , noise levels should be recorded (as a minimum) together with a record of all events potentially affecting the noise level at the time of monitoring.
- 3.16 *Note: The period over which the L_{Aeq} parameter should be averaged must be agreed with Environmental Health Officers.*

Noise Limits

- 3.17 The suitability of specific noise limits is highly dependent upon the individual situation. The factors to be considered include:
- The characteristics of the noise and its potential effect on the neighbours;
 - Baseline ambient noise levels; and
 - The nature and duration of the works.
- 3.18 In addition, following complaints, specific noise levels may be set to prevent speech interference in offices and loss of trade.

- 3.19 The City of London expects noise from the site to be controlled to an acceptable level. In the City environment this can be a difficult balance and 'best practicable means' must be applied to reduce noise and vibration as far as possible.
- 3.20 Noise levels within businesses during noisy periods must enable workers to carry out conversations, both face-to-face and on the telephone, and allow normal business to be conducted. It is considered that an internal noise level of 65 dBA or above is likely to cause annoyance and interference (dependent on the noise characteristics).
- 3.21 Such noise should be restricted to hours outside the normal working day of 09.00 – 17.00. Timings of works with noise levels exceeding 65dBA should be discussed and agreed with Environmental Health Officers prior to commencing.

Vibration Limits

- 3.22 When carrying out works which may produce vibration, all potential receptors must be considered, with particular attention to be paid to the following:
- Occupiers and users of buildings
 - Hospitals or laboratories
 - IT related issues;
 - Cosmetic or structural damage to buildings or heritage sites.
- 3.23 People's response to perceptible vibration is accentuated by their fear of building damage. Suitable guidance upon the levels of vibration, which may cause building damage, can be found in BS 7385-2:1993.
- 3.24 Guidance relating to the potential effect upon the operation of computers and other relatively sensitive equipment can be found in BS 5228-2:2009+A1:2014.
- 3.25 Complaints of vibration are usually concerned with fear of the unknown and the potential effects of relatively low levels of vibration in buildings. This problem is best addressed by:
- Liaison with all parties potentially affected, with explanations given of precisely when they are likely to be affected by specific activities;
 - Monitoring affected parties to reassure occupants as to the relative levels of vibration compared with building effect (BS 7385-2:1993).
- 3.26 Vibration meters should preferably record 3 orthogonal Peak Particle Velocity values (15 minutes of 10 second or shorter samples). Where complaints are received, the Contractor/client should consider the need for monitoring at neighbouring premises.

Working Methodologies, Noise and Vibration Control Measures

General methodologies

- 3.27 In addition to working hours and community liaison, all works must be carried out in accordance with BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014. All works must employ Best Practicable Means as defined by Section 72 of the Control of Pollution Act 1972 to minimise the effects of noise and vibration. The City must be satisfied that all means of managing and reducing noise and vibration, which can be practicably applied at reasonable cost, have been implemented.

- 3.28 A written evaluation of methodologies used must be made available to the City of London and include justifications with regards to the minimisation of noise and vibration (see section 2 and figure 2.4).
- 3.29 The City considers the off-site prefabrication or preparation of as many building elements and materials as possible an essential requirement for Best Practicable Means, in particular for the cutting of decking and steelwork.
- 3.30 Where appropriate, the following measures to minimise noise and vibration levels should be adopted:
- Employing only modern, quiet and well-maintained equipment (all equipment must comply with the EC Directives and UK Regulations set out in BS 5228-1:2009+A1:2014);
 - Using low impact techniques, such as demolition munchers and bored or hydraulically-jacked piling rigs;
 - careful planning of the sequence of work in order to minimise the transfer of noise/vibration to neighbours;
 - using fully silenced modern piling rigs selecting pressed in methods or auger over higher impact methodologies
 - Careful operation of the piling rig so there is **no reversing** of the Kelly/auger bars;
 - using electrically powered equipment run from the mains supply;
 - use of screws and drills rather than nails for fixing hoardings etc;
 - use of an alternative to percussive drills / hammer where possible
 - use of plasma cutters where cutting on site is the only alternative
 - careful handling of materials & waste such as lowering rather than dropping items;
 - taking steps to isolate the deconstruction works from sensitive neighbours, in order to minimise the transfer of vibration and structure borne noise;
 - erection of acoustic screens or enclosures wherever possible;
 - avoidance of unnecessary noise (such as engines idling between operations, shouting, loud radios or excessive revving of engines) by effective site management.
 - Concrete pours and finishing must be planned to avoid overruns past the standard hours, the pour size and concrete workability must be considered. The Contractor must enter into a written protocol with the concrete supplier regarding timing of deliveries to ensure works can be completed within the permitted hours.
 - The position, location and acoustic shielding of any concrete pumps must be agreed with the Pollution Control Team.
 - Audible alarms must be broadband sound, including reversing alarms and other equipment such as mobile elevated work platforms.
 - Pile breaking-out, pile reduction work, and concrete break-out and removal must be carried out, where reasonable and practicable, within a portable acoustic enclosure. The enclosure shall be three-sided with a roof or such other acoustic enclosure.
 - As an alternative to breaking in situ, remove larger sections by lifting them out and breaking them down off site.
- 3.31 Where control at source is not practicable or adequate, the distance between noise/vibration sources and sensitive neighbours should be maximised and the transmission path interrupted, with options considered in the order of source-pathway-receptor. Where practical this can be achieved by:

- Siting of stationary plant and loading/unloading areas;
- erecting impervious hoardings, of at least 5 kg/m² surface density, where possible higher than the line of sight to neighbours;
- leaving building façades and boundary walls intact as long as possible during demolition and boarding/bricking up windows;
- the use of existing non-sensitive structures as shields;
- the use of temporary structures; and
- cutting of transmission pathways for vibration.

3.32 In addition to mitigation strategies above, a Liaison and Consultation Strategy (as detailed in section 2) should be implemented as an essential element of the Best Practicable Means to minimise the effects of noise and vibration.

Vehicle Movements, Deliveries, Loading and Unloading

3.33 Vehicle movements, deliveries, loading and unloading can cause considerable noise and disruption to neighbours as a result of the following:

- reversing beacons;
- running engines; and
- noisy material being loaded and unloaded

3.34 All loading, unloading and deliveries of materials and plant to the site and removal of waste should, where possible, be carried out within normal site working hours. Any early morning or evening deliveries must have approval from the Pollution Control Team. This must be requested using the copy of the Site Hours Variation Request Sheet (Appendix H).

3.35 All vehicle movement alarms and reversing beacons must be broadband sound where practicable, engines must be switched off when not in use and unloading conducted with care. The site layout should be designed to minimise potential effects on neighbours. A competent banksman should be employed to provide assistance to vehicles accessing and leaving the site, thereby ensuring minimal traffic disturbance and pedestrian safety.

3.36 Vehicle movements should be planned to ensure that lorries do not arrive or depart outside standard hours. No daytime or night-time parking of lorries will be permitted outside agreed areas.

3.37 Where appropriate, deliveries should be arranged on a just-in-time basis in order to prevent vehicles queuing outside site.

3.38 Appendix F of this code summarises the City of London's traffic management requirements for vehicle movements, site deliveries, street closures, crane operations and abnormal loads. This can be copied for use by Sub-Contractors and others.

Party Wall work

3.39 Work to party walls and major works in partially occupied buildings will be strictly controlled, and are **usually barred between 09:00 and 17:00 hours** when noise and/or vibration could be transmitted to neighbouring properties and businesses.

Working hours for Party Wall work must therefore be agreed with the City's Pollution Control Team prior to works commencing.

- 3.40 Vibration monitoring should be considered to reassure neighbours and assist in demonstrating that levels do not exceed those which may cause structural damage to adjoining buildings. Complaints relating to vibration can cause considerable delays, particularly during demolition piling and ground work phases of construction activities. Noise should also be considered to assist in determination of acceptable levels.
- 3.41 Where works are carried out close to, or on, a party wall, The Party Wall Act 1996 may apply. The Contractor must consider all aspects of this Act and allow sufficient time to comply with it.

Scaffolding and Gantries

- 3.42 Scaffold erection or dismantling can cause disturbance to site neighbours. All works must be undertaken in accordance with the Department of Built Environment's Highways Division Guidance Notes for Activities on the Public Highway and be subject to a licence under the 1980 Highways Act. Subsequent erection and dismantling activities must be agreed with the Pollution Control Team, and comply with prescribed times.
- 3.43 Appendix D sets out detailed information on the requirements of the City for scaffolding and gantries.

Cranes, Lifting of Heavy Equipment, and consequent Road Closures

- 3.44 The erection of fixed cranes, rigging, and use of mobile cranes on the highway and lifting of heavy equipment often has to be undertaken outside normal working hours. All these street-based activities require prior consent from *both* the Highways Division *and* the Pollution Control Team. Although it is normally the crane company's responsibility to obtain prior approval for the works, the Contractor should ensure this has been done.
- 3.45 The Pollution Control Team's approval for the work is required to ensure that all plans are appropriate for the location, and that steps have been taken to mitigate any disturbance to commercial or residential neighbours. The application for this must be accompanied by a lifting plan.
- 3.46 The correct procedure involves the following:
- See: [highway licences](#) page to ensure all relevant authorisations have been obtained
 - Telephone the Pollution Control Team to agree the outline proposals (020 7606 3030).
 - The 'mobile crane environmental health authorisation notice & structures notification form' (Appendix I), together with a lifting plan, should be fully completed and returned to the Pollution Control Team for scrutiny/approval.
 - Once received, the completed application form will be checked, any necessary amendments agreed with the sender, and returned to the applicant with the appropriate signature. This can then be presented to the City's Street Management Office at a previously agreed appointment (020 7332 3553).

- 3.47 *Note - The part of Appendix I relating to 'structures authorisation' must also be signed by the crane company's representative. It is the crane operators responsibility to check whether there are any underground 'structures' either under or in the vicinity of the highway where the crane operation is sited - see Appendix F for full details.*
- 3.48 Crane oversailing must be agreed with the City of London and/or site neighbours. Under section 177 of the Highways Act 1980, site cranes require a licence if the jib at any point extends over the public highway. Application for this licence should be made to the Department Built Environment's Highways Division. A charge may be levied for oversailing the public highway.

4 Air Quality

Summary

The Contractor must:

- Submit a Scheme of Protective Works which includes an Air Quality Dust Management Plan (AQDMP) which details techniques to be adopted that ensure the air quality in the City of London is not adversely affected by activities at and associated with the development site.
- The AQDMP should be produced in line with the requirements of this section which includes a consideration of:
 - ✓ Summary of works that may impact air quality
 - ✓ Complaints and incidents procedure
 - ✓ Staff training relating to air quality matters
 - ✓ Site Plan
 - ✓ Air quality monitoring considerations and trigger levels
 - ✓ Machinery and equipment used on site (*NRMM compliance / minimised generator use / concrete crushers/ no-idling policy*)
 - ✓ Working methodologies and emission controls to be employed

Introduction

- 4.1 Under Part IV of The Environmental Act 1995 and the Governments UK Air Quality Strategy, Local Authorities are required to work towards achieving national air quality objectives. The City of London has some of the worst air quality in the Country and has been declared an Air Quality Management Area for PM₁₀ (fine particles) and nitrogen dioxide.
- 4.2 The UK is facing the prospect of large fines from the European Commission for failure to meet air quality Limit Values. Recent studies have demonstrated that poor air quality and dust have a significant impact on public health in London, with the equivalent of over 10,000 premature deaths in London in 2010 attributable to poor air quality; this issue is now therefore of the highest priority.
- 4.3 Construction and de-construction sites in the City are therefore expected to meet the highest possible standards for control of air pollution and dust.
- 4.4 In July 2014, The Greater London Authority (GLA) published the Supplementary Planning Guidance document: 'The Control of Dust and Emission During Construction and Demolition' (SPG). In order to mitigate negative impacts on air quality in the City, the construction and deconstruction industry is expected to employ, as a minimum, methods detailed in the GLA SPG (and subsequent revisions) and detailed in this section. As additional best practice and case studies become available, they will be available at:
www.cityoflondon.gov.uk/airqualityconstruction

Air Quality Risk Categorisation in the City Environment

- 4.5 Where an Air Quality Impact Assessment is created and submitted at the planning stage for approval, it may include an Air Quality Risk Assessment (AQDRA) prepared

by a competent person. The GLA's SPG (2014) provides guidance with regard to which sites the GLA consider high risk.

- 4.6 The risk assessment detailed in the SPG requires a detailed understanding of the project and its effect on receptors. The built up nature of the City and its poor air quality means even small scale deconstruction/construction projects can have an adverse impact on air quality. For this reason, all projects will be expected to implement all possible mitigation measures and an explanation provided where they are felt not to be required.

Air Quality Monitoring

- 4.7 The GLA's SPG suggests that continuous monitoring for particulate matter is required at high risk sites. However, reliance on the results of continuous monitoring as an indicator that the site is doing all it can to reduce emissions is not sufficient due to the density and wind direction factors in the City mentioned above. As such, a greater emphasis should be placed on control measures such as damping down and site management (e.g. no-idling policy and NRMM compliance, see sections below).
- 4.8 Continuous monitoring positioned between construction sites and sensitive land users, such as buildings with openable windows, outside amenity and residential developments, is beneficial with regard to providing assurance to neighbours; however its reliance as an indicator of good site management is limited due to the above. Appendix 8 of the GLA's SPG provides details regarding different types of monitoring.
- 4.9 Continuous air quality monitoring will normally be required on large sites adjacent to sensitive premises such as residential properties, schools and St Bartholomew's hospital. This may include dust slides for assessing nuisance dust and real time monitoring to assess PM_{2.5} and PM₁₀. A site will not normally be required to monitor nitrogen dioxide.
- 4.10 Real time monitoring may involve setting an alarm to alert the site manager if levels of PM₁₀ go above a set threshold. The threshold value, and type and location of any monitoring equipment should be agreed with the City of London in advance. The threshold value is normally initially set at 150µg/m³ for PM₁₀ over a 15 minute period, with the level being reviewed periodically.
- 4.11 Regular patrols outside the site perimeter during potentially dusty works are required. This is to look for visual evidence of dust releases off site and to take appropriate where it is identified. The Contractor shall take any necessary measures to prevent nuisance/adverse effects to people's health.

Machinery and Equipment on Site (GLA SPG Chapter 7)

- 4.12 **Non-Road Mobile Machinery (NRMM):** NRMM are often fuelled by diesel and therefore give rise to nitrogen dioxide and particulate emissions. Consequently, the need, size and choice of NRMM should be carefully considered. Before sourcing diesel plant, consideration needs to be given to low and zero emission plant, such as electric or hybrid MEWPs. Where diesel plant is employed it should adhere to the NRMM policy below as a minimum. Notwithstanding the policy size requirements, ALL diesel plant should be the lowest emission solution available.

The NRMM policy is set out in the GLA's Dust and Emissions SPG. Since 1 September 2015 NRMM of net power between 37kW and 560kW used in Central Activity Zone are required to meet the standards set out below. This applies to both variable and constant speed engines for both NOx and PM. These standards are based upon engine emissions standards set in EU Directive 97/68/EC, and its subsequent amendments.

- NRMM (within the above kW range) used on any site within the City will be required to meet Stage IIIB of the Directive as a minimum. From September 2018, this requirement changes to Stage IV. Any amendments of the policy and guidance must be adhered to.
- Prior to the commencement of any works, all developments within the City must register relevant NRMM online at www.nrmm.london/register. There are a small number of permitted exemptions to the above, and more details of this or updates to the overall NRMM policy requirements, which should be adhered to, can be found at the website: www.nrmm.london.

The NRMM should be maintained and operated in accordance with the manufacturers guidelines so as to achieve the required emission standard; this includes the grade of fuel used.

In order to demonstrate NRMM compliance, best practice includes using stickers on machinery to show engine stage and the use of a spreadsheet to detail all equipment on site, with photos and a compliance reference; such best practice is encouraged on City sites.

- 4.12 **Generators:** Diesel generators give rise to nitrogen dioxide and particulate matter emissions. The use of generators to provide electricity on site should therefore be avoided wherever possible. This can be avoided by ensuring an electrical supply for the site is secured well in advance of works.

Where generator use cannot be avoided, it should be a lower emission solution, such as hybrid, gas or hydrogen technology. Where diesel is used, the newest Euro standard engine should be used (in accordance with the NRMM policy), with a lower emission solution that incorporates battery storage technology. This reduces generator size and running hours, cuts fuel consumption, emissions and noise. The use of hydrogen technology for lighting towers and site cabins rather than generators should also be considered.

- 4.14 **Concrete Crushers:** The use of concrete crushers will not generally be sanctioned in the City because of the potential to cause dust and nuisance to neighbours. However, the City of London will allow the use of city crushers to prepare material for piling mats and ramps, as this reduces the number of vehicle movements associated with the site. Any crushing plant would have to be authorised under the Environmental Protection Act 1990. Appropriate measures, such as enclosing the plant and built in water sprays would have to be used at all times.
- 4.15 **Emission management and idling engines:** Machinery must be appropriately sized and sourced for use and well maintained and used in accordance with manufactures guidelines. Machinery and vehicles must not be left idling either on site or waiting for access to the site as this gives rise to unnecessary air pollution. It is a requirement of *Regulation 98 of the Road Vehicles (Construction and Use) Regulations 1986 (as amended)* for drivers to switch off their engines in parked vehicles. Failure to turn off an idling engine if requested may lead to a Fixed Penalty Notice being issued under the *Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002*.

Scheme of Protective Works and Air Quality Dust Management Plan (AQDMP)

- 4.16 Scheme of Protective Works will need to be submitted to the City Corporation and approved prior to works commencing on-site, which should include an Air Quality and Dust Management Plan (AQMDP).
- 4.17 The AQDMP should detail measures to reduce on site emissions and a consideration of utilising dust and emission reduction measures detailed below. It should also be kept under review so that changes to the timetable and potential emissions can be mitigated.
- 4.18 The AQDMP should be produced prior to any demolition or construction works, agreed with the City Corporation, and should contain details of the following:
- **Summary** of the work to be carried out and an inventory and timetable of all dust and NOx air pollutant generating activities
 - **Liaison and consultation strategy** relating to works which may impact on air quality
 - **Complaints and incidents:** methodology for recording action taken in response to incidents.
 - **Staff and training:** The identification of trained and responsible person on site for air quality and the training schedule for all staff e.g. toolbox talks relating to idling engines
 - A site **plan(s)** showing:
 - sensitive receptors
 - site layout and access (with wheel check and wash facilities shown)
 - air quality monitoring locations
 - site equipment including generator location
 - location of water for damping down
 - fuel stored on site
 - reference to the CLP which contains proposed haulage routes and vehicle waiting areas
 - **Monitoring:** Summary of monitoring methods (if applicable), trigger levels and procedure for mitigation when exceeded.
 - **Machinery:**

- confirmation that **NRMM** compliant equipment will be sourced and registered on the GLA website;
- a commitment to sourcing power for the site which does not involve diesel **generators**;
- details regarding **concrete crusher** use
- emission management plans which includes no-engine **idling**, both on and off site
- **working methodologies and controls measures** should be included in the AQDMP for all relevant activities which may affect air quality. The controls implemented should include those detailed in sections 4.19-4.29 below. The scheme should consider the entire lifetime of the project and sequence of works.

Working Methodologies and Control Measures (SPG chapter 5)

- 4.19 Activities undertaken on site must be done so with methodologies which reduce the likelihood of dust generation and the worsening of air quality. With reference to the Mayors SPG, the phases are works which could create emissions that affect human health and the environment are:
- Demolition
 - Earthworks
 - Construction
 - Trackout
- 4.20 The following control measures should be incorporated for the relevant phases. The AQDMP can state it will adhere to this code, rather than detail all methods that will be adopted; however, where measures are not adopted, the AQDMP should detail why they have not been adopted in discussion with the City Corporation.

General measures and details for Demolition, Earthworks, Construction and Track-out

- 4.21 **Preparing the site:**
- a. Plan site layout: Plans should be made to eliminate dusty works, where this is not possible, dusty activity should be planned away from sensitive receptors, with wind direction taken into consideration.
 - b. All sites should be sufficiently screened / wrapped in order to prevent offsite dust deposition. Plans should be made for screening dust generating activity and for water to be available for damping down.
 - c. Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.
 - d. Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.
 - e. Where air quality monitoring is proposed, select appropriate locations and commence baseline monitoring at least three months before phase begins. Ensure the equipment is maintained and calibrated in accordance with the manufacturer's guidelines.
 - f. Plan for wheel washing facilities, where space allows.

4.22 **Inspections, liaison and complaints:**

- a. Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary to ensure plans are coordinated and dust and particulate matter emissions are minimised.
- b. *Site inspections and record keeping:* Carry out regular site inspections to monitor compliance with air quality and dust control procedures including:
 - checking for spillages of cement and other powders which should be removed to prevent off-site deposition)
 - checks of buildings within 100m of site boundary (cleaning to be provided if necessary).
- c. Record inspection results, and make an inspection log available to The City Corporation when asked. The frequency of site inspections should be increased by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.
- d. *Incidents and Complaints:* Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and ensure the action taken to resolve the situation is recorded in the log book. Record and respond to all dust and air quality pollutant emissions complaints and make a complaints log available to the local authority when asked.

4.23 **General site Management and Operations:**

The operator should ensure fumes and/or dust do not escape from the site to affect members of the public and the surrounding environment:

- a. By using processes which do not generate fumes and/or dust and dusty material.
- b. Ensure an adequate water supply and water pressure (using groundwater / recycled water where possible) or local exhaust ventilation is available on the site for effective dust/particulate matter mitigation for:
 - o damping down dust generating activities and unsealed areas in dry weather
 - o using mobile sprinkler systems and mobile bowsers
 - o using equipment fitted with fine mist sprays during dust generating works
 - o collecting dusty material during dusty works
- c. Use enclosed (rubber) chutes, conveyors, covered skips, sheeting, bagging and minimize drop heights to reduce the amount of dust produced on site.
- d. Dusty works should be eliminated; where this is not possible, solid screens or barriers of appropriate height should be erected around dusty activities and/or the site boundary and action taken to prevent offsite deposition. The site fencing, barriers and scaffolding should be kept clean using wet methods.
- e. Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
- f. The burning of materials on site is not permitted under any circumstances.
- g. Careful consideration should be given to the location and temperature control of tar and asphalt burners and the lid should remain closed when heating.
- h. Avoid site runoff of water or mud.
- i. Remove materials from site as soon as possible.
- j. Off-site fabrication, cutting, grinding and sawing should ideally be undertaken off site. If the work must take place on site, the following techniques should be

used. It will be the Contractor's responsibility to demonstrate that stated methodologies are not available, and that every effort has been made to acquire them:

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction.
- Areas used to undertake cutting and grinding should be screened; and
- Shears and guillotines or burners should be used in preference to disc cutters on activities such as re-bar cutting and decking.

