



Planning and Transportation Committee

Date: TUESDAY, 14 NOVEMBER 2017

Time: 10.30 am

Venue: LIVERY HALL - GUILDHALL

Members:

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

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 summary of the meeting held on 24 October 2017.

For Decision
(Pages 1 - 8)

4. **DELEGATED DECISIONS**

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

For Information
(Pages 9 - 22)

5. **VALID APPLICATIONS LIST FOR COMMITTEE**

Report of the Chief Planning Officer and Development Director.

For Information
(Pages 23 - 26)

6. **REPORTS RELATIVE TO PLANNING APPLICATIONS**

a) St Paul's Cathedral, St Paul Churchyard (Pages 27 - 56)

For Decision

b) St Paul's Cathedral, St Paul Churchyard - Listed Building Consent (Pages 57 - 66)

For Decision

c) Broken Wharf House (Pages 67 - 152)

For Decision

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

a) Barbican and Golden Lane Proposed Conservation Area (Pages 153 - 184)

For Decision

b) Culture Mile Look and Feel Strategy - Draft Consultation (Pages 185 - 190)

For Decision

c) Update to Scheme of Delegations (Pages 191 - 204)

For Decision

d) Thames Court Footbridge (Pages 205 - 234)

For Information

8. **ANNUAL ON-STREET PARKING ACCOUNTS 2016/17 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES**
Report of the Chamberlain

For Information
(Pages 235 - 240)

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

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

11. **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

12. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting held on 24 October 2017.

For Decision
(Pages 241 - 242)

13. **REPORT OF ACTION TAKEN UNDER URGENCY PROCEDURES**

For Information
(Pages 243 - 244)

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

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

16. **WIND MITIGATION AND MODELLING - PRESENTATION**

For Information

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.

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PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 24 October 2017

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.30 am

Present

Members:

Deputy Alastair Moss (Deputy Chairman)	Deputy Jamie Ingham Clark
Rehana Ameer	Alderman Vincent Keaveny
Randall Anderson	Paul Martinelli
Alderman Sir Michael Bear	Sylvia Moys
Sir Mark Boleat	Barbara Newman
Mark Bostock	Graham Packham
Deputy Keith Bottomley	Susan Pearson
Peter Dunphy	Judith Pleasance
Emma Edhem	Deputy Henry Pollard
Sophie Anne Fernandes	William Upton
Marianne Fredericks	

Officers:

Simon Murrells	- Assistant Town Clerk
Amanda Thompson	- Town Clerk's Department
Jennifer Ogunleye	- Town Clerk's Department
Simon Owen	- Department of the Built Environment
Deborah Cluett	- Comptrollers & City Solicitor
Alison Hurley	- Assistant Director Corporate Property Facilities Management
Carolyn Dwyer	- Director of Built Environment
Annie Hampson	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Paul Friend	- City Surveyor's Department
Peter Shadbolt	- Department of the Built Environment

At the start of the meeting the Committee held a minute's silence in respect of Gaynor Logsdon, former PA to the Assistant Director (City Transportation) & Assistant Director (City Public Realm), who had recently died.

1. APOLOGIES

Apologies for absence were received from the Chairman Christopher Hayward, Henry Colthurst, Graeme Harrower, Christopher Hill, Alderman Gregory Jones QC, Oliver Lodge, Andrew Mayer, Deputy Brian Mooney, Jason Pritchard, James de Sausmarez, Oliver Sells QC and Graeme Smith.

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

There were no declarations.

3. **MINUTES**

RESOLVED - That the minutes of the meeting held on 3rd October 2017 be approved as a correct record.

Matters Arising

6-8 Bishopsgate and 150 Leadenhall Street London

A Member questioned why the first resolution stating that the Mayor of London be given 14 days to decide on the application was needed given that that this was a statutory process and was not a decision for the Committee.

4. **DELEGATED DECISIONS**

The Committee received a report of the Chief Planning Officer and Development Director in respect of development and advertising applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since the last meeting.

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 detailing valid development applications received by the Department of the Built Environment since the last meeting.

RESOLVED - That the report be noted.

6. **PUBLIC LIFT REPORT**

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) **Morley House 26 - 30 Holborn Viaduct And City Temple 31 Holborn Viaduct London EC1A 2AT**

The Committee received a report of the CPO in relation to the demolition of the existing building and erection of a new building at Morley House, 26-30 Holborn Viaduct, and change of use of the lower floors of City Temple.

The CPO advised that planning permission and listed building consent were also being sought for the change of use of the lower floors of City Temple and were attached at items 7b and 7c on the agenda, however all applications were to be considered together.

The Committee was advised that City Temple was in need of modernisation but the church was unable to raise the funds necessary to carry out the works. The owners of Morley House had approached the church with a proposal to refurbish City Temple in exchange for a long lease of the two lower floors of City Temple for flexible office use which was supported by the church. The office space would complement the function of the hotel and the works would secure the long term future of City Temple.

The CPO referred Members to a tabled document in relation to some proposed additional conditions.

The Reverend Dr Rodney Woods was heard in support of the application and reported that without urgent major repair and updating of the building, the City temple's history and mission would cease as the present situation was unsustainable for the medium to long term and the proposed scheme was the only viable option to secure the future of the church.

Members asked a number of questions in relation to the loss of office space on the Morley House site, servicing arrangements, refuse and waste collections, cycle access and demolition and construction arrangements.

Debate ensued and while members generally expressed support for the application, there was concern relating to servicing and access to a hotel development in a partially-residential area, and the fact that information in relation to how these would be addressed would be secured only through the section 106 negotiation.

A member proposed that the conditions on servicing should be specified by the Committee to ensure that their concerns were addressed, however other members considered that this should be left to officers to take on board the views of members during the negotiation process.

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

In favour - Unanimous

RESOLVED – That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

(a) the Mayor of London being 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 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 in the light of the

comments made by members in relation to servicing, the decision notice not to be issued until the Section 106 obligations have been executed.

b) City Temple 31 Holborn Viaduct London EC1A 2DE

The Committee received a report of the CPO in relation to external alterations associated with the internal refurbishment of the upper levels of City Temple.

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

In favour - Unanimous

RESOLVED -

That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule.

c) Morley House 26 - 30 Holborn Viaduct And City Temple

The Committee received a report of the CPO in relation to the listed building consent covering the works to the lower floors of City Temple.

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

In favour - Unanimous

RESOLVED -

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

d) 50 Liverpool Street London EC2M 7PY

The Committee received a report of the CPO in relation to planning permission and listed building consent for the installation of a freestanding overhead canopy at 50 Liverpool Street.

The CPO advised that the siting, size, design and appearance of the proposed structure would constitute visual clutter and would detract from the special architectural and historic interest and significance of the listed building, from the setting of the Andaz London Liverpool Street Hotel and Metropolitan Arcade and the character, appearance and significance of the Bishopsgate Conservation Area, contrary to the relevant policies.

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

18 votes in favour
0 votes against
1 Abstention

RESOLVED -

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

e) **50 Liverpool Street London EC2M 7PY**

The Committee received a report of the CPO in relation to the listed building consent covering the works concerning 50 Liverpool Street, the installation of a freestanding overhead canopy.

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

18 votes in favour
0 votes against
1 Abstention

RESOLVED -

That Listed Building Consent be refused for the reasons set out in the attached schedule.

8. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT

a) **Marché International des Professionnels d'Immobilier (MIPIM property conference) 2018**

The Committee received a report of the Director of the Built Environment and the City Surveyor relating to the Marché International des Professionnels d'Immobilier (MIPIM property conference) 2018.

The report informed Members of the City Corporation's proposed programme of activities and budget in respect of the MIPIM property exhibition to be held in Cannes in March 2018.

Members expressed support for the proposals as they felt that it provided a global platform to showcase the City's attributes and promote the City of London to the international property market.

RESOLVED -

1) That this report on MIPIM 2018 is received.

2) That the Policy & Resources, Planning & Transportation Committees, and the Property Investment Board, approve the activities and team to attend MIPIM together with the proposed total budget not exceeding £98,000.

b) Transport for London Funding

The Committee received a report of the Director of the Built Environment relating to the provision of Transport for London funding to the City of London Corporation.

The report sought approval for the projects that would be included in the City Corporation's 2018/19 Annual Spending Submission, and requested that Members give the Director of the Built Environment delegated authority to approve reallocations of the 2018/19 Corridors and Neighbourhoods grant of up to £100,000 within a financial year. The report also proposed to reallocate an underspend of £188,500 from the 2017/18 grant to new projects. Members were also asked to approve two projects to be submitted to Transport for London as the City Corporation's bids for Liveable Neighbourhood funding.

RESOLVED - To

1) Approve the projects to be included in the City Corporation's 2018/19 Annual Spending Submission

2) Approve delegated authority for the Director of the Built Environment to approve reallocations of the 2018/19 Corridors and Neighbourhoods grant of up to £100,000 within a financial year

3) Approve the reallocation of £238,500 of the 2017/18 TFL grant between projects

4) Approve the submission of the City Corporation's Liveable Neighbourhoods bids to TFL

9. PROGRESS UPDATE - SUBSOIL LAND TRANSFER, BANK UNDERGROUND STATION

The Committee received a report of the City Surveyor providing an update in respect of the subsoil land transfer at Bank Underground Station. Further reports were to be submitted in due course.

In response to the member's question in respect of the 'blue and green land' showing on the map, the City Surveyor advised that he would respond to the member directly.

RESOLVED - that the report and the actions being taken are noted.

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

The following questions were received:

Cycle Hire Scheme

"Will the Chairman make representation to TfL about the operation of the cycle hire scheme. At present in the City it can be difficult to find spaces during the day and virtually impossible to find cycles at night."

Members acknowledged that there was something fundamentally wrong with the Scheme, which wasn't working as well as it could be for people who lived and worked in the City, and it was agreed that the matter should be raised with Surface Transport.

Blocked Pavements - North Side of Gresham Street

A Member reported that $\frac{3}{4}$ of the pavements in this area were taken up with signs advertising future works as opposed to immediate works and asked why it was necessary to put them up so early.

The Director of the Built Environment agreed to address this with the contractors.

Death of a Pedestrian at Ludgate Circus

A Member expressed concern at the third pedestrian fatality to happen at Ludgate Circus following a collision with a lorry and proposed that urgent action be taken.

Officers advised that Ludgate Circus was a TfL road and it was agreed that the matter be raised urgently with TfL and reported back to the Committee.

In response to a question officers confirmed that Ludgate Hill was a CoL road.

Public Access to Committee Reports

"What steps are taken to ensure committee reports are uploaded on to the City's website in a timely manner before the meetings?"

The Town Clerk advised that all committee staff were required to upload all public reports on the City Corporation's web site when the agenda was published and in accordance with statutory timescales.

He further advised that the system was not immune to human or technological error however.

11. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There were no items of urgent business.

12. **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.

13. **NON-PUBLIC MINUTES**

The non-public minutes of the meeting held on 3rd October 2017 were received.

14. **GLA ROADS - LAND DISPUTE WITH TRANSPORT FOR LONDON**

The Committee considered a report of the Comptroller and City Solicitor and the City Surveyor concerning a land dispute with Transport for London.

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

There were no non-public questions.

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

Members were advised that an update on Affordable Housing would be submitted to the 13 January 2018 meeting.