4.24 **Vehicles, Machinery and sustainable travel**

Vehicle choices and management can have a significant impact on air quality within the City of London. For this reason, the following should be adhered to:

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and any subsequent traffic management policies to improve air quality.
- Ensure a consideration of items in sections 4.12-4.15 (NRMM compliance, minimised generator use, appropriate concrete crusher use and no idling engines)
- Wherever possible, vehicle movements should be minimised through full load only delivery, considered logistics planning, liaison with other sites within close proximity and the use of consolidation centres. To that end, a Construction Logistics Plan should be produced to manage the sustainable delivery of goods and materials. See TfL Guidance:
<https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/freight>
- Implement a Travel Plan that supports and encourages sustainable travel to and from site. See City Advice notes:
<https://www.cityoflondon.gov.uk/services/transport-and-streets/transport-planning/Pages/default.aspx>
- Prevent the occurrence of smoke emissions or fumes from site plant or stored fuel oils by ensuring plant is well maintained and measures are taken to ensure they are not left idling when not in use.
- Low sulphur diesel fuel should be used.
- Wheel washers to be used on vehicles leaving the site (where site on space allows);
- Where there is a potential for dust releases lorries and skips leaving the site to be covered; and
- The generation of dust whilst loading or unloading materials must be controlled.
- Where possible, vehicles visiting site should sign up and adhere to FORS standards (or equivalent). Best practice has noted the use of an on-line booking system which only allows compliant vehicles to attend site and this is encouraged.

4.25 **Waste management (see section 6 of this code).**

- Reuse and recycle waste to reduce dust from waste materials
- NO bonfires or burning of waste materials.

4.26 **Measures and details specific to Demolition**

- The use of 'long arm' demolition equipment and methods using explosives will not generally be sanctioned in the City, except where the work is within an enclosure or underground.
- Soft strip inside buildings before demolition (retaining walls and windows in the

- rest of the building where possible, to provide a screen against dust).
- c. Ensure water suppression is used during demolition operations.
- d. Explosive blasting is not permitted, use appropriate manual or mechanical alternatives.

4.27 **Measures and details specific to Earthworks**

Due to site space restrictions, it is anticipated that material will not be stored on site for extended periods within the City. Where it is, reference needs to be made to contaminated land requirements in section 5. When material is stored or moved, operations should be employed which minimise dust releases by stabilising stockpiles and damping down when dry or moved.

4.28 **Measures Specific to Construction**

- a. Scabbling should be done off site and will not generally be allowed in the City due to the amount of dust generated;
- b. Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, (unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place)
- c. Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.
- d. For smaller supplies of fine powder materials ensure bags are sealed after use and used and stored appropriately to prevent dust.
- e. Spraying of intumescent fire paint and cementations fibrous fire spray should not be carried out in the city, due to air quality issues and difficulties in encapsulating areas and will only be permitted when working areas can be full encapsulated and air monitoring carried out

4.29 **Measures Specific to Trackout**

- a. Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.
- b. Install hard surfaced routes and areas to work, which are regularly damped down with fixed or mobile sprinkler systems, pressure washers or water-assisted dust sweepers. Areas should be regularly cleaned (avoiding dry sweeping of large areas). Hard surfaced areas should be inspected for damage and repaired where required.
- c. Record all inspections of surfaces and routes to and from site and any subsequent action in a site log book.
- d. Ensure there is an adequate area of hard surfaced area between the wheel wash facility and the site exit, where possible. Access gates should be ideally located at least 10m from receptors.
- e. Where reasonably practicable, implement a wheel washing system (with rumble grids) to dislodge accumulated dust and mud prior to vehicles leaving the site.
- f. Apply dust suppressants to locations where a large volume of vehicles enter and exit the site (See GLA SPG for guidance with regard to dust suppressants).

5 Contaminated Land

Summary

Where the site is suspected of being affected by contamination, then appropriate investigations and a subsequent remediation strategy and verification programme will be the subject of planning conditions for any works that require planning approval.

Irrespective of whether or not the development is subject to such planning conditions, it is the responsibility of the Contractor to ensure that appropriate investigations and risk assessments have been carried out to characterise the ground conditions. It is similarly the Contractor's responsibility to ensure that appropriate action is taken and/or mitigation measures put in place to ensure that:

- The works themselves do not pose any unacceptable risks to human health (including construction workers, neighbours and the general public), controlled waters or other eco systems.
- The development once completed does not pose any unacceptable risks to human health (including subsequent construction/maintenance workers, future occupants, neighbours and the general public), controlled waters and other eco systems.

It is also the Contractor's responsibility to ensure that:

- The City of London's Pollution Control Team is notified of any ground contamination that is found either during prior investigation or subsequently during development
- Any remediation which takes place is approved by the City of London's Pollution Control Team and is thoroughly documented in the form of a verification report.

Introduction

- 5.1 It is the duty of the Contractor to ensure that adequate work has been done to investigate, evaluate and manage risks from contaminated land (whether it originates on the site or not) to human health, controlled waters and other eco systems.
- 5.2 General guidance is provided by the Environment Agency on its *Land Contamination: Technical Guidance* website page which may be found at <https://www.gov.uk/government/collections/land-contamination-technical-guidance>. The Agency's guiding principles of managing and reducing contaminated land are explained in "GPLC2 - FAQ's, technical information, detailed advice and references" which may be accessed at the above website. The technical framework for the management of contaminated land is provided in the Agency's publication "Model Procedures for the Management of Land", report CLR11" which also may be accessed via the above website.
- 5.3 The technical framework is underpinned by a large number of Environment Agency reports and tools, British Standards and other industry technical reports which give specific guidance on the various aspects of investigation, evaluation and mitigation of risks posed by contamination. Again the Environment Agency website

above provides a link to its own reports and tools. Cl:aire, CIRIA and the BRE are other sources of industry reports, many of which are included in the references section below.

- 5.4 The assessment of contaminated land in the UK is a risk based one. This means that although contamination may exist in, on or under land, this may not in itself present an unacceptable risk. A risk arises when there is a pollutant linkage i.e. a receptor (such as humans) may be impacted by a source (such as hydrocarbon contamination within the ground) via a pathway (such as inhalation of vapours). That risk only becomes unacceptable once the magnitude of the risk exceeds a set limit.

Phased Approach

- 5.5 The investigation and assessment of contaminated land requires the assessor to identify potential sources of contamination, receptors and the potential pathways that may connect them to establish potential pollutant linkages.
- 5.6 The investigations should be undertaken, in a phased manner, with the results of each phase being used to decide whether or not there is a requirement to proceed to the next phase. In some cases iterative investigation may be required. At each step the Contractor should liaise with the Pollution Control Team before proceeding to the next phase and where a phase indicates that no unacceptable risks exist then must seek the Pollution Control Team's approval before omitting subsequent phases.
- 5.7 The methodology for site investigation appraisal and assessment is outlined in the documents detailed above. The process of phased and iterative assessment is summarised in CLR11, Figure 1.
- 5.8 The City of London is a densely populated area which has had a long history of previous development including a range of potentially contaminating industrial uses. As such the possibility of contamination must be assumed on all development sites. The City Corporation will require, as a minimum, a Phase 1 Desk Study and Conceptual Site Model (CSM).
- 5.9 Where contamination is found (albeit on or off site) that poses unacceptable risk, then a Remedial Options Appraisal shall be carried out to ensure that the selected option meets the City's targets for sustainable development as well as providing the required mitigation measures.
- 5.10 Where remediation is required then a detailed Remediation Method Statement shall be provided to the City Corporation for approval prior to commencement of any remediation works. The Remediation Method Statement should include an Environmental Monitoring Plan where it is identified that the remediation works themselves may pose a potential risk to human health, controlled waters or other eco systems.
- 5.11 On completion of the remediation, a verification report shall be provided. The verification report should contain documentary evidence of the remediation works carried out together with photographs and laboratory test results to support decisions made on site.

Local Context

5.12 **Geology and Groundwater**

Due to the historical redevelopment of the City made ground is expected to present (to varying thickness) across the area. Made ground or fill is by nature highly variable in composition and may contain contaminated and/or putrescible material. It can therefore be potential source of contamination and landfill gas.

5.13 The City of London is mapped by the British Geological Survey as being entirely underlain by London Clay which is classified as Unproductive Strata.

5.14 Superficial deposits overlying the clay include Alluvium associated with the River Thames along the southern boundary, and in linear deposits in the central and western areas of the City. Hackney Gravel, Taplow Gravel and Lynch Hill Gravel are mapped across the City and are classed as a Secondary Aquifer. Areas of Langley Silt Member are mapped in the southern and eastern parts of the City.

5.15 **Surface Water**

The primary surface water feature within the City of London is the River Thames located along the southern boundary of the City. The River Fleet and Walbrook are both culverted, flowing south beneath the City and discharge into the Thames.

5.16 **Historical Uses**

The City of London has a long history of industrial use dating back to the Roman era. Historical maps of the City available from the 1870s detail a number of industrial land uses which include (but are not limited to) warehouses and wharves (predominantly along the River Thames boundary), railway land, factories and works including printers, hatters, furriers and foundries; some historic uses can be seen on the City's [interactive map](#).

5.17 **Unexploded Ordnance**

Approximately half of the City is mapped as having suffered WWII bomb damage. Published copies of bomb damage maps are available on the Council web site as well as the website 'Bomb Sight' which records the positions of bombs which landed across London.

5.18 A desk based UXO risk assessment should be undertaken, as a minimum, by an appropriately qualified person for all works where ground is to be 'broken'. Mitigation measures may be required for intrusive works and or construction, with appropriate contingency measures in place to deal with any suspect items.

Key Personnel

5.19 Due to the highly complex nature of site investigation, risk assessment and remediation design; it is strongly recommended that the Contractor appoint a specialist consultant at the earliest opportunity. In any case any contaminated land report, risk assessment, options appraisal, remediation strategy or verification report must be prepared and countersigned by a Competent Person.

5.20 A competent person is someone who has the appropriate qualifications and experience to undertake the task in question. The Contractor may wish to use the services of a SiLC (Specialist in Land Condition). A register of SiLCs may be found at <http://www.silc.org.uk/silc-register/>. Subject to discussion with the Pollution Control

Team, the City Corporation requires that all contaminated land reports are signed off by a SQP (Suitably Qualified Person as defined under the National Quality Mark Scheme).

- 5.21 The Pollution Control Team are responsible for approving contaminated land reports and the Contractor is advised to contact the Team in the early stages of planning.

Unexpected Contamination

- 5.22 If any undetected or unexpected contamination or ground gas is identified or suspected during the course of the development works, the Contractor must stop work, seek the advice of a competent person and undertake whatever further specific investigations are required to characterise the contamination and develop an appropriate remediation strategy. Where ground contamination is identified, the Pollution Control Team must be notified. Where ground-water contamination is suspected, then the Environment Agency and Pollution Control Team must be contacted. All remedial work must be approved by the Pollution Control Team.

Waste Disposal

- 5.23 The City advises that all projects with an estimated construction cost exceeding £300,000 excluding VAT have a Site Waste Management Plan and in any case all waste must be disposed of in accordance with current legislation.
- 5.24 Appropriate soil tests must be carried out on all soils removed from waste to ensure an accurate and appropriate waste classification.
- 5.25 It is a requirement of the waste legislation that hazardous and non-hazardous waste be treated prior to disposal to change the characteristics of the waste and in so doing either reduce the volume and/or hazardous nature of the waste and/or facilitate handling and/or recovery. Additional hazardous and non-hazardous waste must be separated.
- 5.26 Soils may be classified as non-hazardous or hazardous waste on the basis of its chemical content.
- 5.27 Particular attention is drawn to the subject of asbestos in soils. Where the asbestos content exceeds 0.1% by volume OR a competent person is able to detect asbestos containing materials with the naked eye. The latter is likely to apply at asbestos concentrations significantly lower than 0.1%

Re-use of Soils

- 5.28 The City of London promotes sustainable development and in this respect is supportive of soil re-use where appropriate.
- 5.29 Where soils are to be re-used on the subject site (Site of Origin) or another site (Receiver Site), then it is recommended that this is done in accordance with the CI:aire Code of Practise, otherwise the soils may be classified as waste, requiring an EA permit or EA exemption before it may be reused.
- 5.30 It is noted that only natural soils (e.g. London Clay) may be moved and reused on another site, whereas made ground or natural soils may be re-used on the site of origin provided it meets key test criteria set out in the code.

- 5.31 Where soils are to be reused on site either in accordance with the Code or under an EA exemption or permit then details must be forwarded to the Pollution Control Team prior to re-use and all such re-use detailed in the final verification report for the site.

General Site Activities and Controls

- 5.32 Notwithstanding the requirements to remediate or provide mitigation measures to counter ground contamination, the Contractor must also ensure that all its activities are undertaken in such manner as is required to prevent contamination of the ground, ground-water and surface waters. This may include but is not restricted to:
- materials being stored in appropriate conditions to prevent damage/contamination of storage areas;
 - containers of hazardous or potentially contaminating materials being sited away from drains and un-surfaced areas;
 - containers of hazardous or potentially contaminating materials being fit for purpose, regularly inspected and maintained;
 - containers of hazardous or potentially contaminating materials should have secondary containment (such as a bund) to contain any leaks or spills for example, areas used for the storage of diesel fuel or chemicals
 - All waste should be clearly labelled and segregated prior to offsite disposal to prevent cross contamination and inappropriate disposal; and
 - It is the Contractor's responsibility to ensure that its principal Contractor and sub-Contractors are made aware of the ground conditions and potential hazards associated with those conditions.

6 Waste and Materials Handling and Storage

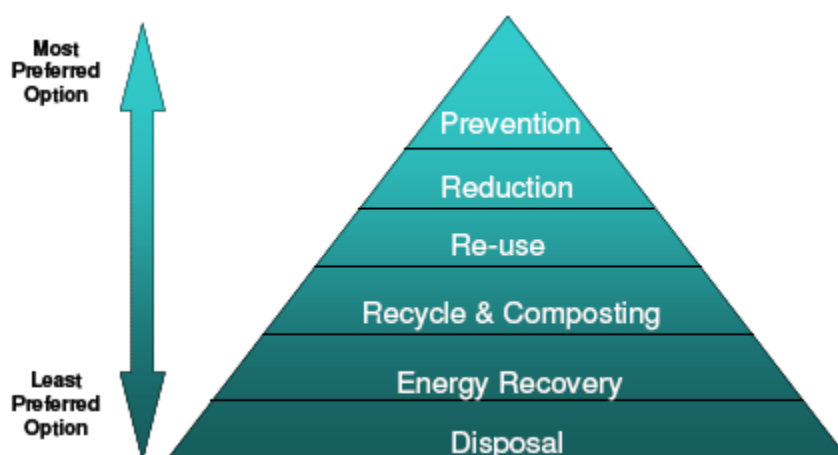
Summary

The Contractor must:

- ensure a Site Waste Management Plan is developed (if required);
- ensure waste is contained and disposed of in an appropriate manner and in accordance with legislation and the Waste Management Hierarchy; and
- ensure methodologies are adopted that prevent environmental impacts by the mishandling and storage of on-site materials and waste.

Waste Management

- 6.1 The City recommends any project costing over £300k is required to produce a Site Waste Management Plan (SWMP) for new build, maintenance, and alteration or installation/removal of services (such as sewerage or water).
- 6.2 The purpose of a SWMP is to ensure that building materials are managed efficiently, waste is disposed of legally, and that material recycling, reuse and recovery is maximised. As such, a SWMP sets out how all building materials, and resulting wastes, are to be managed over the course of a project. For more information, please consult the following websites: www.defra.gov.uk and www.environment-agency.gov.uk
- 6.3 Those sites with a budget of less than £300k must manage their waste according to current legislation (see www.environment-agency.gov.uk). Evidence of how waste is disposed of, and efforts to reduce and recycle waste, must be maintained and kept on site.
- 6.4 All site waste management must be planned and carried out in accordance with the Waste Management Hierarchy, as demonstrated below:



- 6.5 All wastes must be removed from sites using a registered waste carrier and sent only to disposal facilities authorised to receive it. Disposal must be in accordance with relevant legislation.

- 6.6 All waste documentation - transfer notes, consignment notes, exemptions, waste carrier and facility licences - must be held on site as required by legislation. Such documentation must be maintained to be readily available for inspection at all times.

Materials Handling and Storage

- 6.7 Materials should be stored in appropriate conditions to prevent damage/contamination, of storage areas. Containers should be sited away from drains and un-surfaced areas. Storage containers should be fit for purpose, regularly inspected and maintained, and should all have secondary containment (such as a bund) to contain any leaks or spills.
- 6.8 Fuels should be stored in compliance with current guidance and recommendations.
- 6.9 Procedures and training should be in place for the safe delivery and handling of materials, with regular site inspections carried out to ensure that once on site they are stored safely and correctly.

Asbestos and other Hazardous Materials

- 6.10 All work on asbestos and other hazardous materials must comply with current Legislation and HSE Approved Codes of Practice & Guidance.
- 6.11 Before any work is done or commissioned that is likely to disturb asbestos or other hazardous material, the following must be worked out:
- The amount of hazardous material;
 - Where it is and what condition it is in;
 - Whether work is likely to disturb material; and,
 - Whether and how the material needs to be safely protected or removed.
- 6.12 This can be achieved either by checking existing records (such as client's survey, asbestos plan or register) or commissioning a suitable survey before work starts. It is good practice to include the need for such a survey in the initial project cost and programme. For more information, please see the following and associated links:
<http://www.hse.gov.uk/construction/healthrisks/asbestos.htm>
<http://www.hse.gov.uk/comah/index.htm>

7 Water

Summary

The Contractor must:

- ensure trade effluent is not discharged directly to surface or foul drains without contacting the appropriate body;
- trade effluent consents are held on site;
- contact the City of London's Drainage Services Group or Thames Water Utilities if work is to be undertaken on sewer connections or drains running under the public highway; and
- ensure the under-ground drainage systems are adequately designed and installed.

Discharge of Waste Water from Sites

- 7.1 Wastewater generated from site activities including water from dewatering excavations, site run off slurry and bentonite are classified as trade effluent. These should not be discharged direct to surface or foul drains without the consent of the Environment Agency for controlled waters, and Thames Water for others.
- 7.2 The Contractor is responsible for obtaining necessary consents and ensuring compliance with any conditions imposed on them. Copies of consents must be held in a designated file kept on site. In cases of heavy water run-off, sumps must be provided in order to deal with the issue.

Site Drainage, Temporary and Permanent Connections to Sewers

- 7.3 Contact must be made with the City of London Drainage Services Group (020 7332 1105) or Thames Water Utilities (0845 9200 800) before any work is undertaken on connections to sewers or drains running under the public highway. The following general requirements will have to be met:
- All redundant sewer communication pipe work must be sealed off at the sewer. The remaining pipe work should be removed or filled with a suitable weak concrete, cement grout or other suitable material. This is to prevent any infestation by rodents and avoid the risk of future possible subsidence.
 - All retained sewer communication pipes should be tested and a CCTV survey carried out to ensure they are suitable for the new development and in good condition.
 - In order to prevent rodents or sewer gases reaching the site, temporary sewer communication pipes must be provided with a 'cascade' cast iron interceptor trap to British Standard specification.
- 7.4 It is strongly recommended that all under-ground drainage systems are installed using pipes made of a robust material such as cast iron, and that inspection chambers etc. are properly sealed with bolted down covers. This will prevent later problems from damage by vibration or rodent access.
- 7.5 Wherever it is at all possible, the drainage system serving the proposed development or refurbishment should gravitate to the sewer. This will eliminate the need for pumping of foul drainage to the sewer and the associated problems which regularly occur with this type of installation.

- 7.6 The sewage system within the City of London is vented to atmosphere via vents at road surface level and any increase of discharge velocity resulting from pumped or stored sewage being discharged to the sewer frequently results in complaints of foul smells. These may well be treated as a statutory nuisance by the City of London. The importance of designing a system which discharges to the sewer by gravity wherever practicable cannot be overstated.
- 7.7 *Note: Details of the City's standard drainage connection requirements and the related legislation are shown in Appendix E.*

8 Sustainability and Preservation

Summary

The Contractor should:

- employ best practice and look for new innovative techniques in the priority areas specified to ensure a more sustainable approach;
- ensure the Department of Planning and Transportation has been contacted to establish the status of the site and what specific requirements are included in the planning permission, listed building consent or conservation area consent;
- ascertain whether any trees on the site or immediate area are either protected or fall within a Conservation Area prior to works starting; and
- ensure an ecological survey has been undertaken by a qualified professional and appropriate mitigation measures agreed with the City of London.

Climate Change and Sustainability

- 8.1 The City of London is working towards limiting the impact of the region and making it more sustainable, demonstrated by (among other projects) the current development of a Climate Change Strategy, and strongly encourages other parties to do the same. Innovation and best practice in this area will therefore be highly regarded in applications for the Environment Award through the CCS.
- 8.2 The Sustainable Development Commission has identified the following key priority areas for action in the UK:
- sustainable consumption and production – greater efficiency in utilisation of resources and minimisation of waste;
 - natural resource protection; and,
 - climate change and energy – both reducing energy consumption and sourcing that energy from more sustainable sources.
- 8.3 Contractors should employ best practice and look for new innovative techniques in each of these priority areas, thus ensuring the process of construction or deconstruction is made more sustainable.
- 8.4 The impact of such techniques, or indeed highlighting of areas for improvement, can be demonstrated by including life cycle analyses for materials/processes or basic carbon footprinting in documentation submitted as part of the planning process.
- 8.5 Examples of actions taken to increase the sustainability of the site could include:
- Use of the Mayor of London's Green Procurement Code, in particular via the procurement of FSC-approved/sustainable timber or equivalent, for example, PEFC certification;
 - Use of non-virgin aggregate;
 - general good practice including ensuring that plant not in use is switched off and that lighting is used only when necessary (such as through the use of timers);
 - Use of energy efficient bulbs or solar powered lighting;
 - the use of existing feeds for power where possible to prevent the need for generators, or the purchasing of energy/electricity from sustainable sources;

- Employment of energy efficient and, where possible, gas powered plant as opposed to petrol/diesel;
- Efficient use of water as a resource, for example in cleaning systems or the implementation of rainwater harvesting.