The meeting closed at 12.05 pm

Chairman

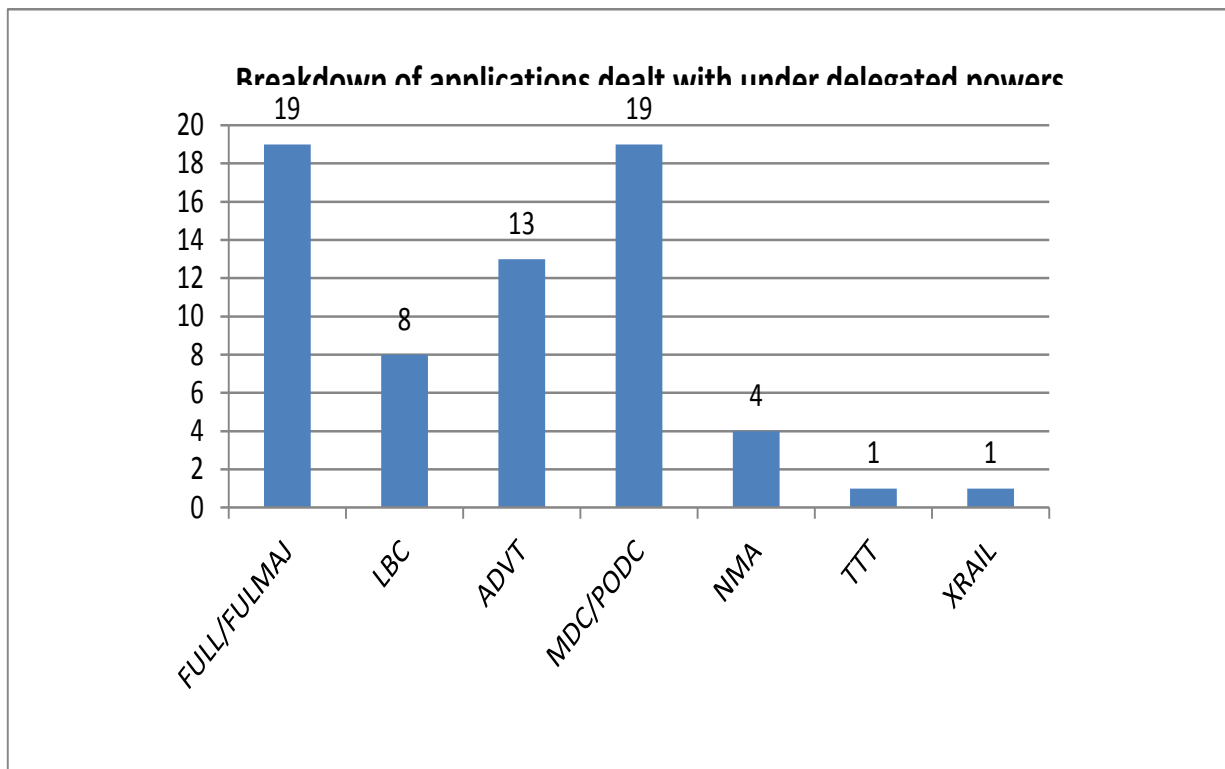
Contact Officer: Amanda Thompson
tel. no.: 020 7332 3414
amanda.thompson@cityoflondon.gov.uk

Planning and Transportation	14 th November 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, sixty-five (65) 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. Thirteen (13) express consent to display advertisements were decided, four (4) of which were refused. Nineteen (19) applications for development have been approved including four (4) change of use applications and 55sq.m of created floorspace.



FULL - Full Planning Permission
FULMAJ - Full Major Application
LBC - Listed Building Consent
ADVT - Advertisement Consent
MDC - Submission of Details (Planning)
PODC - Planning Obligations

NMA - Non-material Amendments
TTT - Thames Tideway Tunnel
XRAIL - Crossrail Construction Arrangements

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
17/00645/MDC Aldgate	11 - 12 Bury Street London EC3A 5AT	Details of an acoustic report for new plant pursuant condition 4 of planning application 13/01011/FULL dated 12th December 2013.	Approved 26.10.2017
17/00839/LBC Aldgate	6 Lloyd's Avenue London EC3N 3AX	Replacement of artificial tiles on front elevation with new natural slate; resurfacing of flat and pitched roofs to rear and erection of fixed scaffolding to undertake these works.	Approved 17.10.2017
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 (1,852sq.m GIA).	Approved 17.10.2017
17/00841/ADVT Aldgate	52-56 Leadenhall Street London EC3A 2DX	Installation and display of i) one externally illuminated fascia sign measuring 0.2m high by 2.52m wide at a height of above ground of 3.21m; (ii) one internally illuminated projecting sign measuring 0.6m high by 0.9m wide at a height above ground of 3.19m and (iii) one internally illuminated projecting sign measuring 0.6m high by 0.9m	Approved 17.10.2017

		wide at a height above ground of 3.04m.	
17/00867/MDC Aldgate	60 - 70 St Mary Axe London EC3A 8JQ	Details of new facades and the integration of window cleaning equipment and other excrescences at roof level pursuant to conditions 7(b) and (d) of planning permission (application no. 08/00739/FULEIA) dated 10th June 2010.	Approved 12.10.2017
17/00896/MDC Aldersgate	Alder Castle House 10 Noble Street London EC2V 7JX	Submission of a Plant Noise Report pursuant to condition 2 (b) of planning permission (ref:16/00993/FULL) dated 24.01.17.	Approved 19.10.2017
17/00957/LBC Aldersgate	303 Lauderdale Tower Barbican London EC2Y 8NA	Internal alterations and refurbishment.	Approved 12.10.2017
17/01011/NMA Broad Street	19 Great Winchester Street London EC2N 2BH	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 15/01052/FULL to extend the line of the pitched louvred screen and extend the facade line resulting in an increase of 3.4sq.m of floorspace.	Approved 24.10.2017
17/00494/PODC Bridge And Bridge Without	33 King William Street London EC4R 9AS	Submission of a Travel Plan pursuant to Schedule 3 Paragraph 11.1, and a Delivery and Servicing Management Plan pursuant to Schedule 3 Paragraph 12.1 of the Section 106 Agreement dated 17 January 2013 (planning permission reference 11/00933/FULMAJ).	Approved 12.10.2017

17/00881/NMA Bridge And Bridge Without	33 King William Street London EC4R 9AS	Application under Section 96A of the Town and Country Planning Act 1990 (as amended) for non-material amendment to vary condition 42 of planning permission dated 24.06.15 (14/00860/FULMAJ) for alterations to provide the security planters to the ground floor on King William Street.	Approved 26.10.2017
17/00882/NMA Bridge And Bridge Without	33 King William Street London	Application under Section 96A of the Town and Country Planning Act 1990 (as amended) for non-material amendment to vary condition 42 of planning permission dated 24.06.15 (14/00860/FULMAJ) for an alteration to increase the height of the glazed balustrade to 3 metres to the terrace at level 9.	Approved 26.10.2017
17/00885/ADVT Bridge And Bridge Without	39A Eastcheap London EC3M 1DT	Installation and display of three non-illuminated black acrylic signs at ground floor level measuring: (i) 0.3m high by 1.49m wide at a height above ground of 3.1m; (ii) 0.1m high by 2.50m wide at a height above ground of 2.7m; and (iii) 0.08m high by 0.50m wide at a height above ground of 2.5m.	Approved 17.10.2017
17/00477/ADVT Bishopsgate	17 Liverpool Street London EC2M 7PD	Display and installation of: (i) fascia panel with internal illumination to the lettering and logo measuring 0.475 mm high by 2.189mm wide at height of 3.859mm above ground floor level and (ii) one internally illuminated projecting sign measuring 0.6mm high by 0.6mm wide at a height of at height of 3.859mm above ground floor level.	Approved 12.10.2017

17/00529/XRAIL Bishopsgate	Liverpool Street Station Broadgate Ticket Hall London EC2	Construction of the Liverpool Street Station canopy entrance to the Broadgate ticket hall pursuant to Schedule 7 of Crossrail Act 2008.	Approved 17.10.2017
17/00728/MDC Bishopsgate	100 Liverpool Street London EC2M 2RH	Details of security measures within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device pursuant to condition 24 of planning permission 17/00276/FULL dated 5 June 2017.	Approved 12.10.2017
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) and alterations to the ground floor entrance.	Approved 24.10.2017
17/00866/FULL Bishopsgate	17 Liverpool Street London EC2M 7PD	Retention of a new shopfront.	Approved 26.10.2017
17/00869/FULL Bishopsgate	3 Broadgate London EC2M 3AB	Installation of a temporary art work comprising a wrap and construction hoardings.	Approved 12.10.2017
17/00889/ADVT Bishopsgate	128-150 Bishopsgate, 77-90 Houndsditch, 1-5 Stone House Court & 1-17 Devonshire Row London EC2M 4AF	Installation and display of: 24 non illuminated individual signs positioned on one non illuminated hoarding sign measuring 2.49m high by 229m wide situated at ground floor level.	Approved 12.10.2017

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, pergolas and ancillary facilities.	Approved 17.10.2017
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).	Approved 24.10.2017
17/00672/ADVT Bread Street	Bus Stop Outside 1 New Change Outside K & L Gates 1 New Change London EC4M 9AF	Internally illuminated advertisement measuring 1.33 metres wide by 2.37 metres high on bus shelter on the east side of New Change outside 1 New Change.	Refused 19.10.2017
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 signage.	Approved 12.10.2017
17/00891/ADVT Bread Street	1 - 3 St Paul's Churchyard London EC4M 8AJ	Installation and display of: (i) one internally illuminated fascia sign measuring 0.3m high by 2.72m wide displayed at a height of 3.74m above ground level; (ii) one internally illuminated fascia sign measuring 0.3m high by 2.72m wide displayed at a height of 4.01m above ground level; (iii) one internally illuminated fascia sign measuring 0.7m high by 0.8m wide displayed at a height of 2.4m above ground level; (iv) one internally illuminated projecting sign measuring 0.6m high by 0.9m wide situated at a height above ground of 3.3m above ground level.	Approved 12.10.2017

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 (457sq.m) (sui generis).	Approved 12.10.2017
17/00850/MDC Bassishaw	55 Gresham Street London EC2V 7EL	Submission of particulars and samples of materials and details of ground floor office entrance pursuant to condition 7 (a) (PART) and (b) of planning permission 15/00706/FULMAJ dated 21.12.15.	Approved 24.10.2017
17/00753/FULL Castle Baynard	3 St Bride Street London EC4A 4AS	Modifications to shopfront including new entrance doors and modifications to glazing.	Approved 19.10.2017
17/00754/ADVT Castle Baynard	3 St Bride Street London EC4A 4AS	Installation and display of: (i) one set of halo-illuminated letters measuring 0.4m high by 1.5m wide at a height above ground of 3.2m; (ii) one externally illuminated projecting sign measuring 0.6m high by 0.75m wide at a height above ground of 3.2m; and (iii) non-illuminated letters applied to a fixed canopy measuring 0.8m high by 0.8m deep at a height above ground of 2.4m.	Approved 19.10.2017
17/00758/TTT Castle Baynard	From Blackfriars Bridge To White Lion Hill Paul's Walk London	Partial discharge of schedule 3 requirement relating to detailed design approval for permanent above ground structures - Blackfriars Pier Emergency Access Gate pursuant to BLABF5 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.	Approved 17.10.2017

17/00818/ADVT Castle Baynard	101 Fleet Street London EC4Y 1DE	Installation and display of: (i) one internally illuminated fascia sign measuring 0.5m high by 1.5m wide at a height above ground of 3.27m; (ii) one halo illuminated fascia sign measuring 0.32m high by 1.33m wide at a height above ground of 2.68m; and (iii) one internally illuminated projecting sign measuring 0.30m high by 0.75m wide at a height above ground of 3.37m.	Approved 17.10.2017
17/00860/ADVT Castle Baynard	5 St Paul's Churchyard London EC4M 8AY	Installation and display of: (i) four halo illuminated fascia signs measuring 0.3m high by 1.13m wide at a height above ground of 4m; (ii) two vinyl fascia lettering measuring 0.1m high by 2.34m wide at a height above ground of 4m; and (iii) one externally illuminated projecting sign measuring 0.55m by 0.55m at a height above ground of 3.85m.	Approved 17.10.2017
17/00857/LBC Cripplegate	177 Andrewes House Barbican London EC2Y 8BA	Internal alterations to the kitchen and bathroom.	Approved 12.10.2017
17/00884/LBC Cripplegate	525 Willoughby House Barbican London EC2Y 8BN	Internal alterations including changes to non-structural walls.	Approved 12.10.2017
17/00822/LBC Cornhill	Royal Exchange Threadneedle Street London EC3V 3DG	Refurbishment of shop unit, including installation of grilles to shopfront stallriser and internal alterations between basement and first floor levels.	Approved 19.10.2017