8.6 For more information regarding climate change and sustainability issues relevant to a particular project or site, Contractors are encouraged to contact the City of London Sustainability Team on 020 7332 3598, or read the Climate Change Adaptation Strategy available at:

<https://www.cityoflondon.gov.uk/services/environment-and-planning/sustainability/Documents/climate-change-adaptation-strategy-2010-update.pdf>

Archaeology and Built Heritage

- 8.7 Much of the City of London is designated as being of archaeological potential. Archaeology is a material consideration of the planning process. Where archaeological remains survive, the archaeological potential is considered as part of the planning application. Where a development affects archaeology, investigation and recording is required as a condition of the planning permission. This may be to ensure the preservation *in-situ* of important archaeological remains and to ensure that a record of the remains is made.
- 8.8 Some monuments and archaeological remains are scheduled ancient monuments under Part I of the Ancient Monuments and Archaeological Areas Act 1979 and scheduled monument consent is required to undertake any work that may affect a scheduled monument. Scheduled Monument Consent is obtained from the Department of Culture, Media and Sport and advice on this is available from Historic England.
- 8.9 Some buildings and structures are included on the statutory list of buildings of special architectural or historic interest. Listed building consent is needed to carry out any work which may affect a building's special architectural or historic interest.
- 8.10 The Contractor must ensure that the Department of the Built Environment has been contacted to establish whether the site contains a listed building, scheduled ancient monument or archaeological remains, and what specific requirements are included in the planning permission, listed building consent or conservation area consent. Conditions of a planning permission may include the requirement of a programme of archaeological work and recording to be carried out as an integrated part of the development, submitted to and approved by the Department of the Built Environment before work commences (contactable via 020 7332 1710).
- 8.11 Advice and details of the need for Scheduled Monument Consent should be obtained from Historic England (contactable via 020 7973 3000).

Trees and Wildlife

- 8.12 The local planning authority has specific powers under the Planning Acts to protect trees and require the planting of a replacement tree in certain circumstances. The Director of Open Spaces is also responsible for the maintenance and management

of street trees and trees within some of the city churchyards. The Contractor must therefore ascertain whether any trees on the site or in the immediate vicinity of the site are protected or maintained by the Corporation prior to starting work.

8.13 A tree may be protected in one of the following ways:

- By a Tree Preservation Order
- If it is located within a conservation area
- By means of conditions on planning permissions or other consents.

8.14 The City of London Tree Strategy Supplementary Planning Document (Part 1) and the accompanying evidence and practice guidance (Part 2) sets out a co-ordinated approach to the management of trees in the City of London. It provides advice for anyone wishing to undertake work to existing trees or to plant new trees. It can be found via the following link:

<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/heritage-and-design/Documents/Tree-Strat-Part-1-Complete.pdf>

8.15 Development schemes can have a major impact on existing trees including street trees. It is essential therefore that the potential impact of the proposed works on these trees is assessed at an early stage prior to the submission of any application. This should include the demolition and construction process and future maintenance of the building. Prior to undertaking any tree works or any works in the vicinity of trees Contractors should consult the City Corporation Tree Strategy.

8.16 Prior to commencement of works on site, checks should be undertaken to confirm whether there are any birds or bats that may be nesting/roosting within buildings or vegetation. If present appropriate mitigation measures should be undertaken following consultation with the City's Department of Open Spaces 020 7332 3505.

9 Light Pollution

Summary

The Contractor must ensure:

- nearby residents and commercial occupiers are not adversely affected by light pollution from the site;
- an energy efficient lighting approach is adopted; and
- lighting does not pose a hazard;

Light Pollution

- 9.1 Light pollution is a statutory nuisance and is defined as any form of artificial light which shines outside the area it is required to illuminate. Unnecessary use of lights is considered a waste of energy (see section 8.5). Any use of lighting should have regard to these facts and should be designed to prevent any nuisance to residents or road traffic and be used primarily for reasons of health and safety or security.
- 9.2 Site lighting should be located and aligned so as not to intrude into residential properties, on sensitive areas, or constitute a road or rail hazard.
- 9.3 Site lighting outside of working hours should be designed to the minimum required to ensure safety and security taking to prevent potential impacts on neighbours.
- 9.4 During the fit out stages of construction, it is a requirement that contractors will utilise black out window coverings.

10 Problems on Site

Summary:

- If emergency work is required then the Contractor must contact City of London as detailed;
- The Contractor must ensure that systems are in place to enable problems on site to be identified and ensure that appropriate action is taken to mitigate the problem and the appropriate parties are informed.

Emergency Work

- 10.1 The City of London appreciates that occasionally incidents arise whereby it is impossible or impractical to comply with all the requirements within this Code. In such an event, the Pollution Control Team should be contacted within the hours of 08:00 and 17:00. Outside of these hours The Out of Hours Team should be called on 020 7606 3030, leaving a name, mobile number, the nature of the emergency, and the site address. Following this the Environmental Health Out of Hours Officer will respond by calling the Contractor in order to ensure the presence of an emergency and approve the method of work.
- 10.2 In the event of an environmental incident (e.g. a spillage), steps should be taken to prevent pollution, for example through:
- Protection of drains by the use of drain covers or booms;
 - Use of absorbent granules following an oil/chemical spill; and,
 - Turning off equipment or other sources of noise or dust.
- 10.3 Once the situation has been rectified, full details about the incident and remedial actions undertaken should be provided to the City of London and other relevant authorities, and recorded in the site complaints/incidents logbook.

Pollution Emergencies

- 10.4 All sites should have a plan, equipment and training in place for dealing with pollution emergencies. A summary of the plan should be visibly displayed around site, and understood by all workers.
- 10.5 For more guidance on such planning, please see the Environment Agency guidance 'Pollution Prevention Pays – getting your site right', downloadable at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/485173/LIT_7481.pdf

Pest Control

- 10.6 The City of London has a statutory duty to take such steps as may be necessary to keep the City free from rats and mice this includes enforcement of the *Prevention of Damage by Pests Act 1949*.
- 10.7 When an occupier of any land, including a construction site becomes aware of an infestation by rats or mice in large number he must notify Port Health and Public Protection (020 7606 3030).

- 10.8 Appropriate measures must be taken to limit any insect, bird or rodent infestation. Such measures are considered essential to limit future problems in completed buildings - especially in the case of mice.
- 10.9 Pest control does not just include treatment by a pest control company; in fact this is a last resort. Measures should be taken to:
- Prevent access to the site principally from exposed drainage;
 - Reduce harbourage in order to ensure that rubbish or spoil is not left for long enough allow rodents to establish themselves above ground;
 - Limit potential food and water sources. It is particularly important to ensure that waste food or empty cartons are not left in areas where they can encourage rats and mice.
- 10.10 Many of the methods necessary to achieve adequate control should be part of established construction/deconstruction methods. To report any problems with infestations, or if you require any additional advice, contact the City of London on the following number: 020 7606 3030.

11 Legislation and Documentation

Documentation

- 11.1 The Contractor should keep all appropriate documentation and records relevant to the requirements of this Code in designated files held on or accessible from site (i.e. electronic or on-line). They must be available at all times for inspection and review by the City of London or other authorities and should include as a minimum:
- Scheme of Protective Works (as per section 2);
 - liaison minutes, letters, photos and newsletters.
 - noise, vibration and dust monitoring results (where applicable);
 - waste management documentation (where applicable);
 - inventory of non-road-mobile machinery and corresponding emission standards, with the relevant plant registered on the NRMM website;
 - Site hours variation sheets; and
 - a complaints/incidents log with actions taken.

Section 60 and 61 Notices

- 11.2 The Control of Pollution Act 1974 Part III restricts and limits noise and vibration from a construction site. If complaints are received, where it is considered necessary, the Department of Markets and Consumer Protection will serve a Section 60 notice on the Contractor for the control of noise and vibration at the site. This notice can:
- Specify the plant or machinery that is or is not to be used;
 - specify the hours during which work can be carried out; and/or,
 - specify the levels of noise and vibration that can be emitted from the site.
- 11.3 The Contractor can apply in advance for a consent in the form of a Section 61 notice regarding the methods and conditions by which they are intending to undertake the works and control nuisance.
- 11.4 The City does not advise the use of Section 61 consents but it does support a system of prior agreement on similar lines, as this allows a much more flexible approach of greater benefit to the Contractor. Section 60 notices will be served where they are considered necessary. Contraventions of either Section 60 or 61 may well result in legal proceedings, leading to further costs and delays for the Contractor.

APPENDIX A

Guidance and Legislation

General

Environment Agency Pollution Prevention Guidance Notes
National Planning Policy Framework
Planning Policy Guidance Notes
Town and Country Planning Act 1990
Planning and Compensation Act 1991
BS 6187: 2011 Code of Practice for Demolition
ISO 14001

Vehicle Movements

Highways Act 1980
Road Traffic Regulations Act 1984
Traffic Management Act 2004
Standard for Construction Logistics – Managing Work Related Road Risk (TfL) and Fleet Operator Recognition Scheme (TfL)

Noise and Vibration

Environmental Protection Act 1990 (especially Sections 79 – 82)
Control of Pollution Act 1974 (especially Section 60 and 61)
BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014, – Noise & Vibration Control on Construction and Open Sites
BS 7385-2:1993 Evaluation and Measurement for Vibration in Buildings. Part 2 Guide to Damage Levels from Ground borne Vibration
BS 6472:2008 Guide to Evaluation of Exposure to Vibration in Buildings (1Hz - 80Hz)
Noise and Statutory Nuisance Act 1993
Control of Noise at Work Regulations 2005
The City of London Noise Strategy 2016 to 2026

Air Quality

Air Quality (England) Regulations 2000
Environment Act 1995
Clean Air Act 1993
Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002
Road Vehicles (Construction and Use) Regulations 1986 (as amended) – Regulation 98
GLA Guidance: The Control of Dust and Emission during Construction and Deconstruction (SPG)
DEFRA (2001) UK Air Quality Strategy, HMSO, London
The City of London Air Quality Strategy: see www.cityoflondon.gov.uk/air for the most recent copy
Building Research Establishment Code of Practice on Controlling Particles from Construction and Demolition (2003)

Smoke and Fume Nuisance

Noise and Statutory Nuisance Act 1993

Asbestos and Hazardous Substances

The Control of Asbestos Regulations 2012
Special Waste (Amendment) (England and Wales) Regulations 2001

MDHS 100 "Surveying sampling and assessment of asbestos-containing materials" HSE Guidance Note 2002
Control of Substances Hazardous to Health Regulations 2002 (as amended)
Environmental Protection (Controls on Substances that Deplete the Ozone Layer) Regulations 2011
Plus all other current/future Legislation together with HSE Approved Codes of Practice and Guidance

Waste Management

Environmental Protection Act 1990
Environment Act 1995
Environmental Protection (Duty of Care) Regulations 1991
Environmental Protection (Special Waste) Regulations 1996 (as amended)
The Controlled Waste (Registration of Carriers and Seizure of Vehicles) Regulations 1991
Waste Management Licensing Regulations 1994 (as amended)
Waste Management Duty of Care Code of Practice (1996), HMSO

Contaminated Land

British Standards Institute, Investigation of potentially contaminated sites – Code of practice BS 10175:2011+A1:2013
British Standards Institute, Guidance on investigations for ground gas – Permanent gases and Volatile Organic Compounds (VOCs) BS 8576:2013
British Standards Institute, Specification for subsoil and requirements for use BS 8601:2013
British Standards Institute, Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings BS 8485:2015
British Standards Institute, Specification for Topsoil BS 3882:2015
British Standards Institute, Code of practice for ground investigations BS 5930:2015
Building Research Establishment, Cover Systems for Land Regeneration: 2004
Building Research Establishment, Concrete in Aggressive Ground, Special Digest 1 : 2005
Chartered Institute of Environmental Health and Land Quality Management, Generic Assessment Criteria for human health risk assessment: 2006
Chartered Institute of Environmental Health and Department for Environment Food and rural Affairs, Local authority guide to the application of Part 2A of the Environment Protection Act 1990 – extended to cover radioactive contamination 2007
Chartered Institute of Environmental Health and Cl:aire, Guidance on comparing soil contamination data with critical concentration: 2008
CIRIA, A guide for safe working on contaminated sites, R132: 1996
CIRIA, Assessing risks posed by hazardous ground gases to buildings CIRIA C665: 2007
CIRIA, The VOCs handbook. Investigating assessing and managing risks from inhalation of VOCs at land affected by contamination. CIRIA 682: 2009
Cl:aire, SuRF UK, A Framework for Assessing the Sustainability of Soil and Groundwater Remediation: 2010
Cl:aire, The Definition of Waste: Development Industry Code of Practice, V2: 2011
Cl:aire, A Pragmatic Approach to Ground Gas Risk Assessment. Cl:aire Research Bulletin RB17 : 2012
Cl:aire and Joint Industry Working Group, CAR-SOIL™, Control of Asbestos Regulations 2012, Interpretation for Managing and Working with Asbestos in Soil and Construction and Demolition Materials: 2016
Department for Environment Food and Rural Affairs, Environmental Protection Act 1990: Part 2A Contaminated Land Statutory Guidance.
Department for Environment Food and Rural Affairs, Model Procedures for the Management of Land", report CLR11: 2004
Environment Agency, Guidance on requirements for Land Contamination Reports: 2005

Environment Agency, Remedial targets Methodology – Hydrogeological Risk Assessment for Land Contamination: 2006
Environment Agency, Contaminated Land Exposure Assessment Tool v1.05: 2009
Environment Agency, Guiding Policies for Land Contamination 2010, last updated 2016
HMSO, Environment Act 1995
HMSO, The Contaminated Land (England) Regulations: 2000 (with amendments 2006,2012)
HMSO, The Landfill Tax Regulations 1996 (with amendments 2015,2016)

Discharges and Site Drainage

Environmental Protection Act 1990
Environment Act 1995
Water Resources Act 1991
Water Industry Act 1991
Trade Effluent (Prescribed Processes and Substances) Regulations 1989 (as amended)
Anti-Pollution Works Regulations 1999

Pests

Wildlife and Countryside Act 1981 (as amended)

Trees

Town and Country Planning Act 1990
Wildlife and Countryside Act 1981 (as amended)
Conservation of Habitats and Species Regulations 2010
BS 5837:2012 Trees in relation to design, demolition and construction - Recommendations
BS 3998:2010 Tree work: Recommendations

Archaeology and Built Heritage

Ancient Monuments and Archaeological Areas Act 1979
Planning (Listed Buildings and Conservation Areas) Act 1990

City of London Documents

Code of Practice for Deconstruction and Construction Sites
Considerate Contractor Scheme (see Appendix C)
Scaffolding and Hoarding Licences (see Appendix D)
City's Standard Requirements for Sewer Connections (see Appendix E)
Traffic Management Requirements (see Appendix F)

APPENDIX B

Contact details for City Departments and External Agencies

Postal address for all Internal Departments: PO Box 270, Guildhall
London, EC2P 2EJ
General Switchboard (24 hour service) Tel: 020 7606 3030

MARKETS AND CONSUMER PROTECTION – Pollution Control Team

All enquiries: Tel: 020 7606 3030.
Email:
publicprotection@cityoflondon.gov.uk

DEPARTMENT OF THE BUILT ENVIRONMENT HIGHWAY MANAGEMENT GROUP

Out of Hours in Emergency: Tel: 020 7606 3030 and ask for duty officer to be called. He or she will call you back.

Considerate Contractor Scheme: Tel: 020 7332 1104
Email: ccs@cityoflondon.gov.uk

Highways Section & Scaffolding Licences: Tel: 020 7332 1104/3578
Fax: 020 7332 1578

Parking dispensations & Highway Closures: Tel: 020 7332 3553
traffic.management@cityoflondon.gov.uk

City of London Drainage Group: Tel: 020 7332 1105

District Surveyors: Tel: 020 7332 1000

City Structures Officer Tel: 020 7332 1544

DEPARTMENT OF THE BUILT ENVIRONMENT DEVELOPMENT MANAGEMENT

Protected Trees Tel: 020 7332 1708

Listed Buildings – Consent to Work Tel: 020 7332 1710

OPEN SPACES DEPARTMENT

Advice on birds, bats or plants found on site Tel: 020 7374 4127

THE CITY OF LONDON POLICE

Postal Address: Wood Street Police Station
37 Wood Street, London EC21 2NQ

General Enquiries: Tel: 020 7601 2455

Control Room (24 Hour operations): Tel: 020 7601 2222

Abnormal loads & traffic planning: Tel. 020 7332 3122

MUSEUM OF LONDON ARCHEOLOGY – ‘MOLA’

Postal Address: 46 Eagle Wharf, London, N1 7ED

General Enquiries: Tel: 020 7410 2200

Fax: 020 7410 2201

EXTERNAL AGENCIES

THE ENVIRONMENT AGENCY

Postal Address: Apollo Court
2, Bishops Square Business Park
St. Albans Road
Hatfield,
Herts, AL10 9EX
Tel: 08708 506 506

General Enquiries:

HEALTH & SAFETY EXECUTIVE

Postal Address: Rose Court
2, Southwark Bridge Road
London, SE1 4LW

24 Hour Emergency Contact:
(construction, demolition
& asbestos related matters)

Tel: General enquiries: 0845 3450055
Tel: 020 7556 2102
Fax: 020 7556 2109

THE METROPOLITAN POLICE

Postal Address: New Scotland Yard
Broadway
London, SW1H 0BG

General Enquiries:
Abnormal Loads Section

Tel: 0300 123 1212
Tel 020 8246 0931

LONDON FIRE & EMERGENCY PLANNING AUTHORITY

Postal Address: 20 Albert Embankment
London, SE1 7SD

General Enquiries: Tel: 020 7587 2000

NB. *The work previously carried out by the **Petroleum Inspectorate** is now shared between The Health & Safety Executive - in respect of most instances where fuel is dispensed or stored in large quantities and Building Control Officers in Local Authorities - in the case of ventilation & signage in underground car parks etc.*

ENGLISH HERITAGE

Postal Address: 1 Waterhouse Square, 138-142 Holborn, London, EC1N
2ST

General enquiries: Tel: 020 7973 3000

TRANSPORT FOR LONDON

Abnormal loads section Tel: 020 7474 4770

LONDON UNDERGROUND LTD

Contact re underground structures etc. Tel: 020 7222 1234

PORT OF LONDON AUTHORITY

General enquiries: Tel: 0147 456 2200

APPENDIX C

Considerate Contractor Scheme Information

1. The Considerate Contractor Scheme (CCS) comprises:
 - a Code of Good Practice, covering care, cleanliness, consideration and cooperation;
 - regular inspections by the City's Considerate Contractor Surveillance Officers;
 - an annual judging and awards ceremony; and
 - a telephone hotline enabling the general public to comment on the Scheme, sites and on participating Contractors. (020 7332 1104 / email ccs@cityoflondon.gov.uk)

Note: general compliance with this Code of Practice is also a requirement of the scheme and sites will be judged and scored in this context.

2. The CCS is a co-operative initiative open to all Contractors undertaking building and civil engineering work in the City of London. There is no membership fee, but on joining the Scheme, members agree to abide by the Code of Good Practice. It is by following this voluntary Code that the general standards of works are raised and the condition and safety of City streets and pavements improved for the benefit of everyone living, working or just travelling through the Square Mile.

Membership of the CCS is actively encouraged for all construction and deconstruction works in the City.

Additional information and a copy of the code of practice can be obtained from The Department of the Built Environment Highways Division representative on 020 7332 1104 or by email to ccs@cityoflondon.gov.uk

3. An Environment Award is available as a separate achievement in the Considerate Contractor Scheme to recognise and encourage best practice and innovation in the sustainability of City construction and deconstruction. For details email publicprotection@cityoflondon.gov.uk

APPENDIX D

Scaffolding & Hoarding Licence Requirements

1. Under sections 168 and 169 of the Highways Act 1980, scaffolds and gantries on or over the Public Highway require a licence and must comply in all respects with the Department of the Built Environment's Highways Division's Guidance Notes for Activities on the Public Highway.
2. Under section 184 of the Highways Act 1980, temporary vehicle crossovers require a licence and should comply with section 13 of the Highways Division's Guidance Notes for Activities on the Public Highway.
3. Application for these licences should be made to the City by contacting Highways Division, Department of Markets and Consumer Protection. A site visit will usually be required. (020 7332 1104)
4. Scaffolding over the River Thames, on the foreshore or within 16 metres of flood defences requires consent under the byelaws of the Environment Agency, Thames Region and the Port of London Authority.
5. Requests for further information, copies of the guidance notes and licence applications should be made to the Highways Division (020 7332 3578).



Department of Markets and Consumer Protection

City of London
PO Box 270, Guildhall
London EC2P 2EJ
www.cityoflondon.gov.uk

APPENDIX E

The City of London Sewers Act 1848 **City of London Standard Requirements**

1. All communicating drains to the sewer outfall **must** be provided with a cast iron intercepting/disconnecting trap which has a cascade, with access to the crown of the trap and have rodding access through to the sewer as BSS figure 26 or equivalent (for rodent control measures).
2. The communication pipework should be laid in straight lines in the vertical and the horizontal alignments and with no other pipe connections. (e.g. at a self-cleansing velocity and in a straight line from interceptor to the sewer).
3. The interceptor should be located inside the property boundary and adjacent to the buildings curtilage.
4. There should be provision to provide ventilation to the low invert level of a drainage system this should normally be at the intercepting trap. It may be difficult to evaluate air movement precisely and therefore as guidance you should allow for the vent pipe to be half diameter at the size of the intercepting trap. This vent should be discharged to a safe outlet at roof level atmosphere.

NOTES

- a) The sewage system within the City historically vents to atmosphere via low level vents and any increases of discharge velocity (e.g. pumped drainage) of building effluent to the sewers results in the incidences of smells being reported. As justified smell complaints are treated as a statutory nuisance by this Department. It is **STRONGLY RECOMMENDED** where practicable and safe to do so all drainage should discharge via gravity.
- b) In the view of this authority there are rodents present within the sewers and special rodent control is therefore required, historically the measures this authority accepts is both by means of an interceptor trap and a sealed drainage system. You should discuss this matter with your Building Control body/Advisor.
- c) There is a requirement under Section 62 of the Building Act 1984 for any person who carries out works which result in any part of a drain becoming permanently disused that they shall seal the drain at such points as the local authority may direct. You should therefore make arrangements to seal off any redundant communication drains connecting to the Thames Water Utilities (TWU) sewer at the point of communication with the local sewer and at the buildings curtilage.
- d) The City now requires in some instances the introduction of sewer vent pipes. Via the Planning process. The information required for this approval is shown below:
 - A long sectional detail is required for each connection. Copy of standard City detail is shown.
 - Minimum size of sewer vent to be 150mm.
 - Confirmation of materials proposed, pipework must be rodent proof, i.e. light weight iron or similar.
 - Basement, ground floor and roof level layout plans are required, showing sewer vent pipework.
 - Locations of the sewer vent pipework, in building, to be shown, i.e. in a duct or riser.
 - Schematic drawing of all soil and waste pipework, clearly showing sewer vent with route of the sewer vent highlighted so it is easy to identify.