16/00405/FULMAJ Coleman Street	55 Moorgate London EC2R 6PA	Recladding and two storey extension of the existing building to provide additional office floorspace (Class B1) (142sq.m GIA), change of use from office (Class B1) to flexible retail/leisure uses at ground floor level and lower ground floor level (Class A1/A2/A3/D2) and flexible office/retail/leisure uses at ground floor level and lower ground floor (Class A1/A2/A3/B1/D2) (1,544sq.m); additional plant and refurbishment of the existing building (Total increase 1,659sqm GIA).	Approved 11.10.2017
17/00671/ADVT Coleman Street	Public Footway To The West of London Metropolitan University 84 Moorgate London EC2M 6SQ	Internally illuminated advertisement measuring 1.33 metres wide by 2.37 metres high on bus shelter outside 76 to 92 Moorgate.	Refused 19.10.2017
17/00673/ADVT Coleman Street	Bus Stop Outside 7-8 Princes Street Lothbury London EC2	Internally illuminated advertisement measuring 1.33 metres wide by 2.37 metres high on bus shelter outside 7 - 8 Princes Street.	Refused 19.10.2017
17/00903/MDC Coleman Street	56-64 Moorgate And 41-42 London Wall London EC2R 6EL	Details of a programme of archaeological work and foundation design pursuant to conditions 5 and 6 of planning permission 15/01312/FULMAJ dated 14.02.17	Approved 26.10.2017
17/00815/NMA Cheap	1-3, 4, 5, 7 & 8 Fredericks Place & 35 Old Jewry London EC2R 8AE	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission (application no. 15/01308/FULL) dated 4th October 2016 to reflect minor detail alterations to the	Approved 12.10.2017

		internal layout and roof level plant enclosures at nos. 7 and 8 Frederick's Place and 35 Old Jewry.	
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.	Approved 12.10.2017
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.	Approved 12.10.2017
17/00914/LBC Cordwainer	1 Poultry London EC2R 8EJ	Internal works to the office lift lobbies.	Approved 12.10.2017
17/00917/PODC Cordwainer	39 - 53 Cannon Street London	Submission of a Carbon Offsetting Contribution calculation pursuant to Schedule 3, Clause 14 of Section 106 Agreement dated 27 February 2014 (Planning Permission 13/00339/FULMAJ).	Approved 12.10.2017
17/00992/MDC Cordwainer	19 - 28 Watling Street And 10 Bow Lane London EC4M 9BR	Submission of a noise assessment report for new plant pursuant to condition 3 (b) of planning permission dated 23rd December 2015 (15/01164/FULL).	Approved 17.10.2017
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	Approved 17.10.2017

		with use of the building as offices and other external work.	
16/00462/MDC Farringdon Within	Fleet Building, 40 Shoe Lane, 70 Farringdon Street, Plumtree Court, 42 Shoe Lane, 12 Plumtree Court & 57 Farringdon Street London, EC4A 3AF	Particulars and samples of the materials to be used on all external faces, details of the proposed new facade(s), typical bays, stonework, ground floor elevations, soffits, handrails and balustrades, service entrance and gates and design, configuration and openings to the stone plinth have been submitted pursuant to partial discharge of condition 16 (a), (b), (c), (d), (e), (f), (g), and (i) of planning permission reference 12/01225/FULEIA dated 28th October 2013.	Approved 19.10.2017
17/00650/PODC Farringdon Within	Mitre House 160 Aldersgate Street London EC1A 4DD	Submission of a Delivery & Servicing Management Plan pursuant to clause 11 of schedule 3 of the S106 Agreement dated 30th April 2015 of planning permission 15/00086/FULMAJ (dated 30.04.15).	Approved 24.10.2017
17/00918/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 louvres and entrance soffit for Office A pursuant to condition 32 of planning permission dated 16 March 2017 (app ref: 16/00165/FULMAJ).	Approved 24.10.2017
17/00668/ADVT Farringdon Without	Public Footway To The West of The Retail Unit At 333 Central Markets Farringdon Street, London EC1A 9NB	Internally illuminated advertisement measuring 1.33 metres wide by 2.37 metres high on the bus shelter outside 332 - 333 Central Markets.	Refused 19.10.2017

17/00733/LBC 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.	Approved 12.10.2017
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.	Approved 12.10.2017
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.	Approved 24.10.2017
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).	Approved 17.10.2017
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.	Approved 24.10.2017
17/01035/ADVT Farringdon Without	24 - 30 West Smithfield London EC1A 9HB	Installation and display of one non-illuminated hoarding sign measuring 2.5m high by 16m wide, situated at ground floor level.	Approved 26.10.2017
17/00868/MDC Langbourn	Land Bounded By Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Submission of details of the type of planting, contribution to biodiversity and rainwater attenuation pursuant to condition 23 of planning permission dated 08.02.2016 (ref: 14/00237/FULMAJ)	Approved 24.10.2017

17/00870/MDC Langbourn	Land Bounded By Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Details of the integration of cleaning equipment, cradles and the garaging thereof pursuant to conditions 18(j) of planning permission (application no. 14/00237/FULMAJ) dated 8th February 2016.	Approved 19.10.2017
17/00871/MDC Langbourn	Land Bounded By Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Details of mechanical plant mountings pursuant to condition 30 of planning permission (application no. 14/00237/FULMAJ) dated 8th February 2016.	Approved 24.10.2017
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.	Approved 12.10.2017
17/00762/MDC Tower	Flat 9 27 Minories London EC3N 1DE	Submission of particulars and samples of the materials to be used on all external faces of the building (including ground and upper level surfaces), details of soffits, hand rails and balustrades and details of the green roof, pursuant to condition 2 (parts a, b and c); and, the submission of a scheme to protect the nearby residents and commercial occupiers from noise, dust and other environmental effects, pursuant to condition 4 of planning permission 15/01108/FULL, dated 08.03.16.	Approved 12.10.2017

17/00865/MDC Tower	2 Seething Lane London EC3N 4AT	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition and construction; deconstruction logistics plan; construction logistics plan pursuant to conditions 2,3,4 and 5 of planning permission dated 12 January 2017 (16/00319/FULL).	Approved 26.10.2017
17/00886/MDC Tower	Emperor House 35 Vine Street London EC3N 2PX	Submission of details relating to the temporary removal and storage of parish markers and plaques pursuant to condition 16 (in part) of planning permission 13/00166/FULMAJ dated 30.06.14.	Approved 12.10.2017
17/00877/FULL Walbrook	Scottish Provident Building 1 - 6 Lombard Street London EC3V 9AA	Upgrade to existing rooftop base station and ancillary equipment.	Approved 17.10.2017
17/01028/LBC Walbrook	Scottish Provident Building 1 - 6 Lombard Street London EC3V 9AA	Upgrade to existing rooftop base station and ancillary equipment.	Approved 17.10.2017
17/00901/MDC Walbrook	The Ned Hotel 27 Poultry London EC2R 8AJ	Submission of details of indoor ambient noise levels in guestrooms pursuant to condition 11 of planning permission 13/01036/FULMAJ dated 03.06.14.	Approved 24.10.2017

Agenda Item 5

Committee(s)	Dated:
Planning and Transportation	14th November 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
17/00995/FULL Aldgate	80 Leadenhall Street, London, EC3A 3DH	Replacement of two existing rear windows at ground floor level with grilled louvres.	06/10/2017
17/01072/FULL Aldgate	72 Fenchurch Street, London, EC3M 4BR	Change of use at part basement from financial services (Class A2) use to gymnasium (Class D2) use. [306sq.m GIA]	24/10/2017
17/00926/FULL Bishopsgate	21 Widegate Street, London, E1 7HP	Change of use from Cafe and Restaurant (Use Class A3) to Drinking Establishment (Use Class A4) (120.7sq.m).	11/10/2017
17/01091/FULLR3 Bishopsgate	Footbridge Over Wormwood Street, City Walkway - Over Wormwood Street, London, EC2	Temporary installation of a sculpture: 'Bridging Home - London' (2018) by Do Ho Suh for a period of up to one year to be taken down on or before 31st March 2019.	26/10/2017
17/01056/FULL Bridge And Bridge Without	27 - 29 Eastcheap, London, EC3M 1DT	Installation of two external louvres on rear elevation.	20/10/2017
17/01080/FULL Candlewick	The Olde Wine Shades Public House, 6 Martin Lane, London,	Application under S73 of the Town and Country Planning Act 1990 (as amended) to allow variation of condition 5 (approved drawings) of	26/10/2017

	EC4R 0DJ	planning permission 16/00785/FULL dated 13th December 2016 to allow installation of two kitchen extract vents on the side elevation.	
17/00996/FULL Castle Baynard	2A Tudor Street, London, EC4Y 0AA	Change of use from retail (Class A1 use) to use for purpose of retail, massage and special treatments (sui generis) at ground floor level and at the proposed new mezzanine floor level (total floorspace 71.5sq.m).	11/10/2017
17/01036/FULL Castle Baynard	181 Queen Victoria Street, London, EC4V 4DY	Installation of two condenser units at roof level.	16/10/2017
17/01027/FULL Cordwainer	80 Cheapside, London, EC2V 6EN	Alterations to front entrance including removal of existing entrance and surround, installation of new glass entrance facade, new glazed single leaf entrance door and new metal clad portal.	10/10/2017
17/00975/FULL Cornhill	Telephone Kiosk O/S, Royal Exchange Buildings, London, EC3V 3NL	Change of use of 2no. BT telephone boxes to 2no. retail kiosks (A1). Replacement of the existing telephone box glazing with toughened safety glass.	16/10/2017
17/01043/FULL Cornhill	Tower 42 International Financial Centre 25 Old Broad Street, London, EC2N 1HQ	Change of use of ancillary office space (Class B1) use to retail unit (Class A1) use at ground floor level (Total floorspace 15sqm).	17/10/2017
17/01053/FULL Farringdon Without	4 Bream's Buildings, London, EC4A 1HP	Installation of 13 condenser units within a steel mesh enclosure to the existing fifth floor roof terrace at the rear of the building.	25/10/2017
17/01067/FULL Tower	2 America Square, London, EC3N 2LU	Installation of shopfront and ATM to front elevation and louvres to rear elevation within railway arch.	24/10/2017
17/00982/FULL Vintry	Thames Exchange Building, 10 Queen Street Place, London, EC4R 1BE	Change of use of part ground floor from office use (Class B1a) to a flexible use for either Class A1 or A3 (294sq.m GIA) and installation of a single glazed entrance door.	13/10/2017
17/01018/FULL Walbrook	1 Prince's Street, London, EC2R 8BP	Trimming of stonework and installation of replacement recessed ATM to the south east elevation.	06/10/2017

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Committee:	Date:
Planning and Transportation	14 November 2017
Subject: 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 replacing the current single temporary ramp. Relocation of the west gate to the North Churchyard to the north within the existing wall and historic Grade I Listed Churchyard railings, alterations to existing gates and railings.	Public
Ward: Castle Baynard	For Decision
Registered No: 17/00790/FULL	Registered on: 1 August 2017
Conservation Area: St Paul's Cathedral	Listed Grade I Building:

Summary

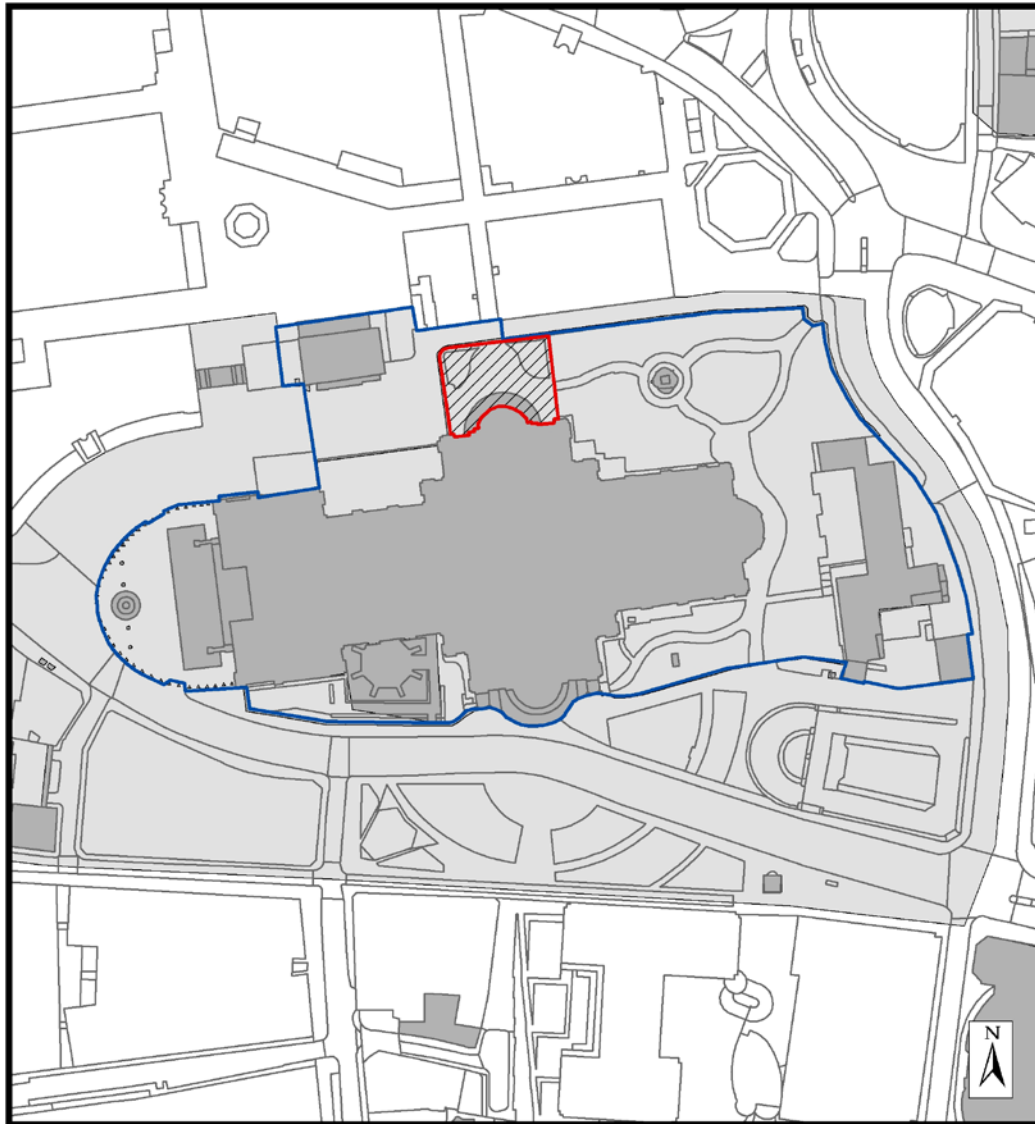
Planning permission is sought for the installation of a permanent, equal, step free access between the North Transept of St. Paul's Cathedral and the North Churchyard, with a pair of symmetrical stone ramps with metal handrails and guardrails, constructed above the existing steps, with a central stair and central handrail. This would replace the existing single temporary ramp. The new ramp would extend further into the Churchyard than the existing steps and some landscaping is proposed. These works are subject to approval by the Cathedrals Fabric Commission for England (CFCE), therefore a Listed Building Consent application is not relevant. Planning permission and listed building consent are sought for alterations to the west gate to the Churchyard, to dismantle and move it to the north of its current position, dismantling and moving the plinth wall and railings to the position of the existing gate, on a like for like basis. One objection has been received from the City of London Conservation Area Advisory Committee. Letters of representation have been received from the Georgian Group and City Heritage Society. The proposal has been assessed in accordance with the relevant statutory duties, and having regard to the development plan and other relevant policies, and relevant advice including the NPPF. The proposals would result in less than substantial harm to the special architectural or historic interest of the Cathedral, and the setting of St. Paul's Cathedral Conservation Area. The harm is outweighed by the public benefits of the proposal to install a

permanent, equal (step free) access between the North Transept of St. Paul's Cathedral and the North Churchyard and alterations to the west gates and railings to the Churchyard.

Recommendation

That planning permission be GRANTED for the above proposal in accordance with the details set out in the attached schedule.

Site Location Plan



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ADDRESS:

St. Paul's Churchyard

CASE No.

17/00790/FULL



SITE LOCATION



CHURCHYARD BOUNDARY



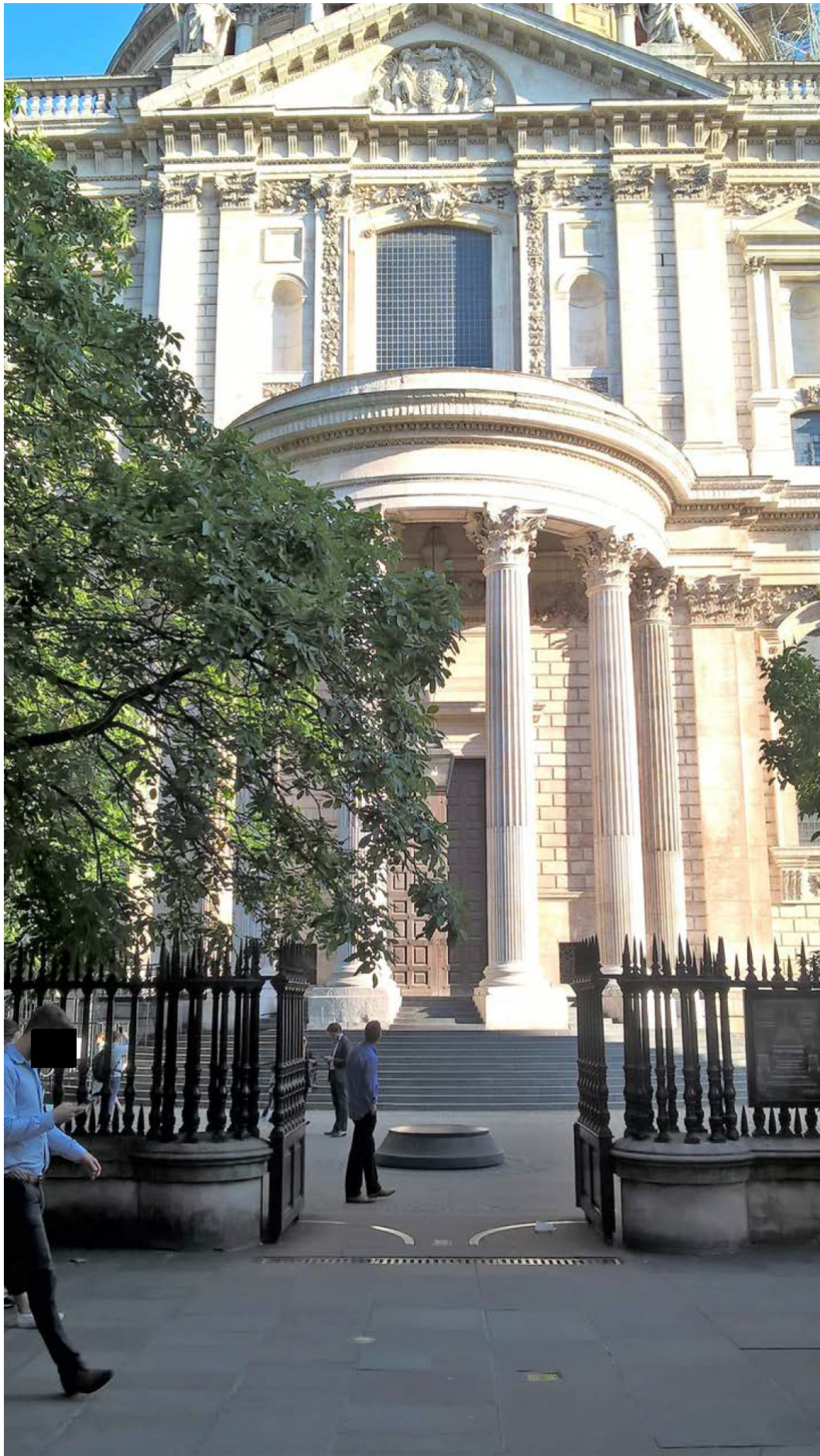
LISTED BUILDINGS



CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



Main Report

Site

1. St. Paul's Cathedral is Grade I listed, of exceptional and international significance and located within St. Paul's Cathedral Conservation Area. Designed by Sir Christopher Wren after the Great Fire of London; it is considered to be Wren's masterpiece, is a symbol of London and has strong associations with significant names and events in the history of London and the nation. The railings and gates to St. Paul's Churchyard are separately Grade I listed. It is a site of considerable archaeological potential with known survival of remains from the Roman period, with extensive burials and structural remains relating to the medieval and Wren Cathedral. The proposals affect the setting of a number of listed buildings: St. Paul's Cross is Grade II listed and Chapter House is Grade II* listed. Temple Bar to the north of the Cathedral is listed Grade I. St. Pauls Churchyard contains four trees protected by Tree Preservation Order's (TPO's) and is a Site of Local Importance for Nature Conservation.

Relevant Planning History

2. Planning permission 16/00662/FULL was granted on 03.08.2016 for the 'Provision of a metal modular temporary access ramp to the East side of the North Transept entrance of St Paul's Cathedral for a temporary period of three years'.

Proposal

3. Planning permission is sought for the installation of a permanent, equal, step free access between the North Transept of St. Paul's Cathedral and the North Churchyard, with a pair of symmetrical stone ramps with metal handrails and guardrails, constructed above the existing steps, with a central stair and central handrail. This would replace the existing single temporary ramp. The new ramp would extend further into the Churchyard than the existing steps and some landscaping is proposed. These works are subject to approval by the Cathedrals Fabric Commission for England (CFCE), therefore a Listed Building Consent application is not relevant.
4. Planning permission and listed building consent are sought for alterations to the west gate to the Churchyard, to dismantle and move it to the north of its current position, dismantling and moving the plinth wall and railings to the position of the existing gate, on a like for like basis.

Consultations

5. The views of other City of London departments have been taken into account in the consideration of this scheme.
6. Following receipt of the planning application and listed building consent the applications were advertised in the press, site notices were put up on the site, and statutory and non-statutory bodies were consulted.
7. Copies of the representations are appended.

8. Historic England does not wish to comment in detail but offer some general observations: they have been involved in substantive pre-application advice which has included consideration by the London Advisory Committee. The submitted designs reflect those that they gave advice previously on which is supported in principle.
9. The Georgian Group does not object in principle to the proposals but has a number of concerns regarding the proposed design. They agree with the principle of a ramp in this location but highlight the importance of detailing, particularly the handrail, to the success of the scheme.
10. City of London Conservation Area Advisory Committee objected to the proposal. They accept the need to carry out works for permanent alterations to this iconic Grade I listed building and that there was a need to incorporate appropriate access for the disabled. However, the design was not considered appropriate and was detrimental to the Conservation Area and the setting of the listed building.
11. City Heritage Society accept that it is necessary to provide disabled access to the Cathedral and presume that all options have been considered before this location was chosen, and that a symmetrical layout is necessary. There are a number of aspects of the proposals that they find disturbing:
 - spaces left between the ramps and the Cathedral would look awkward particularly at the top of the ramp
 - the stone base of the railing to the ramp would vary in height – it has an unclear purpose and would not enhance the design
 - the balustrade is not consistently formed of vertical balusters (though this may be a misunderstanding of the plans)
 - the width of the flat balusters would reduce the transparency of the balustrading compared to square narrower balusters
 - the ledge at the base of the ramp is too narrow in places to be of use as seating and encouraging people to sit here is questioned; if seating is required classical stone benches are suggested
 - the plain stone walls of the plinth to the ramp would become streaked and stained as no coping is proposed
12. A representation has been received commenting on the proposed balustrade design.
13. The above objections and comments are addressed in the considerations section of this report.

Policy Context

14. 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.
15. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

16. The Corporation, in determining the planning application, has the following main statutory duties to perform:
17. To have regard to the provisions of the development plan, so far as material to the application and to other material considerations (Section 70 Town and Country Planning Act 1990);
18. To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) Planning and Compulsory Purchase Act (1990).
19. 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 which of special architectural or historic interest which it possesses (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990) and;
20. For development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area and its setting (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
21. Paragraph 131 of the NPPF advises, 'In determining planning applications, local planning authorities should take account of:
 - the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic viability; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.'
22. The NPPF states at paragraph 4 that 'at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking..... For decision taking this means: approving development proposals that accord with the development plan without delay....' It further states at paragraph 2 that: 'Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise'.
23. It states at paragraph 7 that sustainable development has an economic, social and environmental role.
24. In considering the application before you, account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.