Any failure in respect of these requirements may result in: -

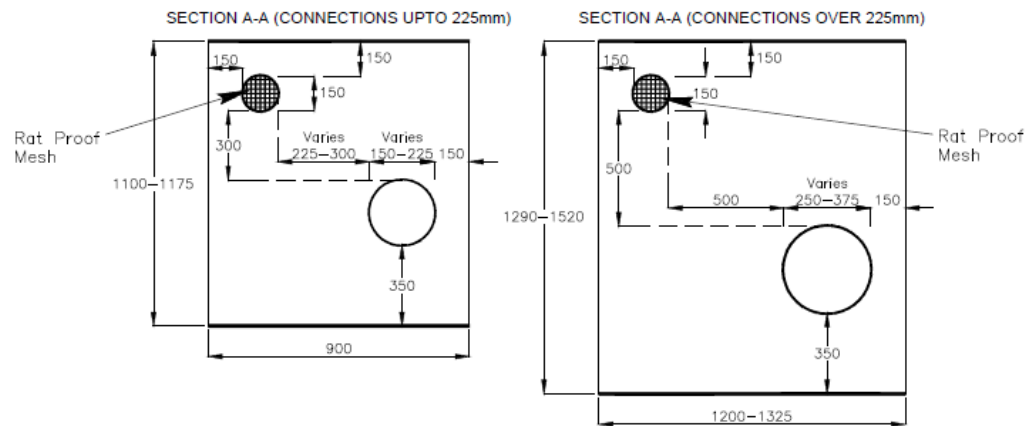
1. *Charging of costs and expenses involved in attending site and auditing works.*
2. *Copies of documents concerning any default being placed on our Land Charges Register and disclosed to all subsequent enquiries*
3. *Charging for remedial works done in default and costs recovered from responsible person(s) which may be substantial in terms of cost and delays to the project.*

You are advised to submit proposals in writing concerning these matters to the above address

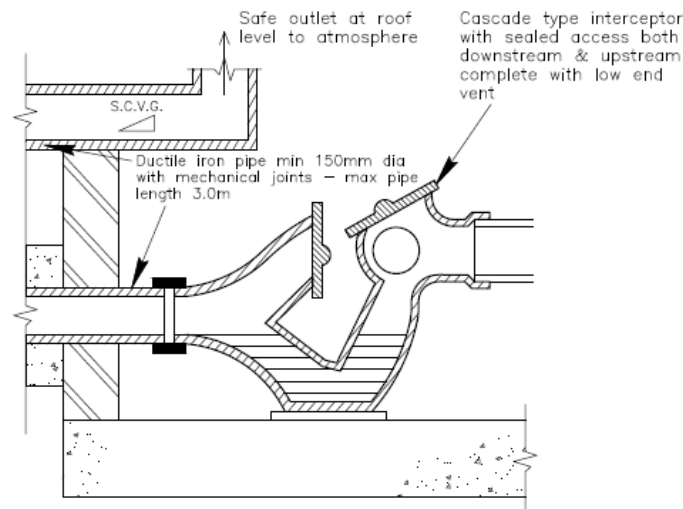
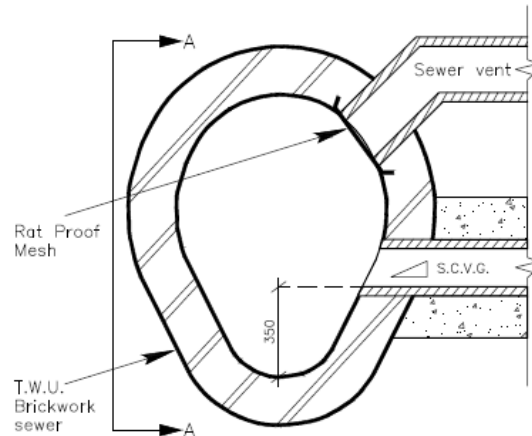
If you require any further advice or information on this matter, then please do not hesitate to contact a

Member of the Pollution Team on 020 7606 3030 or email:

publicprotection@cityoflondon.gov.uk



S.C.V.G. — Self Cleansing Velocity Gradient



NOTES:

- 1) THE SEWER VENT WILL ONLY BE REQUIRED ON THOSE DEVELOPMENTS WHERE IT IS A MANDATORY PLANNING REQUIREMENT.
- 2) ALL HEADING CONSTRUCTIONS TO ACCOMMODATE A VENT WILL REQUIRE APPROVAL IN PRINCIPAL VERIFIED BY THE CITY SURVEYOR.
- 3) **VENT PIPE MATERIAL SPECIFICATION:**
 WITHIN HEADING—SAME SPECIFICATION AS SEWER CONNECTION.
 WITHIN BUILDING—THE MATERIAL SHOULD HAVE A TECHNICAL STANDARD FOR THE PURPOSE PROPOSED. REFER TO APPROVED DOCUMENT H1 FOUL WATER DRAINAGE.
- 4) NO ACCESS SHALL BE PROVIDED TO THE PIPE IN ITS ENTIRETY. THE PIPE WORK SHALL BE CLEARLY LABELLED AS 'SEWER VENT PIPE NO CONNECTION TO BE MADE' AS AND WHERE ACCESSIBLE.
- 5) THE LOCATION AND INSTALLATION SHALL BE TO THE SATISFACTION OF THE DIRECTOR OF PLANNING AND THE DIRECTOR OF ENVIRONMENTAL SERVICES.
- 6) THE INSTALLATION AND TESTING SHALL BE IN ACCORDANCE WITH ALL CURRENT LEGISLATION AND SHALL BE TO THE SATISFACTION OF THE DIRECTOR OF ENVIRONMENTAL SERVICES.
- 7) RODENT CONTROL DEVICES WILL BE REQUIRED TO BE INSTALLED AT ROOF LEVEL.
- 8) CONNECTIONS TO BE CONSTRUCTED AND MADE GOOD CONSECUTIVELY.
- 9) THE SEWER VENT PIPE SHALL BE SUPPORTED WITHIN THE HEADING WITH PROPRIETARY BRACKETS 300MM FROM JOINT AND ADDITIONAL BRACKETS AT 1.5M CENTRE TO CENTRE.
- 10) 12mmx16g STAINLESS STEEL MESH TO BE FIXED TO THE VENT/SEWER INTERFACE TO PREVENT RODENT INGRESS.

Notes
 Do not scale. All dimensions to be checked on site.
 Errors to be reported to supervising officer.

D	RODENT PROOF MESH ADDED	S.B.	FEB12
C	NOTES UPDATED	S.B.	NOV09
B	SECTION DETAILS UPDATED AND EXTRA NOTES ADDED	S.B.	JUNE08
A	SEWER VENT ADDED	S.B.	MAY08
Rev		Drawn	Date


CITY OF LONDON
 Drawing produced by CITY SURVEYOR'S DEPARTMENT
 in support of:
 DEPARTMENT OF THE CITY'S ENVIRONMENT
 P.A. BROWN, BSc., CEng, MIEC, DMS
 (Director of DEPARTMENT OF THE CITY'S ENVIRONMENT)
 PO BOX 270, GUILDHALL, LONDON, EC2P 2ES
 Tel : 020 7606 3030 Fax : 020 7332 1963

Project : HIGHWAY DRAINAGE		Drawing : TYPICAL SEWER AND VENT CONNECTION							
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APPENDIX F

Traffic Management Requirements

General

The Contractor will be required to use designated traffic routes. These must be agreed during the site operations planning stage with the Department of Markets and Consumer Protection Highways Management Group (020 7332 3993).

If necessary, proposed routes will also be discussed with The City Police (020 7601 2222), Transport for London (020 7474 4770), Port Health and Public Protection (020 7606 3030) & The Metropolitan Police. (020 7230 1212).

Whenever possible vehicles must enter and exit the site in a forward direction, any exceptions to this rule must have prior consent from the Department of Markets and Consumer Protection Highways Division (020 7332 3578).

A competent banksman should be provided to assist your drivers accessing & leaving sites where there are busy streets etc., thereby ensuring pedestrian safety & minimal disturbance to other traffic.

Deliveries to the site should be properly co-ordinated. Parking in local streets whilst waiting for access to the site is not permitted. A 'parking dispensation' will be required for vehicles unloading or loading in the street. (Contact the Traffic Management Office on 020 7332 3553 to arrange this)

The Contractor will be held responsible for any damage caused to the highway by site activities and will be required to carry out the temporary or permanent reinstatement of roads, kerbs, footpaths & street furniture to the satisfaction of the City.

The City encourages use of systems where vehicles serving sites regularly are identified by prominently displayed notices.

Contractors must not allow mud or other spoil from sites onto the highway adjacent to the site. Wheel washing plant or other means of cleaning wheels must be used before vehicles leave unpaved sites.

Arranging road closures in connection with crane & other heavy lifting equipment deliveries.

The correct procedure involves firstly telephoning the Pollution Control Team to agree the hours of operation and noise implications of your outline proposals on 020 7606 3030.

The 'mobile crane environmental health authorisation & structures form' – 'Appendix I' should then be completed and e-mailed to the Pollution Control Team via the following e-mail address for approval: publicprotection@cityoflondon.gov.uk

Once received, the completed form will be checked, any necessary amendments agreed with the applicant and returned to the applicant signed by the authorising officer.

Formal application for any crane operation and / or road closure must then be made in person to the Department of Built Environment's Traffic Management Office. Applications will only be considered by appointment, and applicants must have details of the proposed date, time and nature of the operation at this time. Also, a completed 'Appendix I' signed by the authorising officer must be presented, together with the appropriate payment. For details of current charges or to make an appointment, telephone 020 7332 3553.

Important Note- Underground 'Structures'

The part of Appendix I relating to 'structures authorisation' must also be signed by the crane company's representative before it is presented to The Traffic Management office. It is the crane operators responsibility to check whether there are any underground 'structures' such as subways, car parks, vaults or railway tunnels under, or adjacent to the part of the highway where the crane is to be sited.

Operators must contact the City's Structures officer on 020 7332 1544 to discuss the operation and, if required, the owners of any private underground structures such as London Underground Ltd. (020 7222 1234)

Abnormal Loads

Prior permission for any **abnormal loads** (as specified in legislation enforced by the City of London & Metropolitan Police forces) is required from The City of London Police's traffic planning section (020 7601 2143) & The Metropolitan Police's abnormal loads section (020 8246 0931). Generally, such deliveries have to take place on weekdays after 19.00 hours or at weekends and may also require prior agreement from 'Transport for London'. Contact 020 7474 4770.

Standard for Construction Logistics – Managing Work Related Road Risk

In addition to the particular requirements above, the City expect all Contractors to observe the Standard for Construction Logistics – Managing Work Related Road Risk, especially as all journeys have to pass along routes administered by Transport for London. It is recommended that all Developers/Project Managers include adherence to the Standard as a contractual obligation for all of their Contractors.

Fleet Operator Recognition Scheme

The City of London has a fleet of around 150 vehicles, and has a Gold accreditation FORS assessment. It is expected that all fleet operators within the City will be a member of the scheme, with at least a Bronze accreditation. Whilst it is recognised that most construction sites will be serviced by a variety of construction suppliers, the City of London will actively encourage all developers and project managers to insist that ALL vehicles visiting their sites are registered with FORS. MACE and Berkeley Group have now made this a contractual obligation



APPENDIX G

SITE INFORMATION SHEET

Working and Out of Hours Contact No: 020 7606 3030

Please email the details below to:
publicprotection@cityoflondon.gov.uk

Contact Details			
Date form completed:		Date works starting:	
Site name and address (Site Plan to be attached)			
Name of Site Contact:			
Site contact direct dial number and e-mail address:			
Site 24 Hour Contact Number:			
Contractor Company Name:			
Name of Contractor Contact:			
Contractor address			
Contractor contact number and e-mail:			
Details of Works			
Proposed Working Hours:			
Approximate dates of Works:			
Brief Details of Works to be Carried Out:			



APPENDIX H

Pollution Control Team
 City of London, PO Box 270, Guildhall, London EC2P 2EJ
 Normal and Out of Hours Contact No: 020 7606 3030
publicprotection@cityoflondon.gov.uk

SITE HOURS VARIATION REQUEST SHEET

This form must be completed and returned to the Pollution Control Team at least 5 days before the activities are to take place. The site hours requested can only be worked if approval is given and this form is countersigned by relevant Environmental Health Officer(s).

Date:				
Company:				
Company Contact:				
Company Contact for Operation:				
Site Name and Address:				
Direct Number:				
e-mail address:				
Operation(s) including location on site:				
Date of operation(s)				
Proposed Working hours:				
Company contact(s) for operation(s):				
Details of operation(s):				
Reasons for the operation(s):				
Plant and/or tools used:				
Predicted noise levels at sensitive location¹	Location	High	Medium	Low
Mitigation measures to minimise high and medium levels of noise:				

¹ Criteria for predicted noise levels	
High	Operations that involve frequent mechanical impact, large numbers of plant and/or are continuous for 30 to 60 min. in every 1 hour.
Medium	Operations that involve manual impact noise, movement of plant (e.g. excavation, movement of materials etc.) and/or are continuous for 10 to 25 min. in every 1 hour.
Low	Little or no perceptible noise above background levels at receptor, manual activities, limited plant and/or are continuous for up to 10 min. in every 1 hour.

Residents and businesses likely to be affected. e.g. addresses, site maps etc.	
Notification method (copies of written communications to be included)	

For Environmental Health use:

Variation Number: _____

Variation Granted: YES/NO (delete as appropriate)

If **YES**, any additional comment/specific conditions:

--

If **NO**, please provide brief details/reasons:

--

Name:	
Signature:	<i>Environmental Health Officer</i>
Date:	



APPENDIX I

Environmental Health MOBILE PLANT & STRUCTURES NOTIFICATION

publicprotection@cityoflondon.gov.uk

In order to demonstrate the environmental impact of the operation has been minimised, this form must be signed by Environmental Health and presented to the Street Management Office at your authorisation appointment. This form alone does not constitute authorisation.

Company Name:	
Contact Name:	
e-mail address:	
Telephone No/Site Contact Mobile No:-	
Company Address	
Street Name & Location (Where operation is to take place):	
Type Of Operation:	
Are any noisy operations involved?	
Weight of Crane:	
Type Of Traffic Prohibition:	
Date Of Street Management Services Appointment:	

(Times Requested): (please state **TIMES** below in the relevant section)

(Monday-Friday)	
(Saturday Only)	
(Sunday Only)	
(*Friday/Saturday-Sunday) <i>(please also state non operational times)</i> <i>(*delete where necessary)</i>	

Authorisation Declaration (to be signed by environmental officer)

State Name: (of environmental officer) [see Map]	Authorised Signature:	Date: (of confirmation)

B STRUCTURES AUTHORISATION NOTICE

Are there any underground City of London or Privately owned structures? (See List for Corp of London structures).	If YES, please provide documentation that permission has been provided.	Signature of Crane Representative:
Yes No		Date:

If you fail to produce this form (signed by environmental health and crane company) at your appointment, you may have to book another appointment which will delay your operation.

To be completed by Street Management Services Officer at appointment:

INDEMNITY NUMBER:		DATES AGREED:	
SMS OFFICER:			
DATE:			

Appendix J

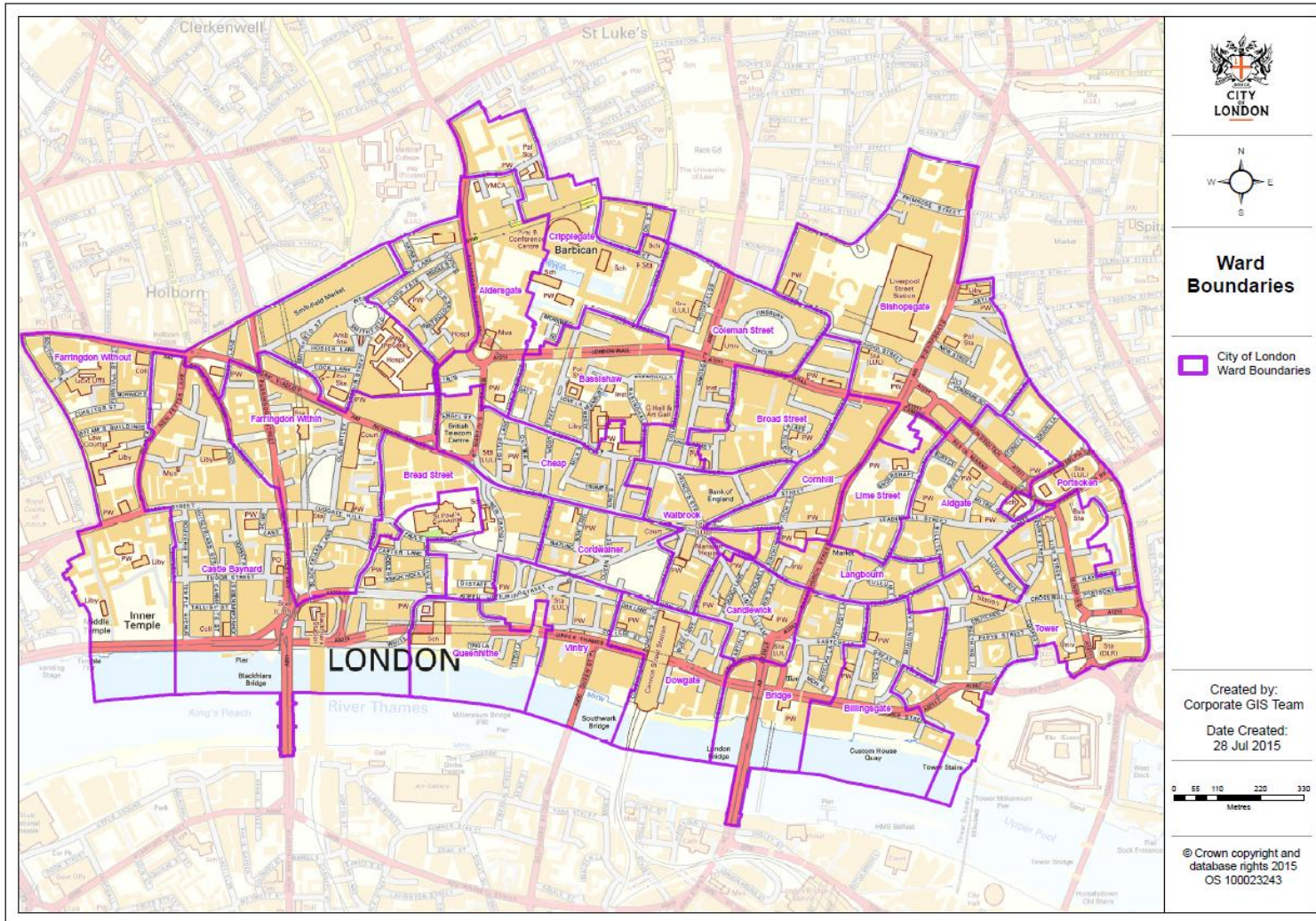
NEW MAP

Page 373

Appendix K

Search online to find a ward member:

www.democracy.cityoflondon.gov.uk/mgFindMember.aspx



APPENDIX L

SITE SIZE AND MONITORING CONTRIBUTION

Size of the development

Category 1: Large scale Major Developments

- Residential - 200 or more units
- Industrial, commercial or retail floor space -10,000 square metres.

Category 2: Medium Scale Major Developments

- Residential between 10 and 199 (inclusive) units.
- For all other uses – floor space between 1,000 square metres and 9,999 square metres or where the site area is between 0.5 hectare and less than 2 hectares.

Category 3: Minor Developments

- Residential - Between 1 and 9 (inclusive) units.
- For all other uses - floor space of less than 1,000 square metres or where the site area is less than 1 hectare.

	Services required
Category 1 Site (site example: construction and or deconstruction sites)	Advice to applicants relating to environmental requirements e.g. full scheme of protective works including noise and dust mitigation measures. Meetings and follow up correspondence as required for first year site set up only or as phases of development progress e.g. demolition and ground works to construction.
	Review of draft scheme of protective works for first year site set up only or as phases of development progress e.g. demolition and ground works to construction.
	Site visits twice a week over the duration of the developments to assess compliance with agreed requirements.
	Complaints investigation and follow up.
	Attendance at Community Liaison events to include initial consultation and on-going events.
	Review and approval of Site Hours Variation Requests.
	Review of noise, dust and complaint monitoring data.
	Cost for Category 1 site: £53,820 for first year of project. £46,460 for each year thereafter.

<p>Category 2 Site (site example: retainment of façade with internal works)</p>	<p>Services required</p>
	<p>Advice to applicants relating to environmental requirements e.g. full scheme of protective works including noise and dust mitigation measures. Meetings and follow up correspondence as required for first year site set up only or as phases of development progress e.g. demolition and ground works to construction.</p>
	<p>Review of draft scheme of protective works for first year site set up only or as phases of development progress e.g. demolition and ground works to construction.</p>
	<p>Site visits once a week over the duration of the developments to assess compliance with agreed requirements.</p>
	<p>Complaints investigation and follow up.</p>
	<p>Attendance at Community Liaison events to include initial consultation and on-going events.</p>
	<p>Review and approval of Site Hours Variation Requests.</p>
	<p>Review of noise, dust and complaint monitoring data.</p>
	<p>Cost for Category 2 site: £30,935 for first year of project. £25,760 for each year thereafter.</p>
<p>Category 3 Site (site example: involving a refurbishment only)</p>	<p>Services required</p>
	<p>Complaints investigation and follow up.</p>
	<p>Review and approval of Site Hours Variation Requests.</p>
	<p>Cost for Category 3 site: £5,060 per annum.</p>

Appendix 2

City of London Noise Code of Practice for Deconstruction and Construction Sites 2017: analysis of feedback to stakeholder consultation

Introduction

The refreshed and updated draft Code of Construction Practice sets out the approach to ensure the use of the best environmental options in planning and managing construction and deconstruction (demolition) in the City of London.

The draft Code was presented to this committee on 24th January 2017 and was made available online for stakeholder comment during a 3 month period that ended on 14th July 2017. The consultation draft version can still be downloaded from [here](#). The Code was promoted widely on the City of London social media platforms, articles were placed in City publications such as the City Property Association Newsletter, City Resident Magazine. The consultation was emailed directly to all City of London Members, City Officers, London Noise Action Forum members, London Boroughs including neighbouring Boroughs, City property Association Members, City Developers, all Considerate Contractor Scheme construction, demolition, streetworks contractors, the Noise Abatement Society, the Institute of Acoustics. In addition the draft Code was presented to the DBE User group and the City Wide Residents meeting.

Number of consultation responses received

A total of 37 written submissions, totalling 170 individual comments plus a number of informal comments, were received in response to the consultation. These submissions can be broken down into four main categories as follows:

- Residents and residents groups: 24 (65%)
- City of London departments & partner organisations: 8 (22%)
- Construction: 4 (11%)
- Noise consultant: 1 (3%)

The responses from residents included four co-ordinated responses by local residents associations (Eastern cluster, Barbican Association, Thomas Moore House Group, Speed House Group) on behalf of their members. The Code contains proposals that are aimed at residents, construction and demolition companies, consultants, developers, businesses and workers and it is the latter categories that are poorly represented in the responses received.

Overall response received

It is pleasing to report that the overall response to the consultation draft of the Code was very positive with the vast majority of comments supportive of both the overall direction of travel and much of the detail.