Impact on St. Paul's Cathedral, Churchyard gates and railings and their setting, and St. Paul's Cathedral Conservation Area

25. The proposed new structure would comprise of a symmetrical ramp and central stair and has been designed to have a minimal visual and physical impact on the existing steps and column bases of the North Transept. It would be a contemporary design of high quality materials that would be sympathetic to the Cathedral. The structure would sit above the existing steps, leaving them protected, and would project beyond the steps into the churchyard. The structure would be totally reversible and no historic fabric would be removed or lost. The proposed materials would be Portland Stone for the ramp walls and bench seating and black granite paving for the steps. The balustrade and handrail would have a bronze finish with concealed, integrated lighting. The plinth of the ramp wall would have a 'French drag' vertical tooled finish to aid rain runoff and prevent staining of the stone and drainage would be incorporated into the ramp paving. The paving in the churchyard would be York Stone to match the existing and the existing radial paving would be reused as far as possible. Some new foundations would be required and the lower part of the column bases would be visually obscured.
26. Two temporary ramps have been installed at the North Transept, the first in 2005, and the current installation, which has planning permission for a temporary period of three years and would expire on 02 August 2019.
27. The temporary ramps have provided an opportunity to assess the visual and physical impact of a new structure in this location, and its impact on views of the Cathedral and its setting. The current proposal is considered to have some impact on the appearance of the Cathedral but this is minimised by it following the form of the North Transept steps and by a structure that integrates steps and ramps. The structure would extend beyond the footprint of the steps in order to achieve the necessary ramp gradients.
28. There would be some harm caused by the height of the structure which would obscure the lower part of the column plinth. The ramp wall would diminish in height and the balustrade would increase in height as the ramp is ascended. The ramp wall would be at its lowest at the top of the steps next to the plinth of the portico columns and this detail would minimise the solid appearance of the plinth. The railings have been designed to have a minimum number of verticals, placed at varying intervals as the ramp ascends; which with the integrated handrail would maximise transparency and visibility of the Cathedral and base of the portico. The railing is proposed to be rectangular to give the required strength to protect the ramp edge and support the handrail and to maximise dynamic views. Alternatives to the proposed balustrade were considered, including a glass balustrade which would have a lack of transparency due to the curved sections of the structure and be vulnerable to damage and graffiti with consequent maintenance issues; perforated metal or decorative panels which would reduce visibility; no

handrails or a handrail with no guarding which would not meet regulations. The alternatives were considered to be materials not used within the Cathedral and which could look alien, out of place or become dated, and were discounted. In addition a wall surface which could be used as seating would impede use of the ramp and be unsafe.

29. The base of the ramp structure would be bench seating. This would provide additional seating in the Churchyard which would be beneficial as there are a high number of visitors. In addition it would allow the wall behind to be low and the railings to be wider spaced which would maximise the visual permeability of the balustrade and the structure.
30. The Churchyard has been an important gathering place and burial ground for many centuries and has a high community and amenity value. It is one of the largest green spaces in this part of the City, and with the Cathedral, is a defining element/*characteristic* of the St. Paul's Cathedral Conservation Area. By incorporating the ramp and stair into one structure, encroachment into the Churchyard would have a minimal impact on the character and appearance of the conservation area and the amenity of the Churchyard, with some alterations to one planting area on the north east side.
31. The alterations to the Churchyard gates and railings would reuse all existing materials. They would be dismantled and rebuilt with the gates in the position of the present railings, and vice-versa, on a like-for-like basis. This would enhance access to and from the Churchyard and not impede the area around the proposed ramp structure. The upper courses of the medieval well inside the churchyard would be reduced to be consistent with the new paving level. This would be acceptable as only modern brickwork would be affected.
32. There would be some impact on the landscaping and paving of the Churchyard. The existing paving would need to be altered to match the existing levels, the planting beds and path to the east would be redesigned, and the People of London Memorial would need to be re-sited. It is proposed to carry out further consultation on this and seek a location in the churchyard appropriate for quiet contemplation. A new information board would be provided as well as information about the John Wesley statue. There would be no impact on the John Wesley statue or the granite bollards and no trees would be affected.
33. The ramp and stair structure would be a visible alteration to the Cathedral and churchyard in close and more distant views and would affect the setting of the conservation area. In moving around the churchyard a viewer would have a changing view of the structure in relation to the North Transept and the base of the column. From longer views from the north, the proposed structure would be seen in the wider context of the North Transept portico and the Cathedral and the lower elements would be seen in relation to the Churchyard wall and railings and landscaping. The proposed work would be within the existing Churchyard railings and would have a minimal visual impact on the setting of the Chapter House.

34. Conditions are recommended to cover the re-siting of the People of London Memorial, a new information board, information and interpretation of the John Wesley statue, re-landscaping and paving of the churchyard, materials of the ramp wall, railings, lighting and paving and the treatment of the area between the Cathedral and the new structure.

Impact of the proposals on access to St. Paul's Cathedral and Churchyard

35. An assessment of access to and within the Cathedral and Churchyard has been carried out and this has included assessment of entry and egress for services, visitors, visitor management and security. Some alterations have been carried out to improve access, for example a platform lift to the quire and ramp access within the Crypt. This application is part of a larger scheme to create a new inclusive entrance to the Cathedral which is currently being developed.
36. At present, entrance to the Cathedral is from the West-Front steps and a level entrance and lift at the South Transept. The South Transept entrance has been successful, however, it has a limited size and capacity, is not inclusive to all and does not have the capacity for a high number of people to attend services or visit. The Cathedral holds services which can attract up to 2,000 people, are high profile, national events and has a high number of visitors. The Cathedral advises that a high number of visitors require level access for mobility reasons, wheelchair and pram/pushchair use.
37. The temporary ramps have provided opportunities to assess how a ramp at the North Transept entrance would provide ease of access to and within the Cathedral and aspects of a detailed design such as gradient and handrails. This has resulted in detailed design consideration of the balustrade railings, handrail and plinth to reduce as far as possible the visual impact of the proposed structure.
38. A central handrail on the steps is proposed to be removable to facilitate access for moving heavy or bulky material for major events only and would be in place at all other times.
39. The proposals would incorporate a new ramp and stair access in one structure and this would enable a high number of visitors to approach and leave the Cathedral from one location. Details of the paving on the ramp and in the Churchyard, the balustrade, temporary handrail fixings and signage would be covered by conditions.

Impact of the proposals on archaeological remains

40. St. Paul's Cathedral and churchyard are in an area of considerable archaeological potential. There is known survival of remains from the Roman period with potential for burials and industrial activity and for burials and occupation from the Saxon and Norman periods. The first Cathedral was established in 604 although its precise location is not known. There is survival of extensive burials and structural remains

relating to both the medieval, pre-Wren Cathedral and the Wren Cathedral which are both buried and contained in the standing fabric. An archaeological assessment, a report of the archaeological evaluation and foundation proposals has been submitted with the application.

41. Evaluation has been carried out to on the steps and in the Churchyard and the findings used to refine the foundation design. Remains of foundations of the Cathedral, a culvert which was part of the Wren drainage system and the medieval well were recorded. Part of the Churchyard is above the Cathedral Works Department which is at lower ground level between the Cathedral and the Chapter House.
42. The proposed works may have some impact on archaeological remains and have been designed to minimise the impact as far as possible. Some new foundations would be required to support the ramp structure and alterations to the churchyard paving would be necessary to match existing paving levels. The proposed structure would be lightweight concrete, designed to sit above and be supported by the existing steps. The steps and column bases would be covered by a protective layer and a movement joint respectively. There may be a need for limited fixing into the steps for additional support foundations. Where the ramp would project beyond the existing steps anchor supports would be fixed in to the existing slab depth and have no below ground impact.
43. Alterations to the gates and railings would affect the medieval well adjacent to the gates. It would need to be altered and lowered to the same height as the paving. This would require the removal of modern brickwork which is thought to date from reconstruction carried out as part of the Works Department development.
44. The proposals would have a minimal impact on archaeological remains and have been designed to avoid disturbance as far as possible. Where the proposed structure covers or obscures the existing steps and column plinths, they would be covered by a protective layer and a movement joint. Conditions are recommended to cover the detailed foundation design, protection of the steps and column bases and archaeological recording.

Conclusion

45. The proposals are considered to cause less than substantial harm to the Listed Cathedral and the St Paul's Cathedral Conservation Area. Improvements to equal access to the Cathedral have been considered in relation to the wider setting of the Cathedral and churchyard and the proposed ramp at the North Transept would provide equal access for the greatest number of people with a minimal visual and physical impact with substantial public benefit.
46. The proposal has been assessed in accordance with the relevant statutory duties, and having regard to the development plan and other relevant policies, and relevant advice including the NPPF. The proposals would result in less than substantial harm to the special architectural or historic interest of the Cathedral, and the setting of St.

Paul's Cathedral Conservation Area. The harm is outweighed by the public benefits of the proposal to install a permanent, equal and step free access between the North Transept of St. Paul's Cathedral and the North Churchyard and alterations to the west gates and railings to the Churchyard.

Background Papers

Internal

Nil

External

Letter 21.08.17	Historic England
Letter 23.10.17	Conservation Area Advisory Committee
Letter 25.08.17	City Heritage Society
Letter 23.08.17	The Georgian Group
Design & Access Statement July 2017	
Planning Response Document 4 October 2017	
Archaeological Evaluation August 2017	
Structural Appraisal 30 August 2017	
Accessibility Needs Analysis 27 July 2017	

Appendix A

London Plan Policies

Policy 3.1	Ensuring equal life chances for all
Policy 4.5	London's visitor infrastructure
Policy 4.6	Support for and enhancement of arts, culture, sport and entertainment
Policy 4.12	Improving opportunities for all
Policy 7.8	Heritage assets and archaeology

Relevant Local Plan Policies

CS10 Promote high quality environment

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

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.

DM10.8 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.

CS11 Encourage art, heritage and culture

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy.

DM11.1 Visitor, Arts and Cultural

- 1) To resist the loss of existing visitor, arts and cultural facilities unless:
 - a) replacement facilities are provided on-site or within the vicinity which meet the needs of the City's communities; or
 - b) they can be delivered from other facilities without leading to or increasing any shortfall in provision, and it has been demonstrated that there is no demand for another similar use on the site; or
 - c) it has been demonstrated that there is no realistic prospect of the premises being used for a similar purpose in the foreseeable future.
- 2) Proposals resulting in the loss of visitor, arts and cultural facilities must be accompanied by evidence of the lack of need for those facilities. Loss of facilities will only be permitted where it has been demonstrated that the existing floorspace has been actively marketed as a visitor, arts or cultural facility at reasonable terms.

CS12 Conserve or enhance heritage assets

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

DM12.1 Change affecting heritage assets

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

DM12.2 Development in conservation areas

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

DM12.4 Archaeology

1. To require planning applications which involve excavation or ground works on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.
2. To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to seek a public display and interpretation, where appropriate.

3. To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.

SCHEDULE

APPLICATION: 17/00790/FULL

St Paul's Cathedral St Paul's Churchyard London

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 Churchyard to the north within the existing wall and historic Grade I Listed Churchyard railings, alterations to existing gates and railings.

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all works pursuant to this consent shall be carried out in accordance with the approved details:
 - a) a method statement for the temporary dismantling of the Churchyard gates and railings and storage details
 - b) a method statement for the reinstatement of the Churchyard gates and railings
 - c) details of the temporary removal, storage and re-instatement, in the Churchyard, of the 'People of London' memorial
 - d) details of all new landscaping, including levels, planting areas, paving materials and reuse of paving
 - e) details of alterations to the medieval well including new capping
 - f) details of new interpretation and information boards for the Churchyard and John Wesley statue
 - g) details of new fixing to support the new ramp and stair structure
 - h) details of the proposed infill grille and paving at the junction of the Cathedral and the new ramp and stair structure
 - i) details of new bench seating at the base of the new ramp and stair structure
 - J) details of new balustrade, handrail and lighting
 - K) details of paving to the proposed steps and ramp including materials and access measuresREASON: 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.

- 3 No works except demolition to basement slab level shall take place until arrangements have been made for an archaeological "watching brief" to monitor development groundworks and to record any archaeological evidence revealed. Details of these arrangements shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the work.
REASON: To ensure an opportunity is provided for the archaeology of the site to be investigated and recorded in accordance with the following policy of the Local Plan: DM12.4.
- 4 Before any works thereby affected are begun, details shall be submitted to and approved in writing by the Local Planning Authority showing details of the extent of pruning and all other works to trees in the Churchyard
REASON: To ensure the protection of trees within the Churchyard in accordance with the following policies of the Local Plan: DM10.4, DM19.2
- 5 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: 200, 201, 202, 203, 210, 220, 226, 300, 301, 302, 303, 304, 305.
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.

City of London Conservation Area Advisory Committee

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

23rd October 2017

Dear Sir,

At its meeting on 19th October 2017 the City of London Conservation Area Advisory Committee re-considered its objection to the following planning application in the light of updated information and requested that the following amended objection be submitted for consideration by the Committee:

C.122 17/00790/FULL - St Paul's Cathedral, St Paul's Churchyard, London EC4M 8AD

St Paul's Cathedral Conservation Area/Castle Baynard Ward. Grade I. No Ward Club rep.