Further analysis of feedback received

This discussion should be read in the wider context that the majority of comments were generally supportive, or very supportive, of the draft Code. Where critical feedback has been received it is usually that the draft Code does not appear to go far enough on a particular issue, with the main underlying message from residents being a call for a stricter approach, additional enforcement and penalties; and for additional resources to be dedicated to enforcing the Code.

The following broad themes have emerged from an analysis of the feedback received, these being issues that have been raised in multiple responses out of the 170 individual comments received:

<i>Theme</i>	<i>Number of individual comments to support</i>
Technical / procedural / editorial queries and suggestions from stakeholders	45
No noisy Saturday construction in residential areas	13
More enforcement / stricter penalties	13
Support for charging proposals	13
Strengthen prohibition on reversing alarms and audible warnings	10
Support for Code	10
Support for existing working hours / days	9
Improved consultation / liaison	6
Improvements to Considerate Contractor Scheme	5
Quiet hours for residents	4
Improved access to residential maps	3
Improved notification of variations granted	3
Individual comments about specific issues	36
Total	170

The various specific technical, procedural and editorial proposals have each been dealt with methodically and have been incorporated where possible.

The relatively large number of responses received from residents and resident groups reflects the high levels of construction experienced in the City of London and the impact this has on the residential population.

A number (13) of individual comments were received requesting more enforcement or stricter penalties for breaches. Enforcement action is required to be conducted in accordance with the City enforcement policy and national legislation. The new schedule of monitoring fees paid for by developers for environmental inspectors will go some way to providing more proactive enforcement of the Codes requirements.

10 residential respondents requested the approach to audible alarms be strengthened to a general requirement for broadband alarms. This approach has been supported and is now included in the Code.

Suggested improvements received in relation to the Considerate Contractors Scheme have been passed to the officers in DBE who administer the scheme for their consideration.

The feedback received from colleagues in other Departments is very supportive and mostly consists of specific suggestions to retain the existing arrangements for noisy working hours and support for the proposed charging scheme with a potential to expand this to other Air Quality and Highways initiatives.

Proposed response to feedback received

The Code has been edited and updated in response to the issues raised. The key proposed changes are listed in Appendix A.

Officers have provided a separate briefing note in Appendix 3 to the Committee report in response to the matter of Saturday working raised by residents, City Officers and construction companies.

It is acknowledged that there have been no responses to the consultation exercise from developers who the charging regime will affect despite very specific approaches being made directly to this sector.

Table of amendments to the Code post consultation		
Paragraph	Details	Reason for Change
Cover N/A	Replace M&CP with COL.	Unnecessary use of M&CP. COL document.
Foreword 1,4,5	Added - 'This Code meets one of the aims of the City Noise Strategy which is to mitigate and minimise noise and noise impacts that could adversely affect health and well-being of City residents, workers and visitors and to avoid noise and noise impacts that could have a significant adverse effect.' 'schedule of monitoring contributions introduced.' Deleted - 'and this year will look in particular at improvements in the field of air quality'.	Text edited so phrasing more aligned with the City Noise Strategy and with national policy in the NPPF and NPSE. Attention drawn to monitoring costs. CCS open to all environmental examples.
Para 1.4	Added 'at the earliest opportunity. '	In response to respondent 4 comments.
Para 1.7	'by the Contractor'	
Fig 2.5	Added 'neighbours and community groups'	In response to respondent 8 comments.
Para 2.8	Added 'Residents'	In response to respondent 5 comments.
Para 2.17	Amended – Replaced 'may' with 'will'	In response to respondent 29 comments.
Para 3.10	Amended and bold 'it will be barred between 0900 and 1700 hours'.	In response to respondent 8

		comments.
Para 3.30	Deleted 'wherever practicable'.	In response to respondent 8 comments.
Para 4.4	Insert: 'As additional best practice and case studies become available they will be available at www.cityoflondon.gov.uk/airqualityconstruction '	In response to respondent 7
Para 4.12	<p>Insert / delete text</p> <p><u>...Before sourcing diesel plant, consideration needs to be given to low and zero emission plant, such as electric or hybrid MEWPs. Where diesel plant is employed they it should also be well maintained adhere to the NRMM policy below as a minimum. Notwithstanding the policy size requirements, ALL diesel plant should be the lowest emission available.</u></p> <p><u>...or updates to the overall NRMM policy requirements, which should be adhered to,</u></p> <p><u>In order to demonstrate NRMM compliance, best practice includes using stickers on machinery to show engine stage and the use of a spreadsheet to detail all equipment on site, with photos and a compliance reference; such best practice is encouraged on City sites.</u></p>	In response to respondent 4 and for clarity
Para 4.13	<p>Delete text: Alternative technologies are also available and should be investigated.</p> <p>Insert text: <u>Where generator use cannot be avoided, it should be a lower emission solution, such as hybrid, gas or hydrogen technology. Where diesel is used, the newest Euro standard engine should be used (in accordance with the NRMM policy), with a lower emission solution that incorporates battery storage technology. This reduces generator size and running hours, cuts fuel consumption, emissions and noise. The use of hydrogen technology for lighting towers and site cabins rather than generators</u></p>	In response to respondent 6 and 7

	<u>should also be considered.</u>	
Para 4.21	<p>Insert and delete text:</p> <p>a.<u>Plans should be made to eliminate dusty works, where this is not possible</u>.....</p> <p>b. All sites should be <u>sufficiently</u> screened / wrapped <u>in order</u> to prevent offsite dust deposition. <u>Plans should be made for screening dust generating activity and for water to be</u> and plans made for dust generating activities to be screened and water available for damping down.</p>	In response to respondent 4 and for clarity
4.23	<p>Insert and delete text:</p> <p>d. <u>Dusty works should be eliminated; where this is not possible</u>, solid screens or barriers of appropriate height should be erected around dusty activities and/or the site boundary and <u>action taken to prevent offsite deposition</u>. Where there is a high dust potential these areas should be fully enclosed, where possible.</p>	In response to respondent 4 and for clarity
4.24	<p>Insert and text:</p> <p>c. <u>full load only delivery</u>, considered logistics planning, and liaison with other sites within close proximity <u>and the use of consolidation centres</u>. To that end, produce a Construction Logistics Plan <u>should be produced</u> to manage the sustainable delivery of goods and materials. <u>See TfL Guidance:....</u> https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/freight</p> <p>d.and Implement a Travel Plan https://www.cityoflondon.gov.uk/services/transport-and-streets/transport-planning/Pages/default.aspx</p> <p>j. <u>Where possible, vehicles visiting site should sign up and adhere to FORS standards (or equivalent)</u>. Best practice has noted the use of an on-line</p>	In response to respondent 4, 6 and 12 and for clarity

	<u>booking system which only allows compliant vehicles to attend site and this is encouraged.</u>	
Para 4.26	Delete text e. Bag and remove any biological debris or damp down such material before demolition	In response to respondent 4
Para 5.2.3	Amended – <u>The City</u> advises that all projects with an estimated construction cost exceeding £300,000 excluding VAT <u>have</u> require ...	Legislation repealed.
Para 6.1	Amended – ‘The City recommends...’	In response to respondent 4 comments.
Para 6.8	Amended ‘ ‘in compliance with current guidance and legislation’	Legislation repealed.
Para 8.5	Insert.....or equivalent, for example, PEFC certification;	In response to respondent 4 comments.
Para 9.3 and 9.4	Added - 9.3 Site lighting outside of working hours should be designed to the minimum required to ensure safety and security taking to prevent potential impacts on neighbours. 9.4 During the fit out stages of construction, it is a requirement that contractors will utilise black out window coverings.	In response to respondent 8 comments.
11.1	Insert text The Contractor should keep all appropriate documentation <u>and records</u> relevant to the requirements of this Code in designated files held on or <u>accessible from site (i.e. electronic or on-line)</u> . They must be available at all times for inspection and review by the City of London or other authorities and should	In response to respondent 4

	<p>include as a minimum:</p> <ul style="list-style-type: none"> • Scheme of Protective Works (as per section 2); • liaison minutes, letters, photos and newsletters. • noise, vibration and dust monitoring results (where applicable); • waste management documentation (where applicable); • inventory of non-road-mobile machinery <u>and corresponding emission standards, with the relevant plant registered on the NRMM website;</u> and emission standards • Site hours variation sheets; and • a complaints/incidents log with actions taken. 	
Appendix L	Remove 'average' / 'approximately' / estimate	For clarity

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City of London Code of Practice for Deconstruction and Construction 2017
Briefing Paper: Permitted hours for noisy works in the City

Introduction

In response to the City's formal Consultation on the Code of Practice for Deconstruction and Construction (COP), Members of The Port Health and Environmental Services Committee (PHES) received an email (1235/18 June) from the Barbican Association containing a resolution which states that "This Association resolves that the City of London should not permit noisy work from construction sites in or adjoining residential areas on Saturdays."

Aim

The aim of this paper is to provide background information to aid decision making and assist the Committee in considering the Barbican Association's resolution.

COP consultation

- PHES considered a report on January 24 2017 to consult upon the next iteration of the COP.
- The consultation was open for 3 months, closed on July 14 and ensuring all stakeholders had a chance to respond to the City.
- The City received 37 responses from residents, internal City Departments and construction related companies, totalling 170 individual comments.
- 13 individual comments were received from residents of the Barbican requesting the consideration of a ban on construction on Saturdays and 9 individual comments were received from the construction industry and City Officers supporting the existing arrangements.

Background and Current Working Arrangements

The current permitted hours for noisy work are from British Standards and national restrictions on site working hours. These are stipulated in the seventh edition of the COP approved by the PH&ES Committee in 2013 and are:-

- 0800-1800 hours (Monday to Friday)
- 0800-1300 hours (Saturday), by agreement 0900-1400 around Barbican/Golden Lane Estates
- Quiet hours (non-pneumatic) Monday to Friday 1000-1200 and 1400 to 1600; these are applicable to most city sites.
- No noisy working on Sunday, Bank or Public Holidays (except where agreed by the City Corporation)

A planning condition is usually imposed for major developments requiring a 'Scheme of Protective Works' from construction and demolition sites. This Scheme is required to be developed in accordance with the requirements and recommendations of the Code including the control on hours set out above.

The Royal Borough of Kensington and Chelsea (RBKC) and City of Westminster are the only two authorities in London and nationally that have recently introduced their own, similar, Codes of Practice for construction activity which restricts noisy Saturday working in residential areas. This has been done in response to specific residents' concerns with residential neighbours' basement extensions, hence the application of the restriction only to residential areas **Legal advice**

An opinion was sought from the Comptroller and City Solicitor on the Barbican Association proposal from the perspective of both the Planning and Environmental Health regimes:

“Control of Pollution Act 1974

It would not be possible to justify imposing a complete prohibition on Saturday working as sought by the Barbican Association. The major difficulties are:-

1. The area of the Barbican is not considered to be exclusively residential and is treated as being mixed residential/business;
2. The decrease in ambient background noise at weekends is no longer significant due to the increase in vehicular and pedestrian activity in the City during these times. Therefore, the “oasis of calm” no longer exists in the City at weekends;
3. The presence of the Arts Centre and associated entertainment provided at the Barbican Centre counts against the argument that the Barbican Estate is a quiet place at weekends. It also contradicts the assertion that the Barbican is a residential area;
4. The majority of local authorities in England permit Saturday working between the hours of 0800 – 1300. Whilst Westminster C.C. has now sought to restrict Saturday working in residential areas its reasoning for doing so is based on completely different area characteristics e.g. areas which are almost solely residential than that which the City would have to consider being a mixed residential / business area.

Consequently, the Comptroller is of the view that to attempt to impose a prohibition on Saturday working by way of the use of S.60 Control of Pollution Act 1974 notices would not be possible to justify and would most likely result in successful appeals which attract costs consequences.”

“The Planning Regime

Planning conditions must meet six tests to be valid. In the context of the application of the COP this applies as follows (the ‘tests’ are underlined for ease of reference).

Each development must be considered on its own merits and the imposition of a planning condition requiring compliance with the Code of Construction Practice via a “Scheme of Protective Works” depends on whether it is justified in the particular circumstances of the proposed development.

If there’s a definite need for it (e.g. to mitigate adverse noise impact of the particular development) and the condition is no wider in scope than is necessary to achieve the planning objective, then it is likely to satisfy the test of necessity.

A condition which relates to planning objectives and is within the scope of the permission would need to meet the test of relevance to planning.

A condition which is justified by the nature or impact of the development will be meeting the test of relevance to the development permitted.

A condition must also be enforceable (i.e. it must be possible to detect and remedy a breach); it must be precise (i.e. make clear what must be done to comply with it), and reasonable in all other respects (i.e. must not place unjustifiable and disproportionate burdens on the developer.)

A condition requiring compliance with the COP via a “Scheme of Works” justified in the specific circumstances of the case to protect residents from harm is therefore likely to meet the six tests. However, such a condition tied to the City’s current COP won’t prevent noisy works on Saturday mornings in residential areas unless the COP is amended to that effect, which would require justification by way of an evidence base for making the change following public consultation, plus Member approval.

Were the City Corporation to consider there are grounds, backed by a full evidence base, for the proposal for changing the current regime along the lines suggested by the Barbican Residents, such a substantial change would necessitate a further consultation to allow developers and anyone else affected to have their views taken into account.”

Discussion

The City of London already requires construction companies to consider residents and other occupiers when scheduling Saturday morning works and take into account their wish for less noisy works to take place. These considerations are also balanced with other issues that must be taken into account such as safety of pedestrians and cyclists, congestion, access, air quality, workforce and overall programme.

The current arrangements deliver a compromise whereby activities such as scaffolding, crane erection and dismantling and road resurfacing, can be managed on a weekend (by agreement with the Environmental Health Officer) because the consequences of undertaking them on a weekday are disproportionate.

In the vicinity of the Barbican, although standard hours in the City’s COP are applied, site by site assessments of works are also made. For example, the lack of traffic in places such as Moor Lane and Silk St does allow an opportunity to undertake some streetworks on weekdays. However, it is not possible on streets such as London Wall

and Aldersgate Street, so work on Saturday mornings in these roads is still a necessity.

The mixed commercial and residential demographic in the City of London, is protected by the terms of the City's COP, and is normally exposed to a total of thirty five noisy working hours per week, excluding weekday 'quiet hours' and including Saturdays working.. This compares with Westminster or RBKC who do not apply quiet hours and, excluding Saturdays, a total number of fifty noisy working hours per week are experienced by residents. City residents are currently experience fifteen less noisy hours per week than neighbours under the Westminster or RBKC COP regimes.

Conclusion

The COP seeks to set out simply and clearly what constitutes acceptable site practice within the City. It balances the needs of the Business City (particularly construction sites) to undertake construction works, with the expectations of residents and neighbouring businesses who wish for impacts to be minimised.

The advice from the Comptroller is that to impose a prohibition on Saturday working would not be possible to justify and would likely result in successful appeals and subsequent costs.

If it were intended to alter the Saturday working hours significantly, as proposed by the Barbican Association, another formal public Consultation would be necessary.

PROPOSED AMENDMENTS TO STANDARD PLANNING CONDITIONS
(DELETIONS ARE SHOWN)
(AMENDMENTS ARE UNDERLINED)

M10E There shall be no demolition on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects ~~during demolition shall be~~ has been 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 and monitoring (including any agreed monitoring contribution) 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 (including payment of any agreed monitoring contribution)

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

M11E There shall be no demolition on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction ~~shall be~~ has been 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 and monitoring (including any agreed monitoring contribution) 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 (including payment of any agreed monitoring contribution)

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

M12E Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects

has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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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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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

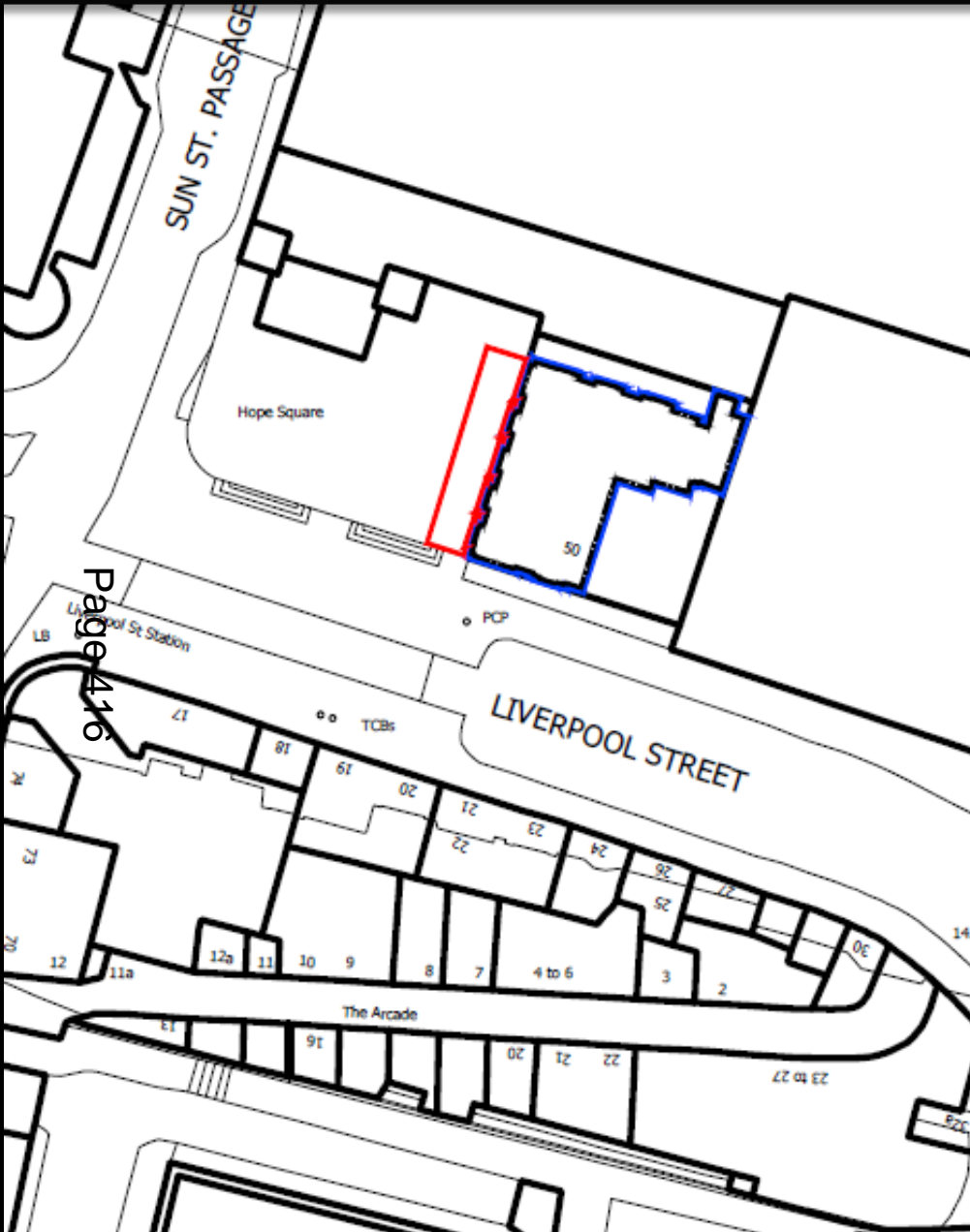
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Planning & Transportation Committee

25th January 2017

50 Liverpool Street



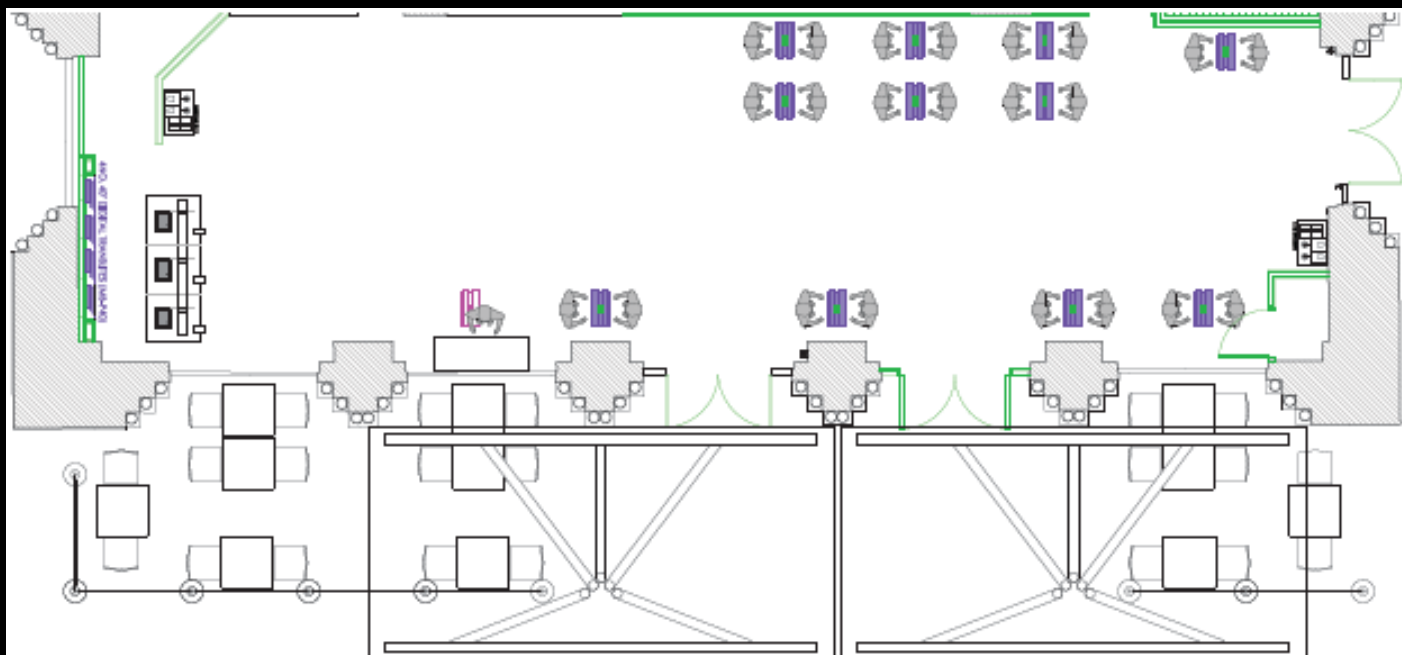
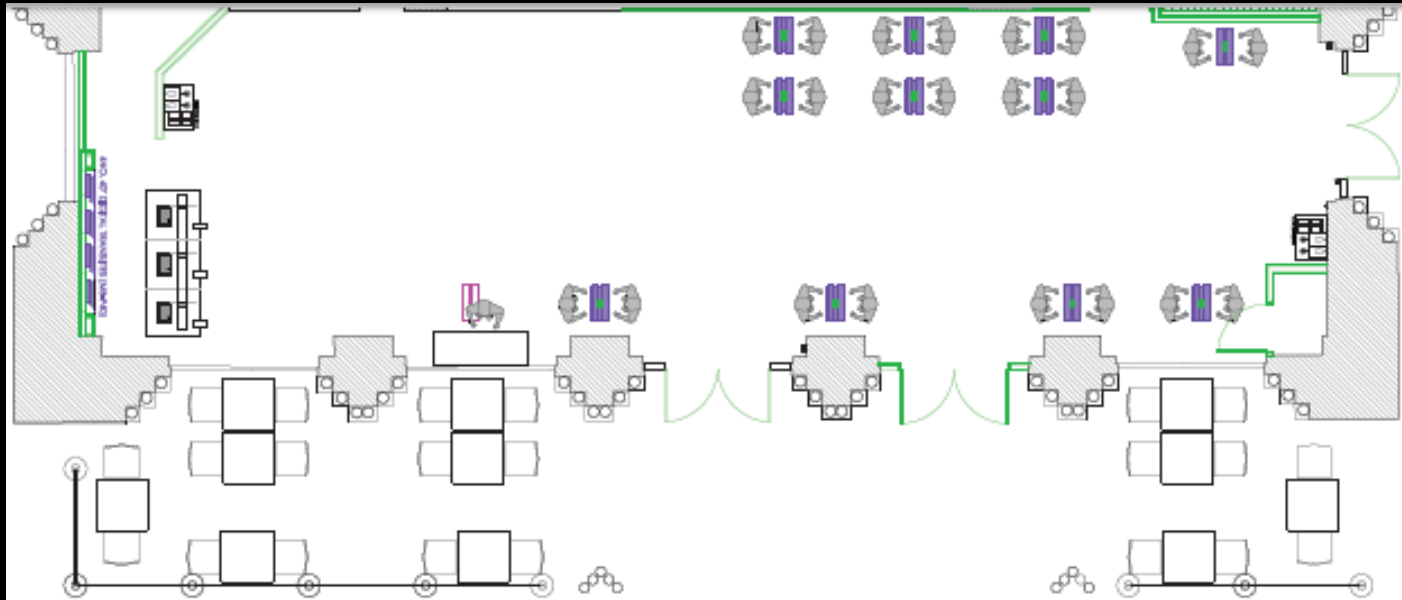
Site location plan

50 Liverpool Street



Proposed section and elevation

50 Liverpool Street



Proposed floor and canopy roof plans

50 Liverpool Street

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Existing view

50 Liverpool Street

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Proposed - Illustrative Only - Fabric

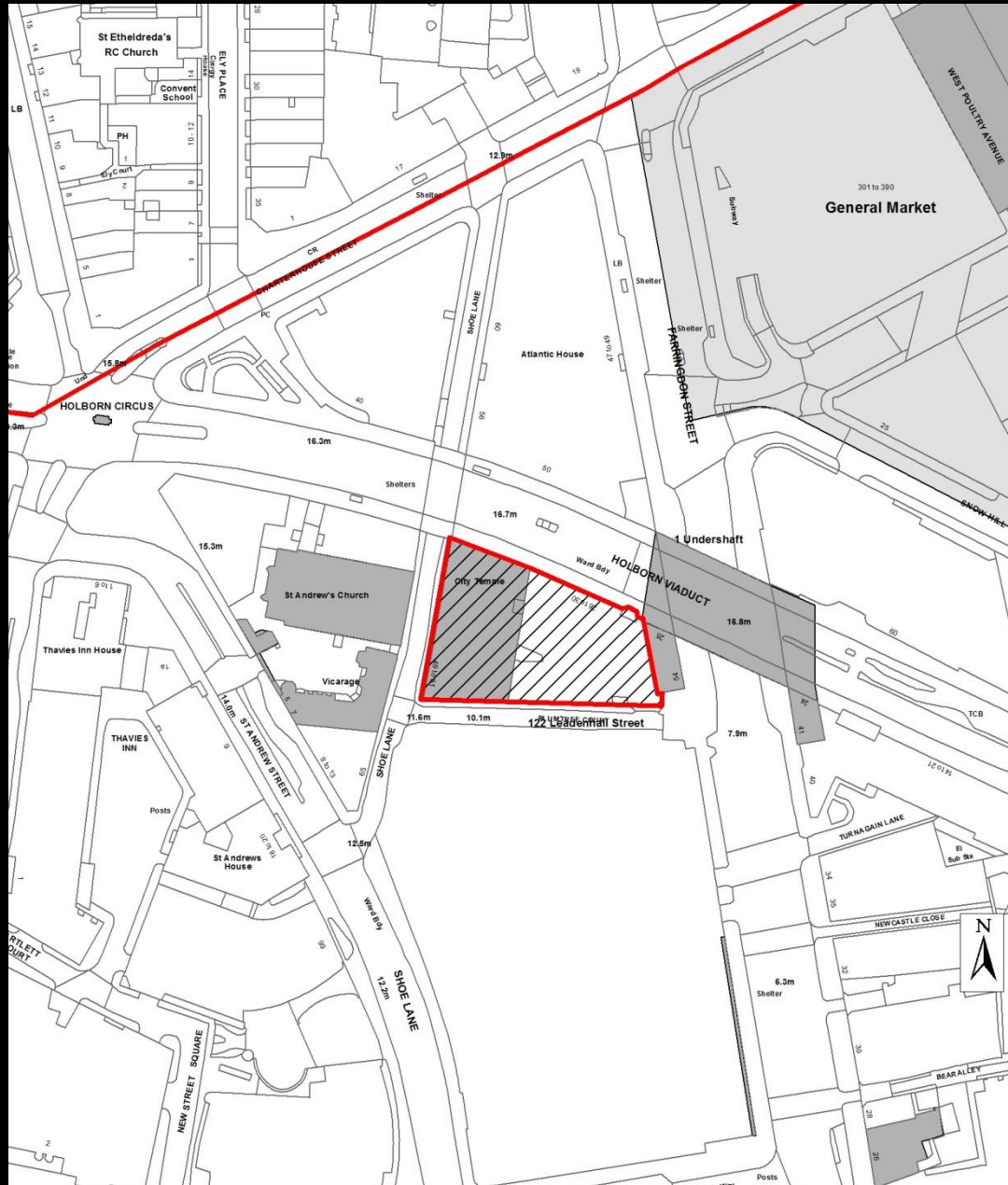
Proposed view

50 Liverpool Street



Proposed view

Morley House & City Temple



Site location plan

Morley House/City Temple



Morley House - Holborn Viaduct

Morley House/City Temple



Morley House - Farringdon Street

Morley House/City Temple

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City Temple - Holborn Viaduct

Morley House/City Temple

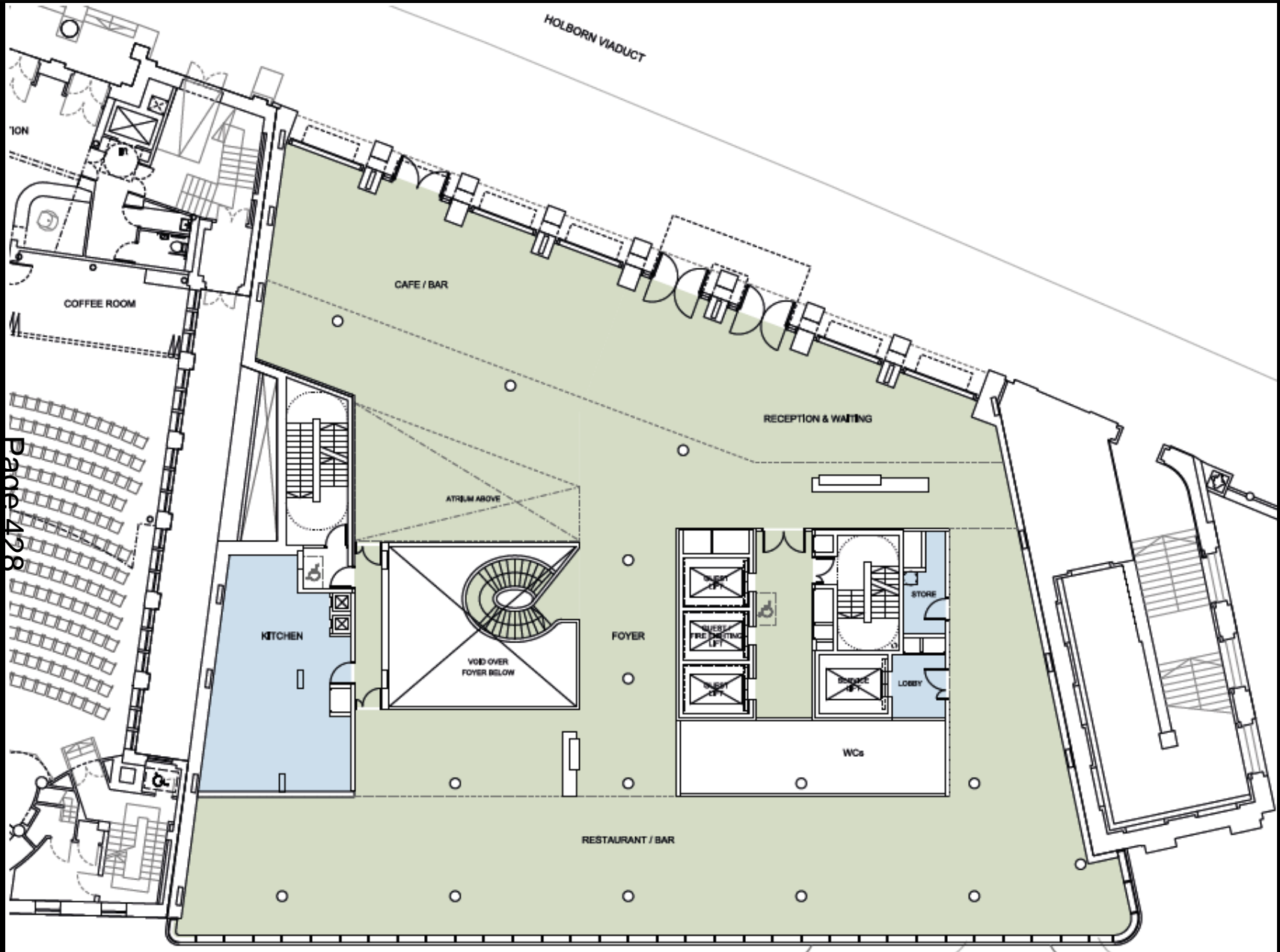


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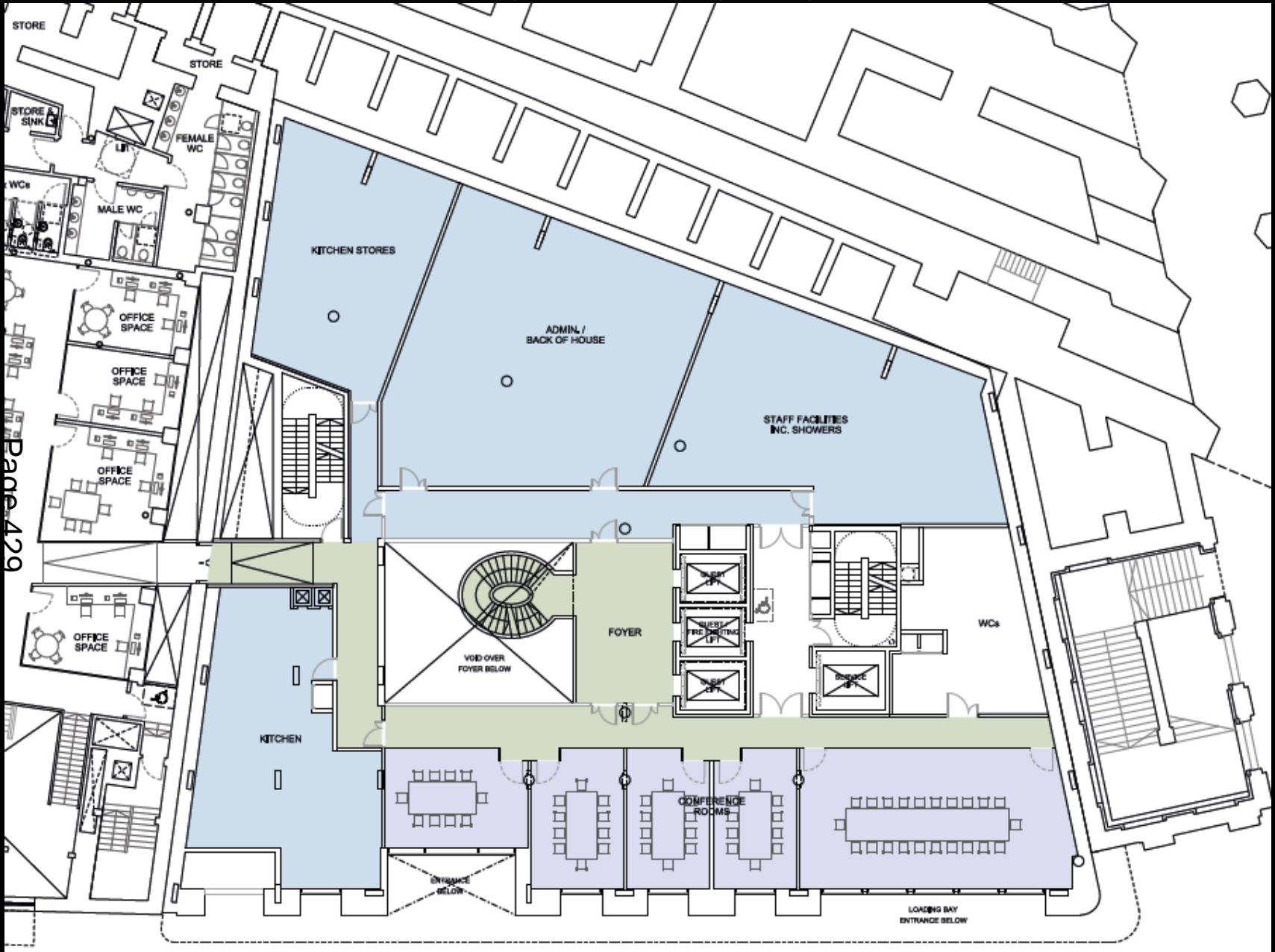
City Temple - Shoe Lane and Plumtree Court

Morley House & City Temple



Proposed ground floor (Holborn Viaduct Street level)

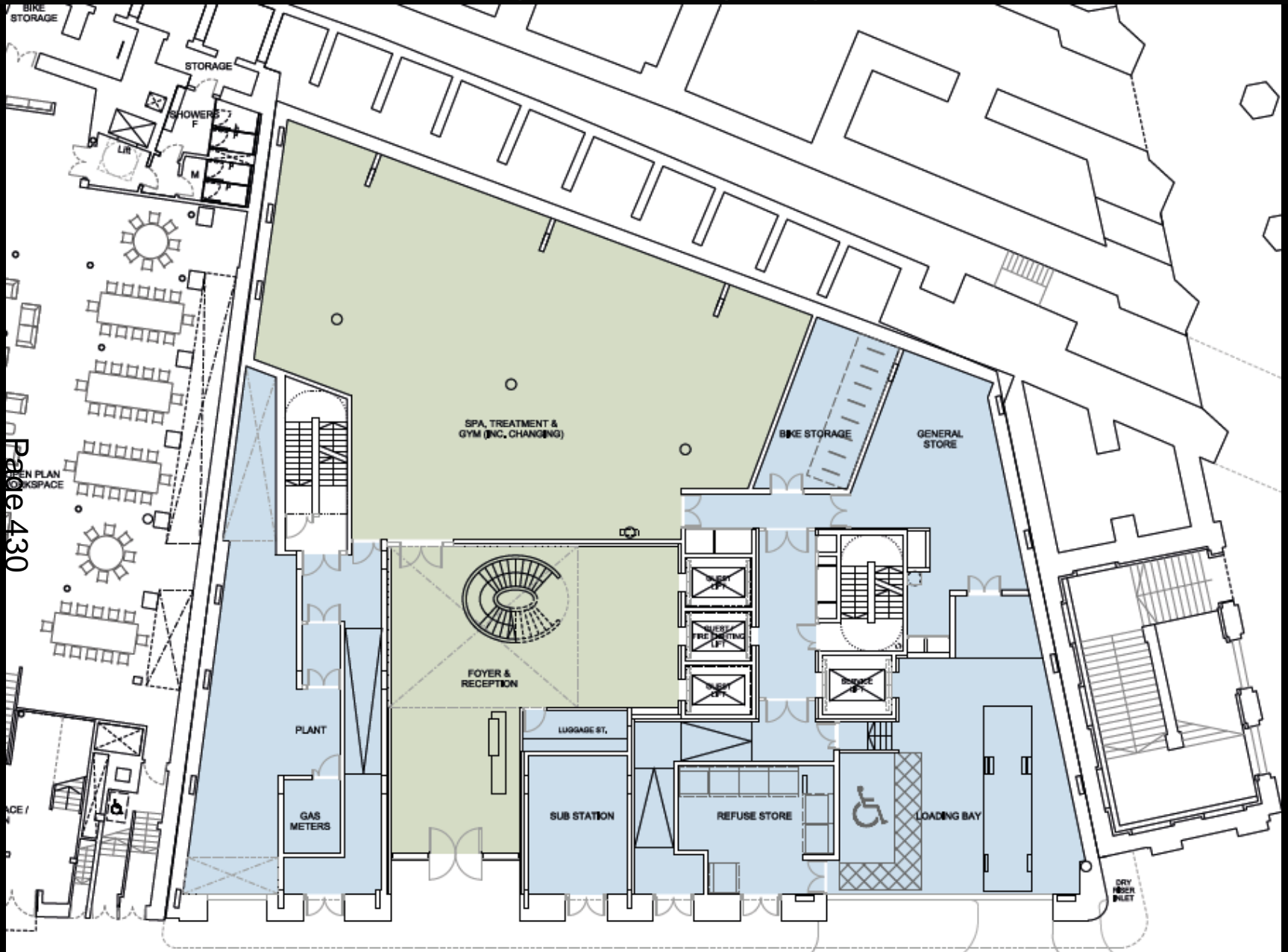
Morley House & City Temple



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Proposed lower mezzanine

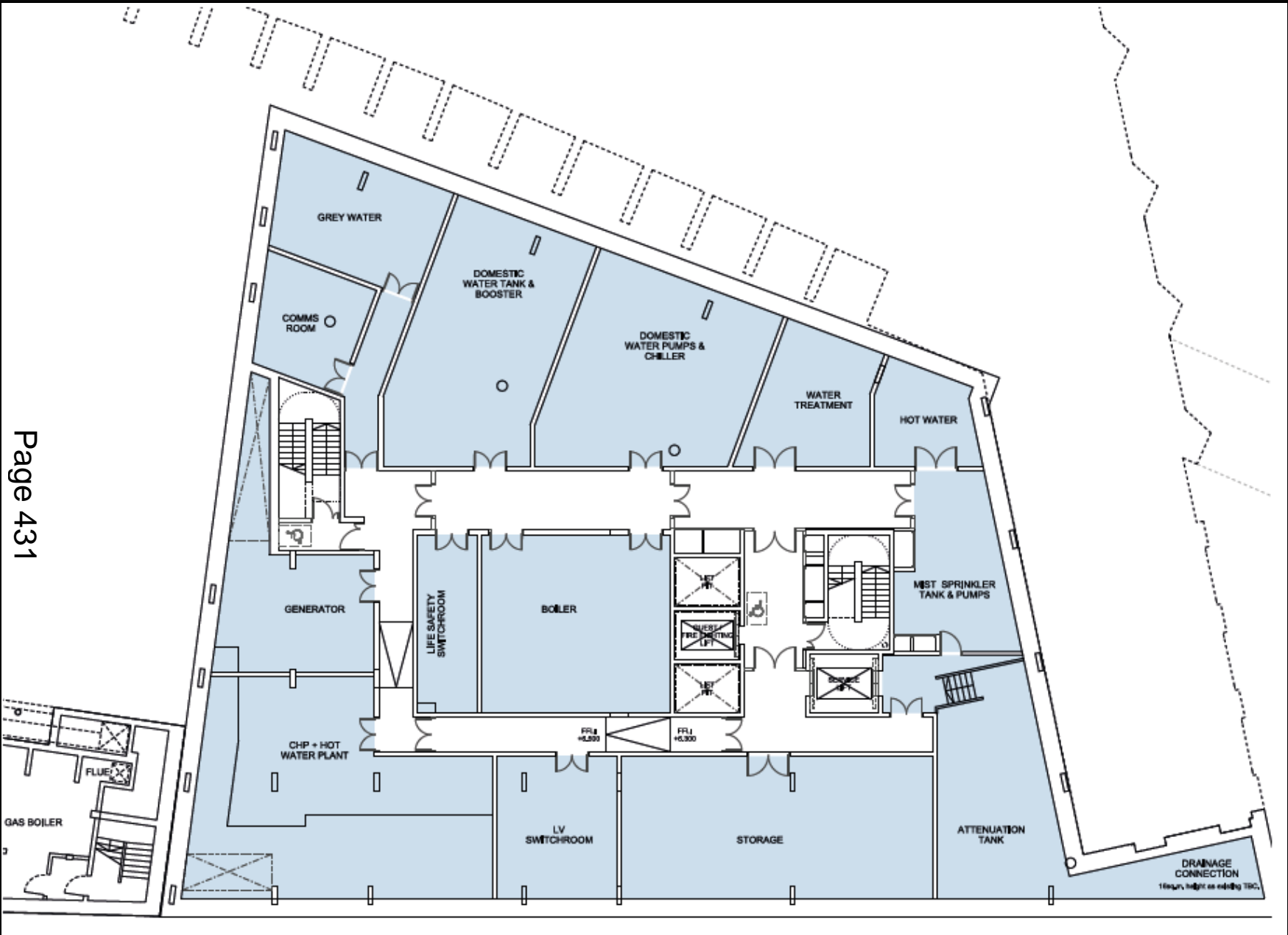
Morley House & City Temple



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Proposed lower ground floor (Plumtree Court street level)

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Proposed basement

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Proposed first floor

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Proposed second to fourth floor

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Proposed fifth and sixth floor