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 Churchyard to the north within the existing wall and historic Grade I Listed Churchyard railings, alterations to existing gates and railings.

The Committee objected to this proposal to carry out works for permanent alterations to this iconic Grade 1 listed building. It was accepted that there was a need to incorporate appropriate access for the disabled to this nationally important building. However, the design was not considered appropriate and was detrimental to the Conservation Area and the setting of the listed building.

In terms of detailed comment, it was noted that the spaces for the metal railings varied in width along the course of the ramp starting close together at one end and ending with greater width between them. Whilst it was appropriate to leave a gap between the new ramp and the building, it had not been properly considered and would become a place for potential litter. The design would remove views of the base of the columns. The design included elements of solid mass with no articulation. In time with rainfall there were likely to be rain streaks appearing on this solid mass. Part of the solid mass appeared to be designed to allow visitors to sit but this appeared to be a clumsy addition with inappropriate detailing. The current design was overbearing to the classical appearance of the entrance steps on this north elevation.

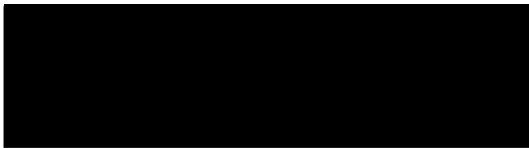
The Committee would wish to see changes to these proposals and, as the changes would be permanent, considered that it might be appropriate for an architectural competition to select a more appropriate design for this extremely important building in the Conservation Area. There was a considerable amount of space to the east of the steps and perhaps some of this could be utilised for the

access. It was considered that any future revised proposal should be more properly explained and illustrated via better, coloured, ground level 3D CAD/montage image studies

The Committee would welcome the opportunity of being involved in any future pre-application discussion process for a revised scheme submission.

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

Yours faithfully,

A large black rectangular box redacting the signature of Mrs. Julie Fox.

Mrs. Julie Fox
Secretary



City Heritage Society

Please reply to:-

35 Eagle Court,
Hermon Hill,
London E11 1PD

25 08 2017

City of London, Department of Planning & Transportation,
The Guildhall,
London EC2 P2EJ

Dear Sirs,

St. Paul's Cathedral, St Paul's Churchyard, London EC4M 8AD

Planning Application 17/00790/FULL

We accept that it is necessary to provide disabled access to the Cathedral and presume that all options have been considered before this location was chosen. We also accept that if the access is to be located to the North Porch of the Cathedral that a symmetrical layout is necessary.

There are some aspects of the proposal that we find disturbing:

- 1] While we understand the need to avoid touching the Cathedral wall the awkward narrow spaces left between the ramps and the Cathedral wall look uncomfortable particularly at the top of the ramp where the difference in level will be greatest.
- 2] As we read the plans it appears that the stone base of the railings varies in height above the walking surface which presumably means that the guardrail, the top of which we presume will be a constant height above the walking surface, will vary in height. The purpose of this we do not understand and feel that it will not enhance the design.

It also appears that the balustrade is not consistently formed of vertical balusters throughout its length, though this may be a misunderstanding of the plans. If this is the case we consider that a change of material for the guardrail would not enhance the design.

3] The flat 50mm wide balusters we believe to be regrettable. They will reduce the transparency of the balustrading compared to standard 25mm square balusters.

4] We are not sure that encouraging people to sit around the base of the ramp is desirable. The odd proposal that the ledge created to provide seating tapers to nothing with sections becoming too narrow to be of use as seating. This seems to be curious and pointless. If seating is required would it not be better detailed as classical stone benches based on the seating in Greek or Roman theatres?

5] The plain stone walls with no coping detail will become streaked and stained. The intrusion of this new element to the Cathedral cannot be hidden would a bolder use of detail not be more appropriate?

Peter Luscombe [CHS Chairman]



From: Zachary Osborne
To: PLN - Comments
Cc: Consult
Subject: 17/00790/FULL - St Paul's Cathedral, St Paul's Churchyard, London, EC4M 8AD
Date: 23 August 2017 16:45:09
Attachments: image001.png

Dear Sir/Madam,

17/00790/FULL - St Paul's Cathedral, St Paul's Churchyard, London, EC4M 8AD

The above application has come to the attention of the Georgian Group. The comments below relate to the present application and were informed by an on-site meeting attended by David McKinstry on 7th March 2017, and subsequent comments provided by the Group's Casework Committee. The Group does not object in principle to the proposals, but has a number of concerns regarding the proposed design which are outlined below.

St Paul's Cathedral was built between 1675 and 1710 to the designs of Sir Christopher Wren to replace the previous medieval cathedral destroyed by the Great Fire. Built in the English Baroque Style with a cruciform plan consisting of a large nave flanked by aisles and a pair of towers at the west end, north and south transepts, a choir with aisles and an apsidal east end, and a dome above the crossing raised up on a colonnaded drum and surmounted by a lantern. The west façade has a two-storey portico of coupled columns. The North Transept entrance, which would be affected by the proposals, has a central, semi-circular porch of six Corinthian columns approached by steps with a portico and balustraded parapet above.

The Group recognises the Church's duty, under the Equalities Act, to provide step-free, equal access to the Cathedral and appreciates the difficulty of finding an appropriate solution in light of the building's exceptional importance. In responding, the Group accepts the conclusions presented in the application which identify the North Transept as the most suitable location for the provision of new access.

At the March meeting, the consultees, including the Georgian Group, agreed with the principal of a ramp to provide access to the North Transept doors, but highlighted the importance of the detailing of the proposals, particularly the handrail, to the overall success of the scheme. As such, the Group recommended that a range of options and finishes for the handrail were considered. The Group suggest that the present proposals, which include metal handrails mounted on Portland Stone walls, may have a significant visual impact when viewed from Paternoster Row or when approaching from Queen's Head Passage; from this perspective the handrails would appear superimposed upon one another, would be visually dominant and would largely screen views of the column pedestals, a concern previously raised by the Group. The use of glass in place of the proposed metal balustrades has the potential to reduce this visual impact and better preserve the intended proportions of the porch by maintaining visibility of the column pedestals.

The approach to the North Transept entrance, defined by Paternoster Row and Queen's Head Passage, necessarily restricts views of most of the north elevation of the Cathedral. As discussed in March, the impact of the proposed ramps is therefore most appropriately considered in relation to the north porch alone, and not in relation to the north elevation as a whole. The existing arrangement creates the impression of the porch rising clearly from its plinth and due to

the relatively steep pitch of the steps they terminate in the centre of the outer bays of the transept's north elevation, clear of the railings to the west. In contrast, the proposed ramps would appear to envelop the porch plinth and would occupy the entirety of the outer bays of the transept, affecting the reading of the composition and the proportional relationship of its component parts. Although the Group recognises that the provision of equal access will result in some change to the form of the porch, the essential relationship between the porch and its plinth should be maintained.

As the proposals represent a substantial change to the building and are likely to have a permanent impact on its historic fabric, the long-term suitability of the changes must be assured. This should be considered in terms of the form of the access to ensure that it is suitable for future mobility devices (which are projected to increase in size), and in terms of the projected use of the cathedral and the required access capacity for events. The inherent harm associated with the proposals would only be considered acceptable if they are shown to fully satisfy the building's present access requirements and are likely to negate the need for further access improvement to other entry points to the Cathedral for the foreseeable future.

In light of the above concerns, the Group recommends that aspects of the proposed design are given further consideration to ensure that important elements of the building's original proportions are preserved.

Please keep me informed of the progress of the application.

Yours faithfully,

Zachary Osborne
South East Caseworker



The Georgian Group
6 Fitzroy Square
London
W1T 5DX

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CC



Historic England

LONDON OFFICE

Mr Rob Chipperfield
Corporation of London
Department of Planning & Transportation
PO Box 270
Guildhall
LONDON
EC2P 2EJ

Direct Dial: 020 7973 3707

Our ref: L00643919

21 August 2017

Dear Mr Chipperfield

**Arrangements for Handling Heritage Applications Direction 2015 &
T&CP (Development Management Procedure) (England) Order 2015**

**Authorisation to Determine an Application for Listed Building Consent as Seen
Fit**

**ST PAUL'S CATHEDRAL ST PAUL'S CHURCHYARD LONDON EC4M 8AD
Application No 17/00791/LBC**

<i>Applicant:</i>	Ms Emma Davies
<i>Grade of building(s):</i>	I
<i>Proposed works:</i>	Relocation of the west gate to the North Churchyard to the north within the existing wall and historic Grade I Listed Churchyard railings, alterations to existing gates and railings.
<i>Drawing numbers:</i>	Drawings as approved
<i>Date of application:</i>	1 August 2017
<i>Date of referral by Council:</i>	14 August 2017
<i>Date received by Historic England:</i>	14 August 2017
<i>Date referred to CLG:</i>	21 August 2017

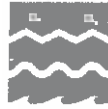
You are hereby authorised to determine the application for listed building consent referred to above as you think fit. In so doing Historic England would stress that it is not expressing any views on the merits of the proposals which are the subject of the application.



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3700
HistoricEngland.org.uk





Historic England

LONDON OFFICE

Yours sincerely



Jane Cook
Business Officer
E-mail: 

NB: This authorisation is not valid unless it has been appropriately endorsed by the Secretary of State.



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3700
HistoricEngland.org.uk



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

LC .



Historic England

LONDON OFFICE

Mr Rob Chipperfield
Corporation of London
Department of Planning & Transportation
PO Box 270
Guildhall
LONDON
EC2P 2EJ

Direct Dial: 020 7973 3707

Our ref: L00643919

21 August 2017

Dear Mr Chipperfield

**Arrangements for Handling Heritage Applications Direction 2015 &
T&CP (Development Management Procedure) (England) Order 2015
Application for Listed Building Consent**

**ST PAUL'S CATHEDRAL ST PAUL'S CHURCHYARD LONDON EC4M 8AD
Application No 17/00791/LBC**

Thank you for your letter of 14 August 2017 notifying Historic England of the scheme relating to the above site. Our specialist staff have considered the information received and we do not wish to offer any comments on this occasion.

Recommendation

This application should be determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice.

We have therefore drafted the necessary letter of authorisation (draft attached) for your Council to determine the application as you see fit and referred the case to National Planning Casework Unit. Subject to the Secretary of State not directing reference of the application to him, they will return the letter of authorisation to you. If your authority is minded to grant listed building consent, you will then be able to issue a formal decision. Please send us a copy of your Council's decision notice in due course.

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



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3700
HistoricEngland.org.uk



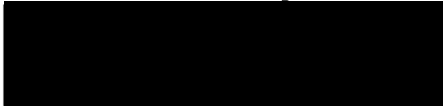
35



Historic England

LONDON OFFICE

Yours sincerely



Jane Cook
Business Officer
E-mail: [REDACTED]

Enc: Draft letter of authorisation

List of documents received by Historic England

ST PAUL'S CATHEDRAL ST PAUL'S CHURCHYARD LONDON EC4M 8AD
Application No 17/00791/LBC

Documents as approved



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3700
HistoricEngland.org.uk



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Chipperfield, Rob

Subject: St Paul's Ramp Planning Application 17/00790/Full

From: peter luscombe [REDACTED]
Sent: 13 October 2017 12:24
To: Hampson, Annie
Subject: St Paul's Ramp Planning Application 17/00790/FULI

Dear Annie,

Having, with some difficulty, revisited the planning documents for the disabled ramp at St Paul's Cathedral in view of Jenny's assurance that a mixture of glass and metal balustrades was not proposed, I now see that what I took to be glazed balustrading is in fact a wider spacing of metal balusters. I find it hard to read some details on screen but by enlarging the notes I now understand what is proposed. The Georgian Society's suggestion of glass balustrading rather coloured my reading of the proposals.

I can understand the thinking behind this suggested larger spacing where the regulations allow in order to try to minimise the screening effect of the overlapping balustrades but I'm really not convinced that it will merely appear odd.

I think that traditional square or circular balusters used throughout would be less intrusive than the proposed flat shaped balusters with inconsistent spacing.

My other comments on the curious seating, lack of detailing to the walls and the proximity to the Cathedral remain.