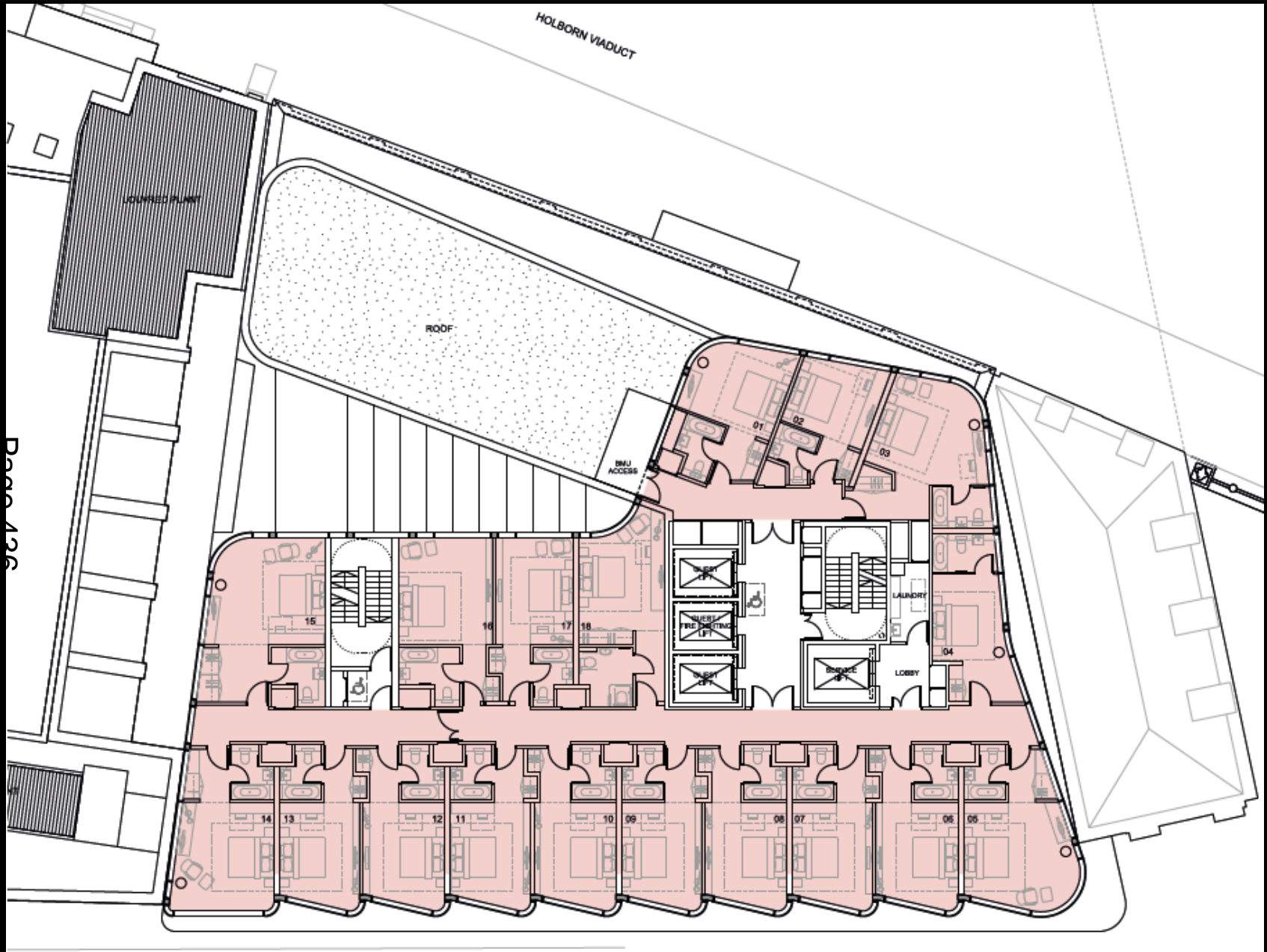
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Proposed seventh floor

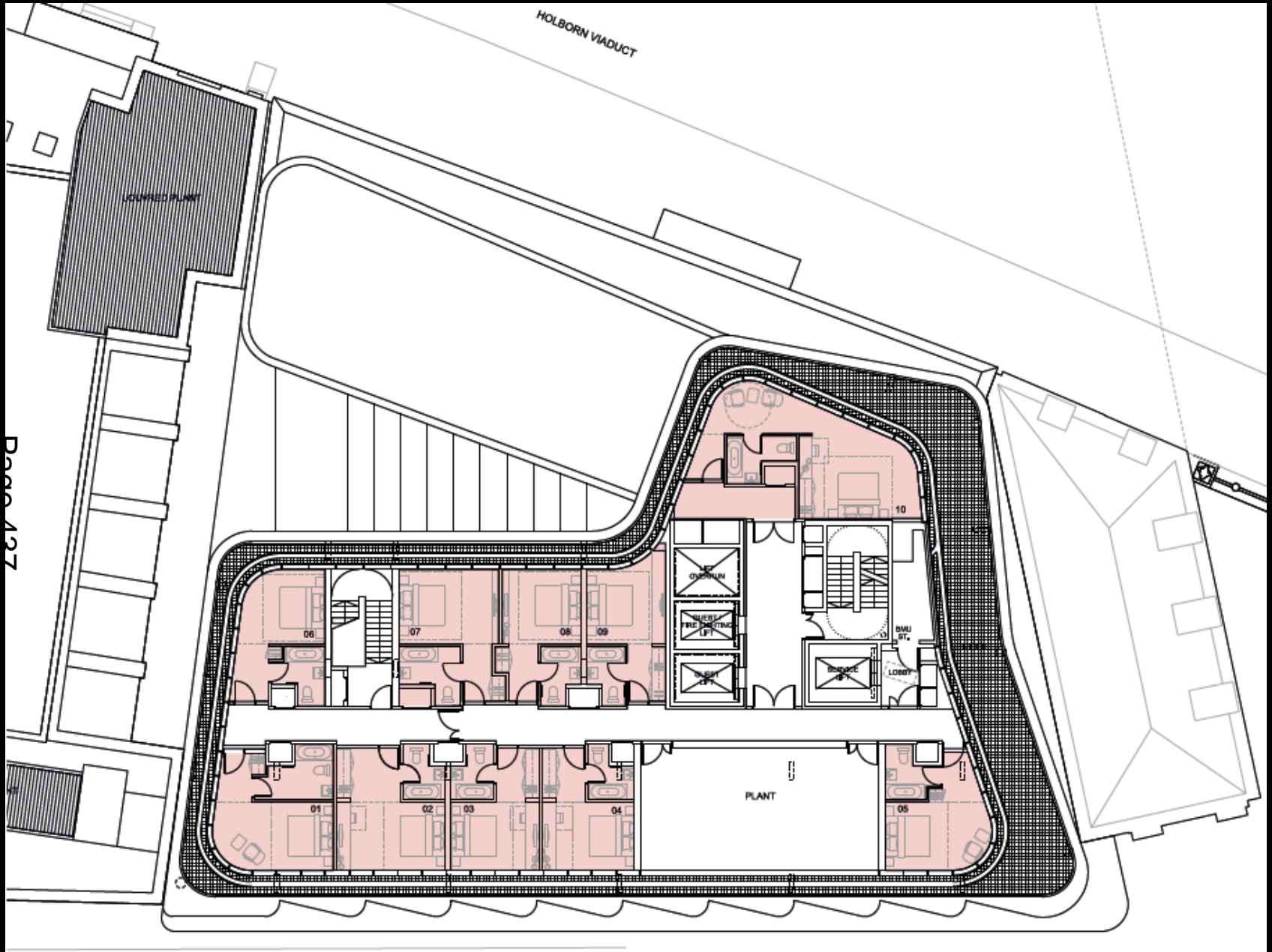
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Proposed eighth floor

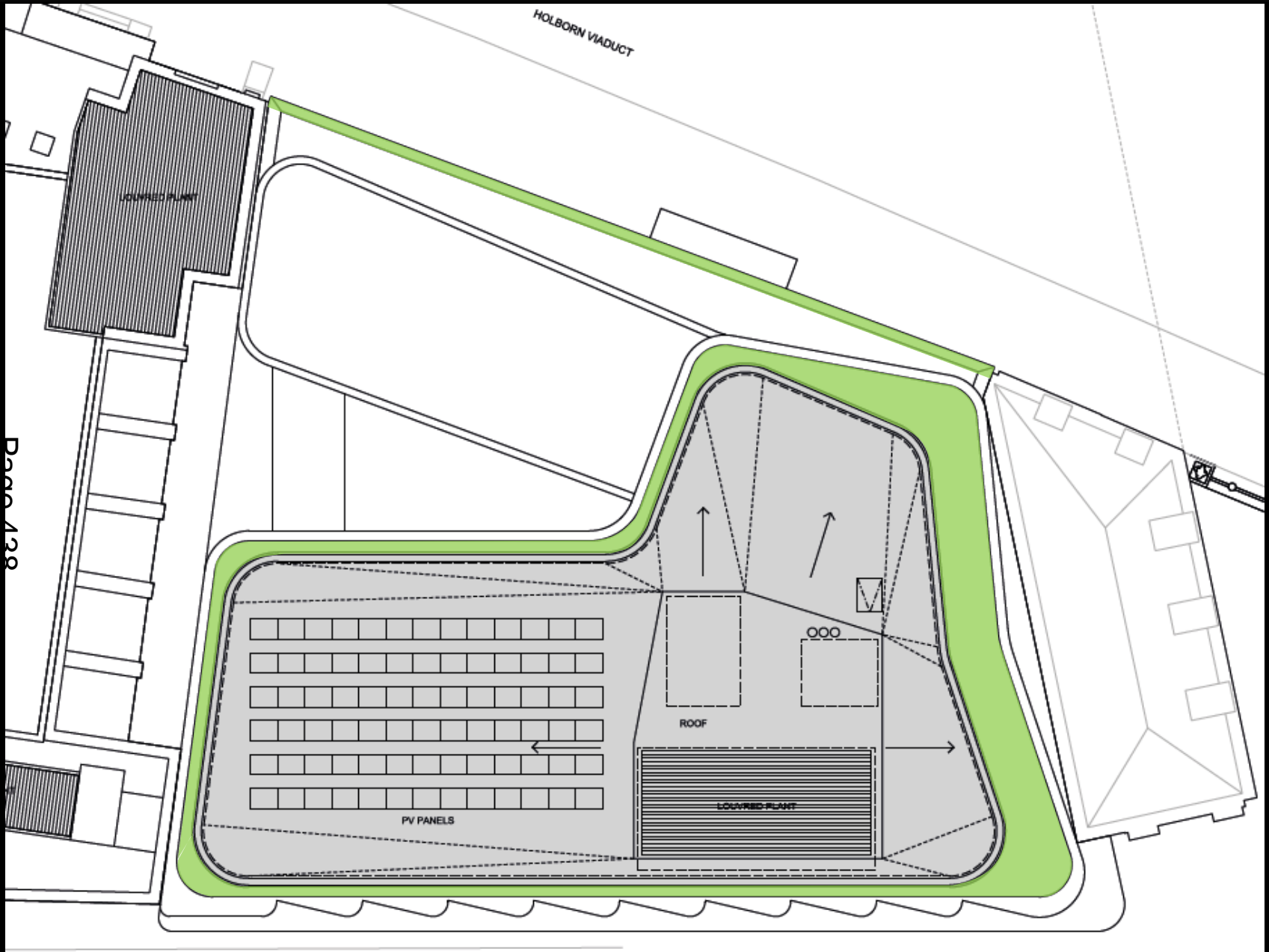
Morley House & City Temple



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Proposed ninth floor

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Proposed roof

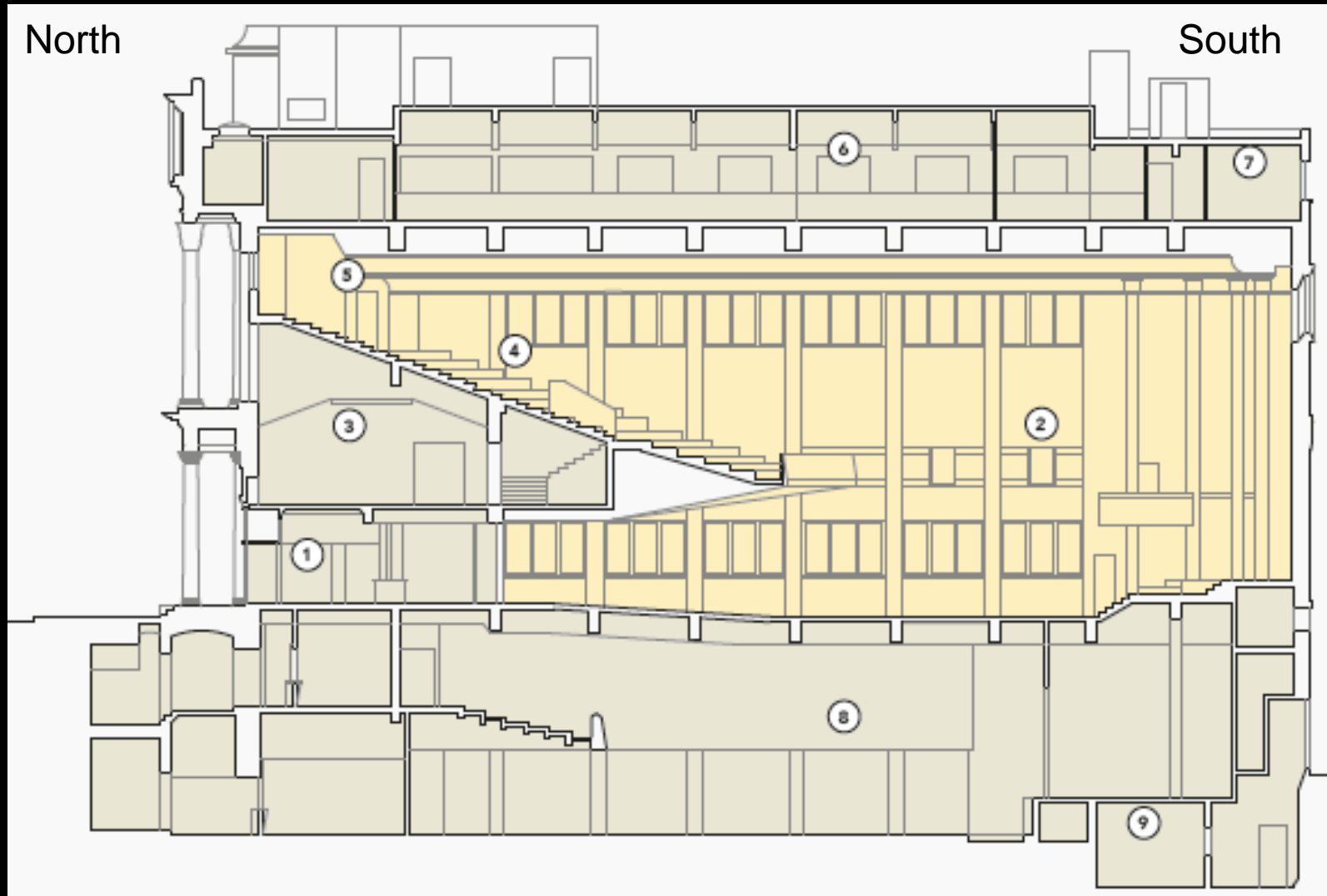
Morley House/City Temple



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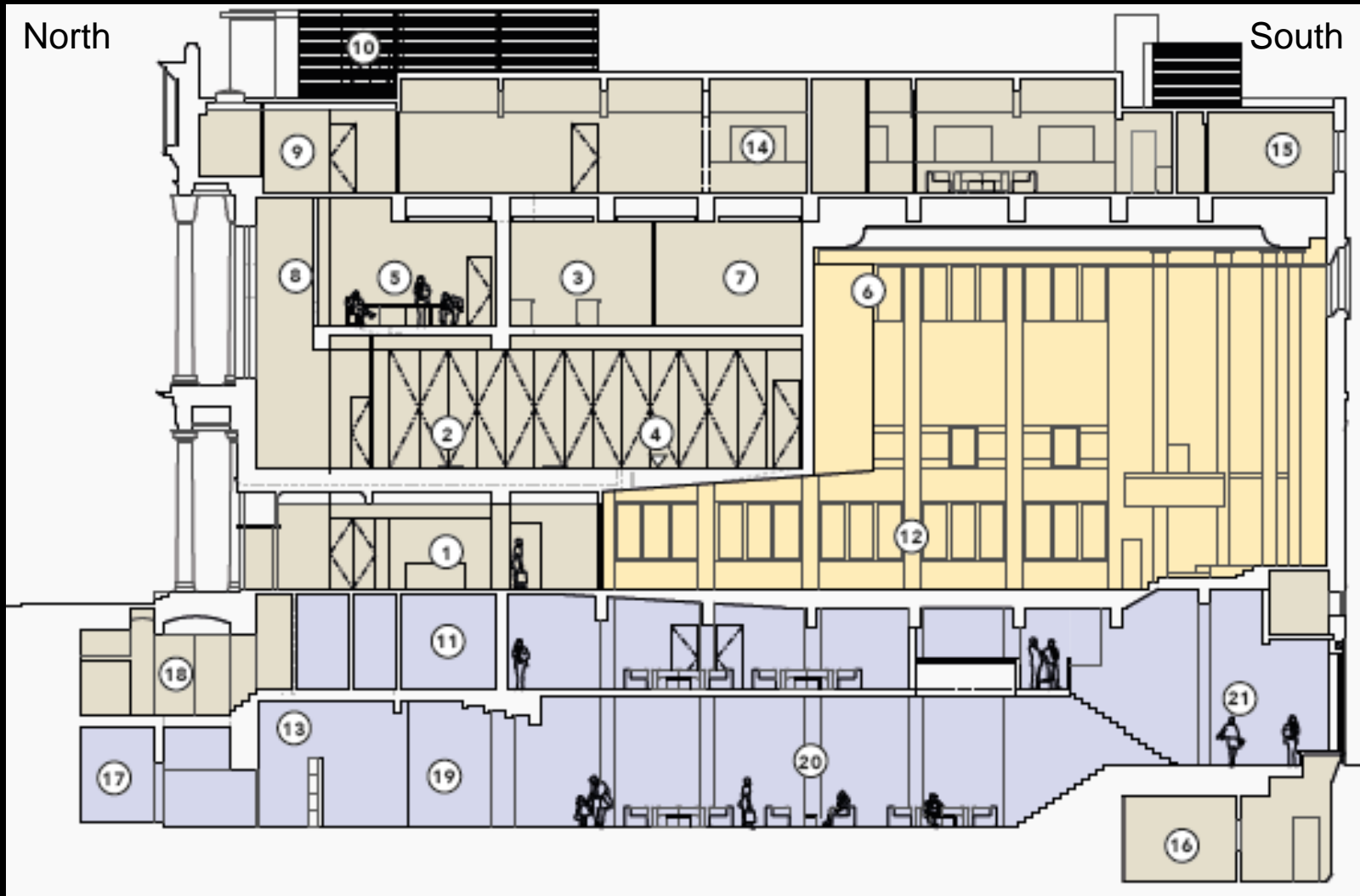
City Temple - Sanctuary

Morley House & City Temple



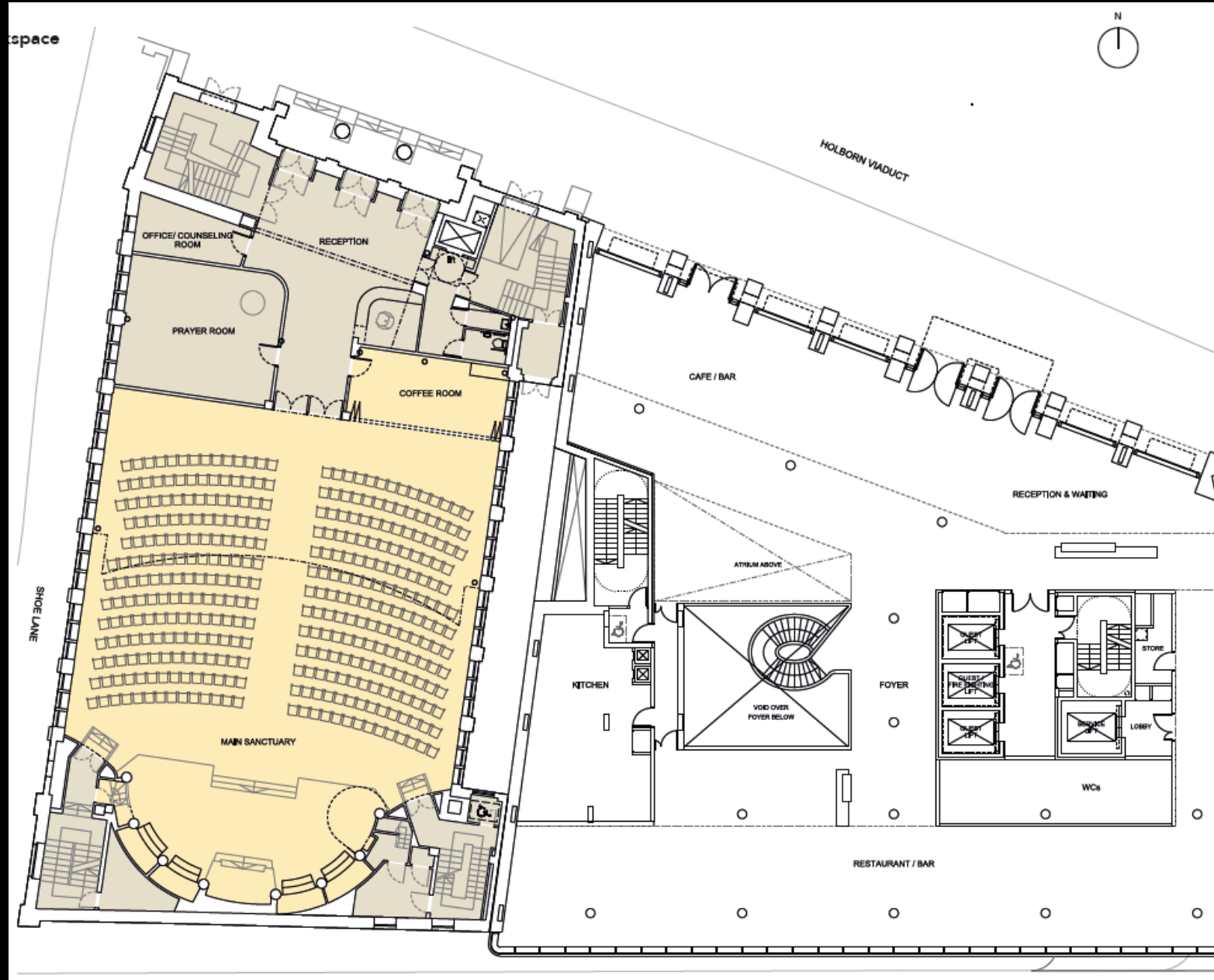
Existing City Temple section - North-South

Morley House & City Temple



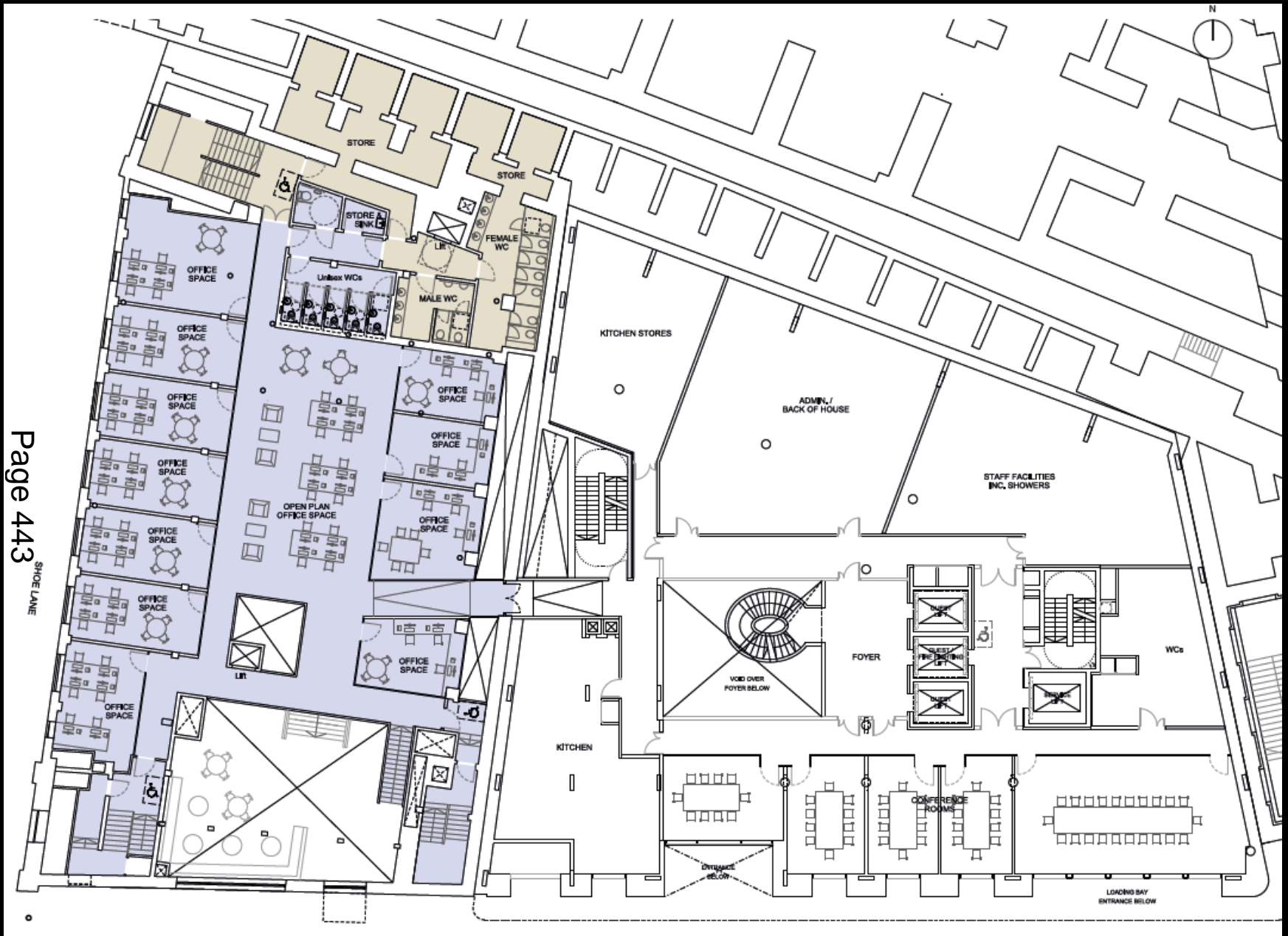
Proposed City Temple section North-South

Morley House & City Temple

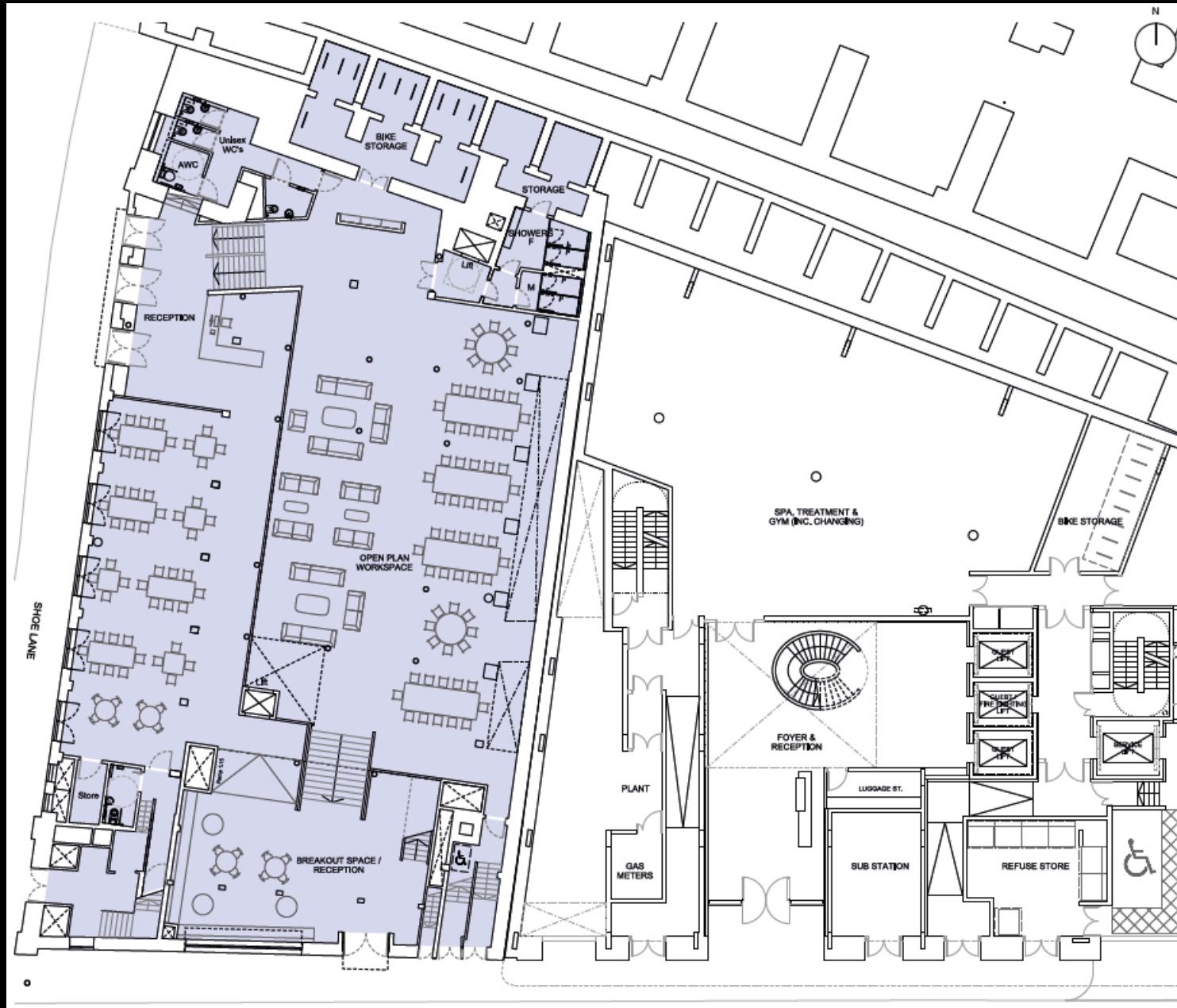


City Temple - Proposed Ground Floor - Holborn Viaduct

Morley House & City Temple

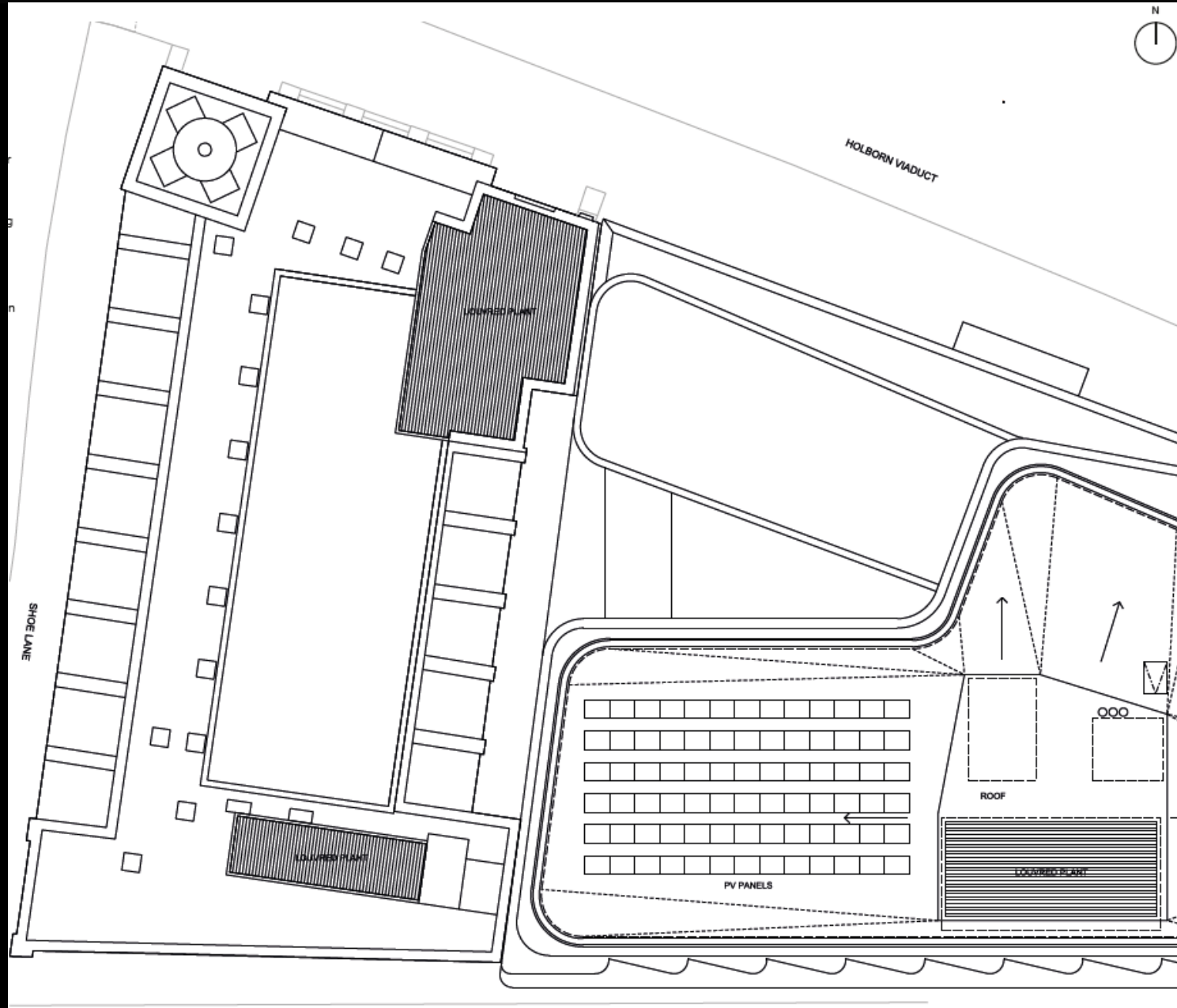


Morley House & City Temple



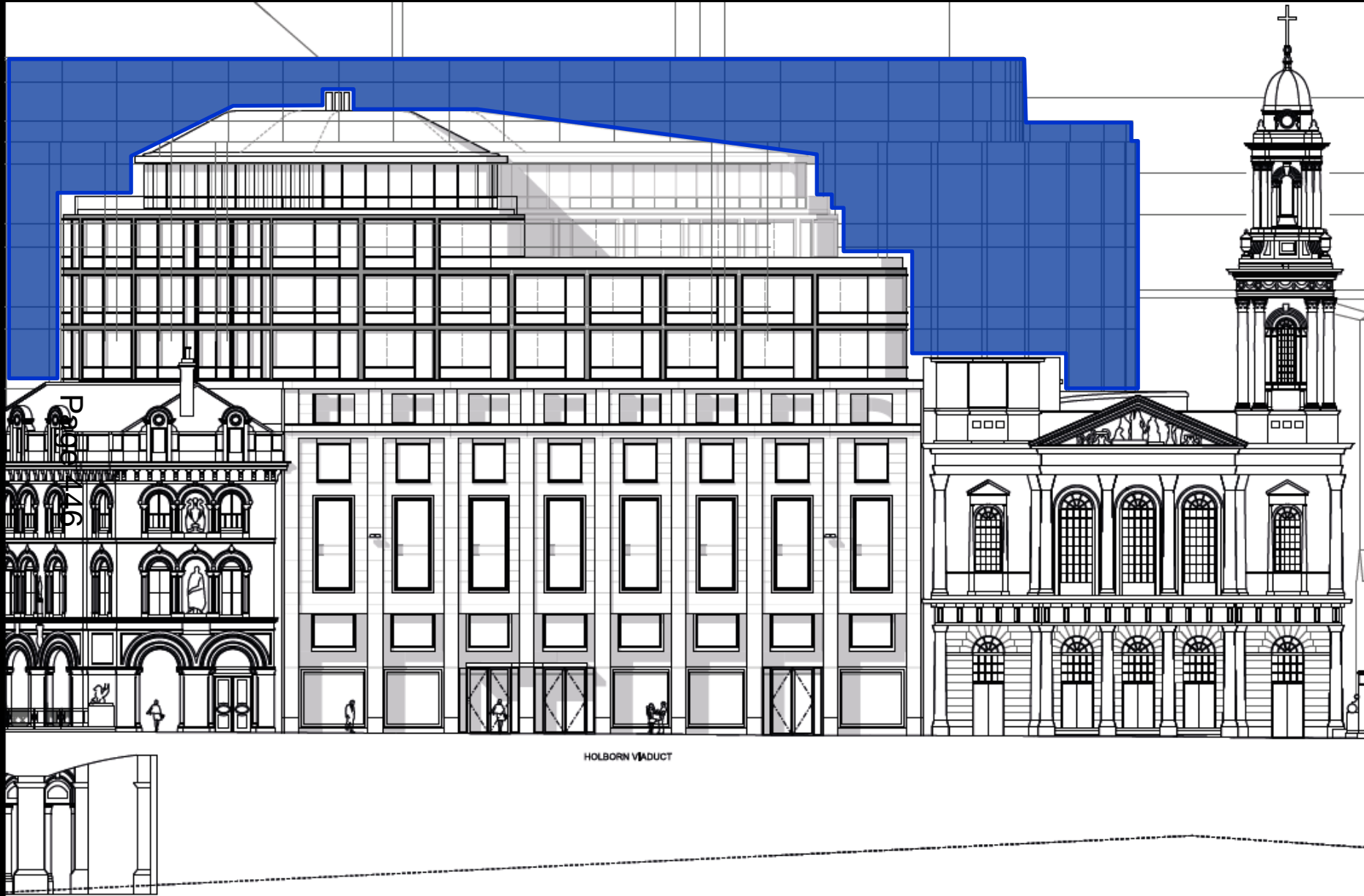
Lower ground floor

Morley House & City Temple



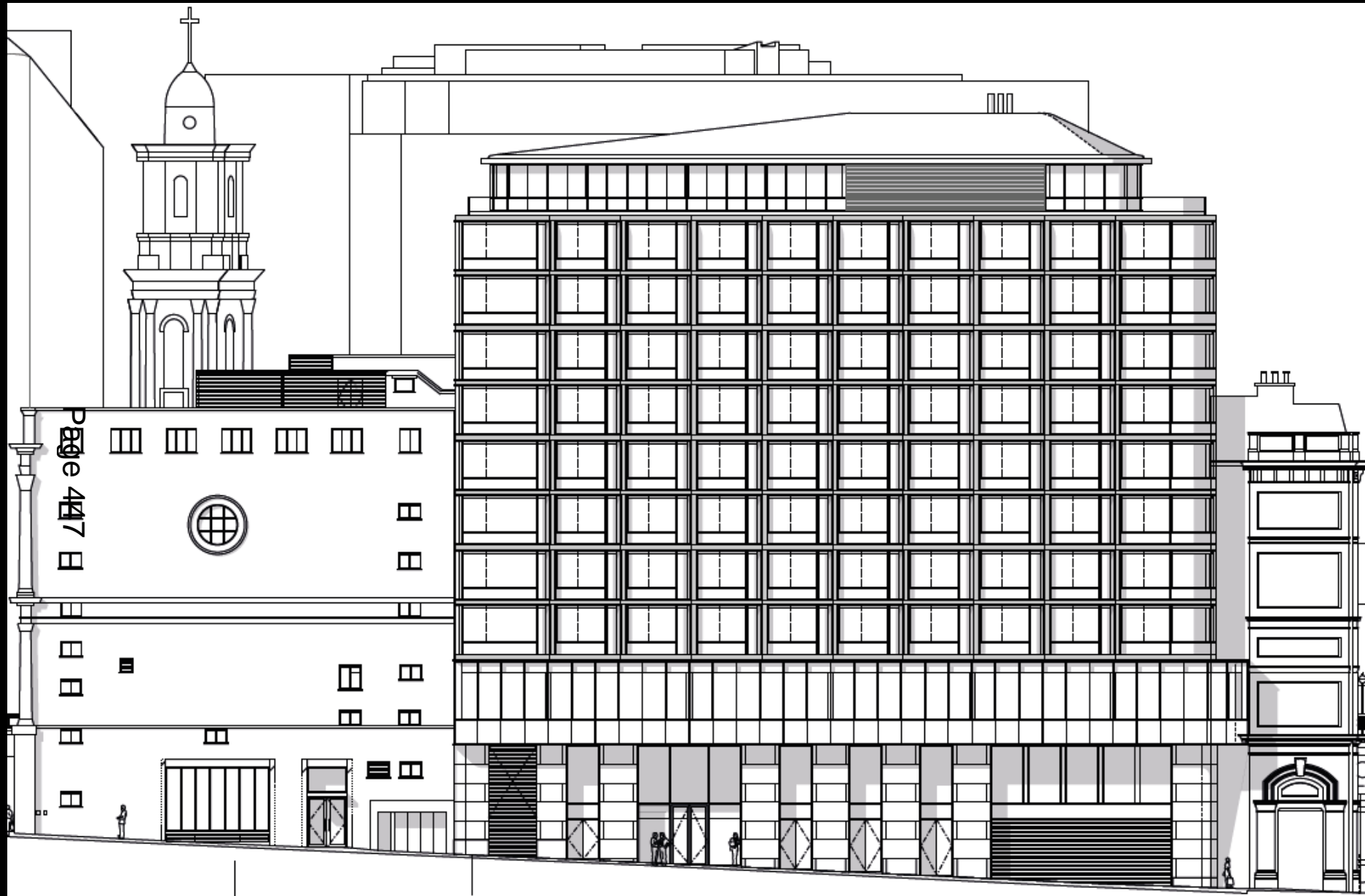
Roof

Morley House & City Temple



Proposed Holborn Viaduct elevation

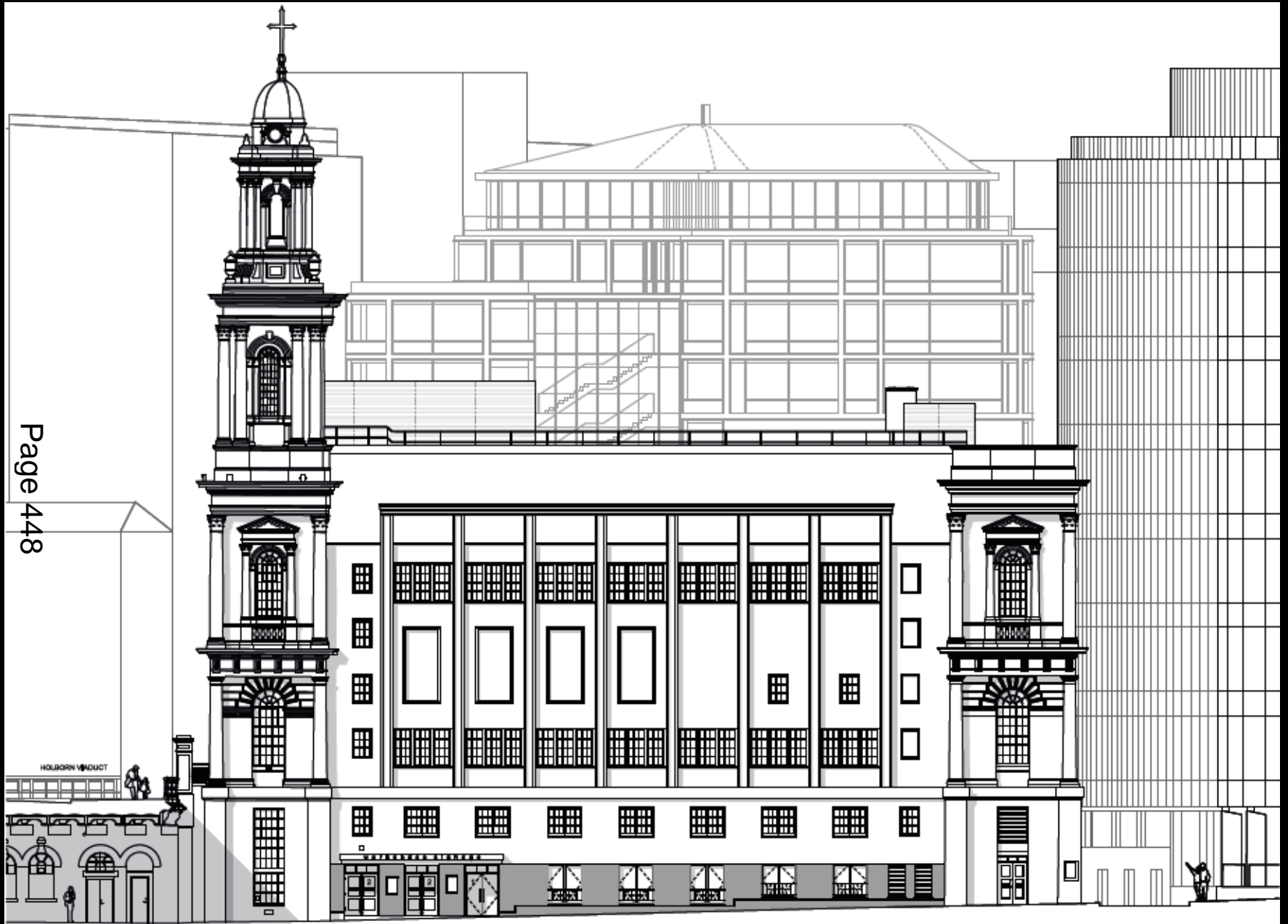
Morley House & City Temple



Proposed Plumtree Court elevation

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Proposed Shoe Lane elevation

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Existing north-east view

Morley House & City Temple

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Proposed visual

Morley House & City Temple



Existing view from Shoe Lane

Morley House & City Temple



Proposed visual

Morley House/City Temple



Morley House - Holborn Viaduct Existing Context

Planning & Transportation Next Committee

7th February 2017

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