Regards, Peter

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Committee:	Date:
Planning and Transportation	14 November 2017
Subject: St Paul's Cathedral St Paul's Churchyard London EC4M 8AD Relocation of the west gate to the North Churchyard to the north within the existing wall and historic Grade I Listed Churchyard railings, alterations to existing gates and railings.	Public
Ward: Castle Baynard	For Decision
Registered No: 17/00791/LBC	Registered on: 1 August 2017
Conservation Area: St Paul's Cathedral	Listed Building: Grade I

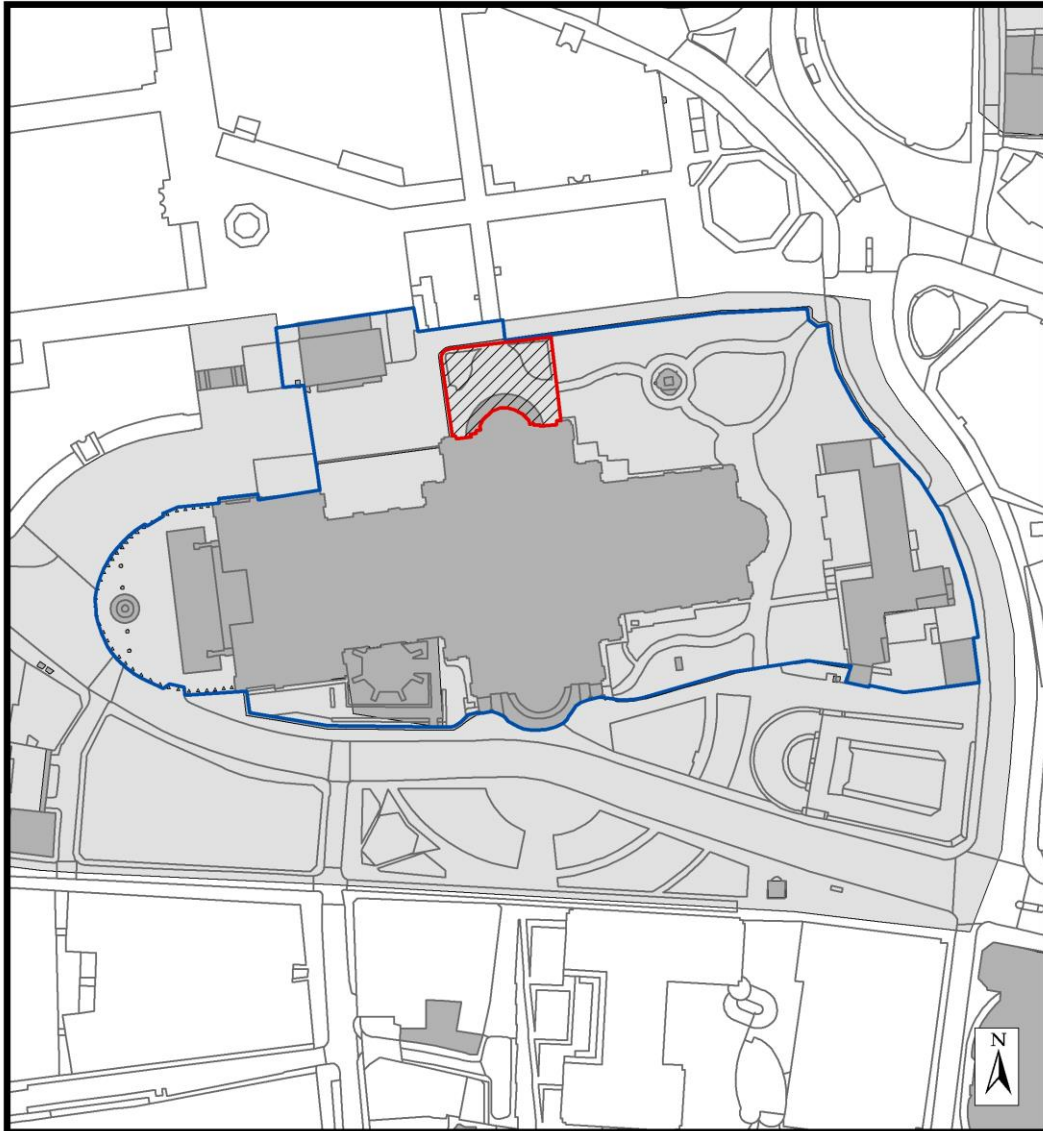
Summary

Listed building consent is sought for the relocation of the west gate to the North Churchyard to the north within the existing wall and historic Grade I Listed Churchyard railings, alterations to existing gates and railings.

Recommendation

Listed building consent be granted for the works referred to above in accordance with the details set out on the attached schedule.

Site Location Plan



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ADDRESS:

St. Paul's Churchyard

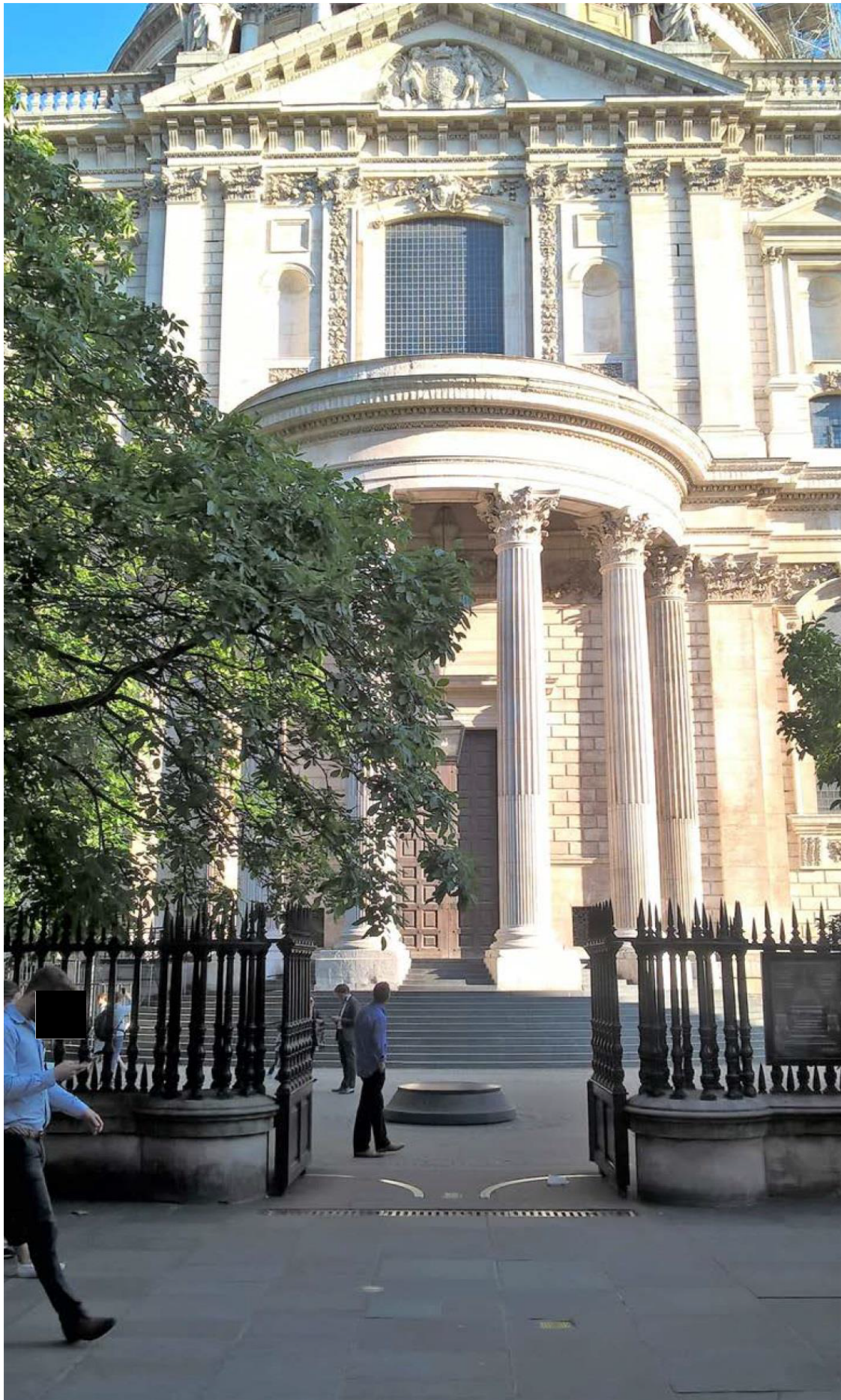
CASE No.

17/00791/LBC

-  **SITE LOCATION**
-  **CHURCHYARD BOUNDARY**
-  **LISTED BUILDINGS**
-  **CONSERVATION AREA BOUNDARY**
-  **CITY OF LONDON BOUNDARY**



DEPARTMENT OF THE BUILT ENVIRONMENT



Main Report

For Report See: 17/00790/FULL

Relevant Local Plan Policies

CS10 Promote high quality environment

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

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.

DM10.8 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.

CS12 Conserve or enhance heritage assets

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

DM12.2 Development in conservation areas

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

DM12.1 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.

CS11 Encourage art, heritage and culture

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy.

DM11.1 Visitor, Arts and Cultural

- 1) To resist the loss of existing visitor, arts and cultural facilities unless:
 - a) replacement facilities are provided on-site or within the vicinity which meet the needs of the City's communities; or
 - b) they can be delivered from other facilities without leading to or increasing any shortfall in provision, and it has been demonstrated that there is no demand for another similar use on the site; or
 - c) it has been demonstrated that there is no realistic prospect of the premises being used for a similar purpose in the foreseeable future.
- 2) Proposals resulting in the loss of visitor, arts and cultural facilities must be accompanied by evidence of the lack of need for those facilities. Loss of facilities will only be permitted where it has been demonstrated that the existing floorspace has been actively marketed as a visitor, arts or cultural facility at reasonable terms.

SCHEDULE

APPLICATION: 17/00791/LBC

St Paul's Cathedral St Paul's Churchyard London

Relocation of the west gate to the North Churchyard to the north within the existing wall and historic Grade I Listed Churchyard railings, alterations to existing gates and railings.

CONDITIONS

- 1 The works hereby permitted must be begun before the expiration of three years from the date of this consent.
REASON: To ensure compliance with the terms of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2 All works of making good to the retained fabric shall match the existing adjacent work with regard to the methods used and to materials, colour, texture and profile unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.
REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
- 3 The works hereby approved are only those specifically indicated on the drawing(s) referred to in conditions to this consent.
REASON: In order to safeguard the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
- 4 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 works pursuant to this consent shall be carried out in accordance with the approved details:
 - a) a method statement for the temporary dismantling of the Churchyard gates and railings and storage details.
 - b) a method statement for the reinstatement of the Churchyard gates and railings.REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
- 5 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: 200, 201, 202, 203, 210, 220, 226, 300, 301, 302, 303, 304 and 305.

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.

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Committee:	Date:
Planning and Transportation	14 November 2017
Subject: Broken Wharf House 2 Broken Wharf London, EC4 Change of use 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).	Public
Ward: Queenhithe	For Decision
Registered No: 17/00712/FULL	Registered on: 26 July 2017
Conservation Area:	Listed Building: No

Summary

The application relates to Broken Wharf House and Gardners Lane. High Timber Street abuts the north side of Broken Wharf House, Sir John Lyon House and Gardners Lane are to the east, the River Thames is to the south and Broken Wharf is to the west.

Broken Wharf House dates from the mid-1970s. The building has seven storeys plus a basement.

The site benefits from an extant residential permission which authorises demolition of the existing building and redevelopment of the site for 36 apartments with retail or office use at ground floor level (Use Classes A1, A2, A3 or B1, 190sq.m). This permission has been part implemented but the existing building remains on the site, construction of the new building has not started, and residential occupation has not commenced. By virtue of the part implementation of this permission the previous office use on the site is spent. The residential use has not commenced. Therefore there is no extant lawful use.

The site is not listed and not within a conservation area. It is within the St Paul's Heights Area, in Monument Views and the background assessment area of the Alexandra Palace, Parliament Hill and Kenwood protected vistas as defined by the London View Management Framework.

Planning permission is sought to convert the existing building to an apart hotel use (Class C1, 113 units) with ancillary gym, workspace and restaurant facilities. Associated external works include an extension at roof level to provide additional hotel accommodation (60sq.m), new glazing at ground and

first floor level on the west elevation (Broken Wharf, 40.6 sqm) and the replacement of certain windows.

21 letters of objection have been received from local residents raising concerns over the servicing arrangements, impact of the scheme on residential amenity, highway impact and design.

The potential loss of the permitted 36 apartments would not have a detrimental impact on the City's housing trajectory. The proposed apart hotel would support the business function of the City. The loss of potential flexible retail/office use would to a degree be mitigated by the provision of ancillary retail space and work space within the apart hotel.

The matters raised by local residents have been given careful consideration. The submitted daylight and sunlight survey shows that the development would be BRE compliant. An Operational Management Plan would be required by condition in order to ensure that the premises would be managed so as to have minimal impact on local residents.

The proposed servicing is from Gardners Lane which is a private street and arrangements would be similar to those used by the existing building. Details of a Delivery and Servicing Plan would be required to ensure that the servicing of the site as a whole is properly managed.

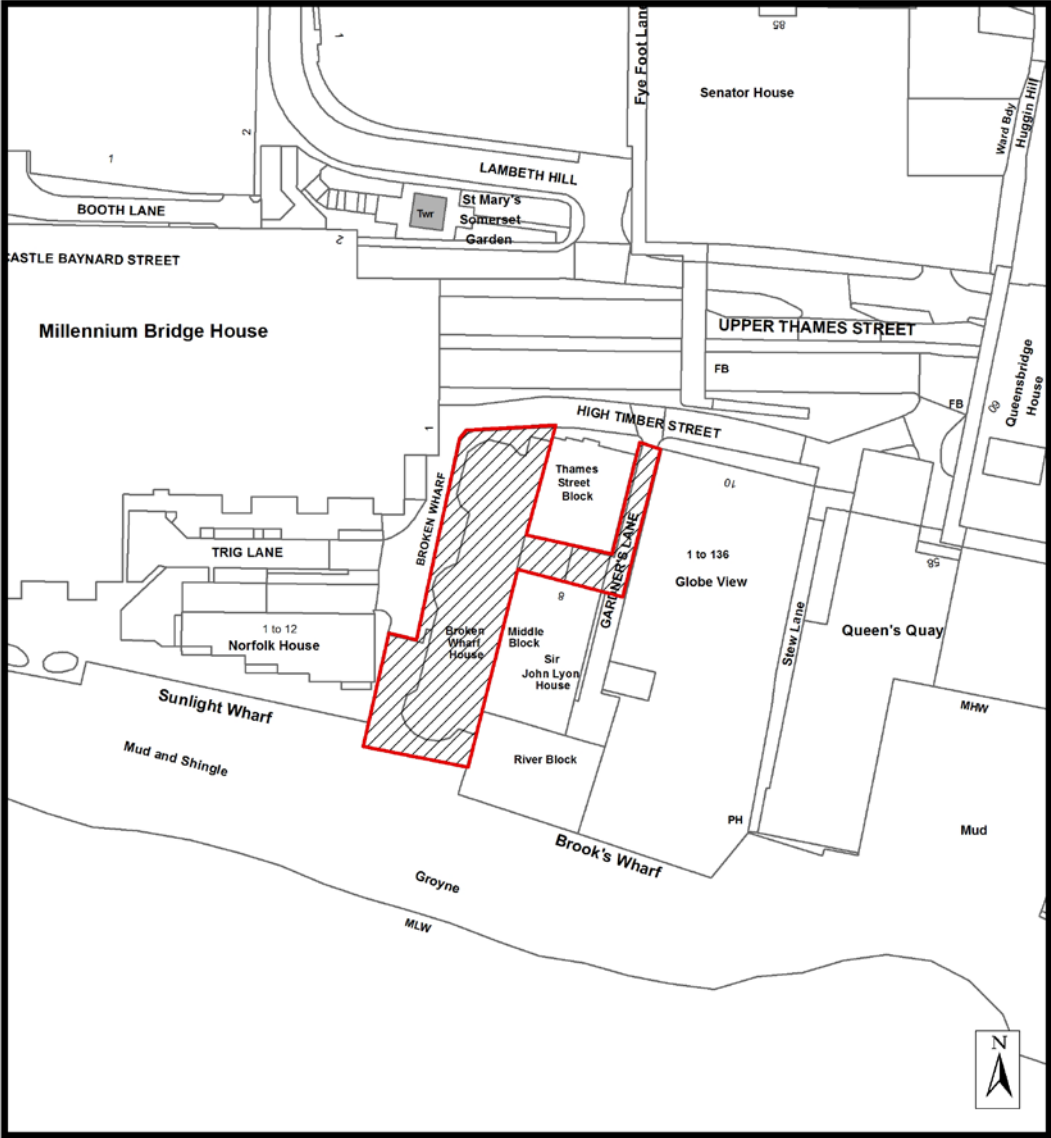
The scheme is acceptable in terms of access and sustainability.

Recommendation

That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

(a) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed.

Site Location Plan



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ADDRESS:

Broken Wharf House

CASE No.

17/00712/FULL



SITE LOCATION



LISTED BUILDINGS



CONSERVATION AREA BOUNDARY



CITY OF LONDON BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



Gardners Lane



Broken Wharf House looking south towards the River Thames

Main Report

Site

1. The application site comprises Broken Wharf House (5,216sq.m) and Gardners Lane.
2. High Timber Street abuts the north side of Broken Wharf House, Sir John Lyon House and Gardners Lane are to the east, the River Thames is to the south and Broken Wharf is to the west.
3. Broken Wharf House is a former office building that dates from the mid-1970s. The building has seven storeys plus a basement.
4. The site benefits from an extant residential permission which seeks to redevelop the site for 36 apartments with retail or office use at ground floor level (Use Classes A1, A2, A3 or B1, 190sq.m). This permission has been implemented through commencement of demolition but neither construction of the new building nor residential occupation have commenced. By virtue of the implementation of this permission the previous office use on the site is spent. Therefore there is no extant lawful use. Further details on this matter are set out in the Relevant Planning History section of the report.
5. Gardners Lane is a private road that runs between Globe View and Sir John Lyon House. It provides access to the rear of Broken Wharf House.
6. The site is not within a conservation area or in close proximity to any listed buildings.
7. The site is within floodzone 3a as defined by the Environment Agency.
8. The residential blocks of Sir John Lyon House, Globe View and Norkfolk House are in close proximity to the site.

Relevant Planning History

9. An application for planning permission was approved on the 26th March 2012 (referred to as the 2012 permission, 11/00469/FULMAJ) for the demolition of Broken Wharf House and its redevelopment for an eight storey building for residential use (36 apartments, Class C3) and use of part of the ground floor for use as retail or offices (Class A1, A2, A3 or B1) with servicing off Gardners Lane. A section 106 contribution of £600,000 has been paid towards affordable housing pursuant to the 106 Agreement linked to the permission.
10. Works have been undertaken in order to implement the 2012 permission. These include the removal of ducting and AC units, removal of 6th floor windows, stripping out of the 1st to 5th floors,

removal of a 1st floor balcony, strip out and re-configuration of the basement, removal of the front portico and removal of selected glazing in the side elevation.

11. On the 28th April 2017 a Certificate of Lawful Existing Use or Development (CLEUD) was granted to confirm that the works are material and constitute the implementation of the 2012 permission.
12. No further works have been carried out to implement the 2012 permission. The existing building remains on site and the approved new building has not been built.
13. The CLEUD certifies that sufficient development works have commenced to constitute the implementation of the 2012 permission subject to the site being redeveloped in accordance with the terms of the 2012 permission.
14. By virtue of the implementation of the 2012 permission the previous office use of the existing building and any permissions associated with its implementation are considered to be spent.
15. In the light of the status of the extant permission and the spent office use, it is considered that no lawful use currently attaches to the site. It should be noted that the application was advertised as a change of use from residential use to an apart hotel. However, in the preparation of this report it has been concluded that although the 2012 residential permission has been implemented by carrying out operational works, the change of use to residential has not taken place. However, it is not considered that this gives rise to any different considerations or that any interested person would be disadvantaged by the description.
16. There are other applications pertaining to the site but the works are not considered to be relevant to the determination of this application.

Proposals

17. Planning permission is sought to convert the existing building to an apart hotel use (Class C1, 113 units) with ancillary gym, workspace and restaurant facilities.
18. Associated external works are proposed. These include an extension at roof level to provide additional hotel accommodation (60sqm), new glazing at ground and first floor level on the west elevation (Broken Wharf) to form a new entrance (40.6sq.m) and infill to the façade and the replacement of certain windows.

Consultations

19. The application has been advertised on site and in the local press. The residential premises of Globe View, Sir John Lyon House, Norfolk House and Queens Quay have been individually consulted.
20. The views of other City of London departments have been taken into account in the preparation of this scheme and some detailed matters remain to be dealt with under conditions and the Section 106 agreement.
21. The Port of London Authority (PLA) have no objection in principle to the proposed development but have the following observations to make:
 - The proposed Travel Plan should be updated to include reference to river based transport in accordance with the PLAs Thames Vision (July 2016) and Transport for London's River Action Plan (February 2013).
 - Careful consideration should be given to any changes to existing external lighting to ensure it would not cause a hazard to river users or have a detrimental impact on river ecology.
22. The applicant has since updated the Travel Plan and details of any new lighting or alterations to existing external lighting would be required by condition.
23. The Environment Agency raises no objection to the application subject to the applicant undertaking a condition survey of the flood defence adjacent to the development to ensure that the river walls are good enough to protect the proposed development for its lifetime. Confirmation is required that:
 - The minimum statutory defence level and structural integrity of the flood defence wall (and associated structures) will be maintained at all times.
 - Lorries, heavy plant activities, loading of waste and other materials to be undertaken within reasonable distance from the flood defence to avoid damage to the defence.
 - Location of proposed outfall should be illustrated on a drawing.
 - Provide the report referenced 'Report on Approaches to Inspection, Maintenance and Replacement of River Wall forming Site Boundary with River Thames (Flood Defences)', prepared by Cundall March 2011.

- To improve flood resilience finished floor levels should be above the 2100 breach level which is 5.81 m AOD from the 2017 Thames breach analysis.
24. The applicant has provided the required information to the Environment Agency and they are in the process of reviewing the details.
25. 21 objections have been submitted in respect of the proposal. The main concerns are summarised in the table below.

Issue	Number of Objections
<p>Servicing – Servicing along Gardeners Lane would result in:</p> <ul style="list-style-type: none"> • Noise and disturbance. • Traffic Jams. Extra traffic cannot be accommodated. • Vehicles damaging Sir John Lyon house. • Pollution. • Safety issues (there is no footway for pedestrians and additional vehicles would be using the lane). • Vehicles blocking Sir John Lyon House residents' garages, resident entrances and access along Gardners Lane. • There is an agreement between Broken Wharf and Sir John Lyon House. It allows Broken Wharf House to pass over the lane but is silent regarding any rights in respect of stopping, parking or unloading on that land. In consequence unless the residents of Sir John Lyon House grant such rights access for servicing from Gardners Lane the application is not feasible in practical terms. 	19
<p>Residential Amenity in terms of:</p> <ul style="list-style-type: none"> • Noise and disturbance from the servicing arrangements, comings and goings of users of the apart hotel, people standing outside smoking and the potential for tables and chairs on the river walkway. • Overlooking, particularly from the roof terrace • Impact on security • Loss of light from roof alterations 	17

<ul style="list-style-type: none"> • The site is in a residential area. • The new entrance should be acoustically sealed with lobbied doors to prevent noise transmission. • Privacy screens should be provided in conjunction with the terraces at roof level. • Noise levels from plant and extraction equipment should be controlled. 	
Highway Impact – The proposal would generate: <ul style="list-style-type: none"> • Increased taxi drop offs would cause congestion along Gardners Lane and High Timber Street. • Increased congestion during and after construction. 	15
Design <ul style="list-style-type: none"> • The proposal makes no attempt to improve the appearance of the building or enhance the public realm. • The scheme is not sustainable development. • The scheme is too high density for the site. • External alterations should be high quality. 	4

Policy Context

26. The development plan consists of the London Plan and the City of London Local Plan. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
27. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction and London Views Management Framework.
28. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

29. 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).

30. 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’.
31. It states at Paragraph 7 that sustainable development has an economic, social and environmental role.
32. In considering the planning application before you, account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
33. The principal issues in considering this application are:
 - The extent to which the proposals comply with Government policy advice (NPPF);
 - The extent to which the proposals comply with the relevant policies of the Development Plan;
 - The loss of potential residential and flexible retail/office uses and a potential physical office premises
 - The provision of an apart hotel
 - The impact of the external alterations in terms of design and impact
 - on local and strategic views
 - Impact on residential amenity
 - Highway matters including servicing and parking
 - Acceptability of the scheme in terms of sustainability and access

Loss of a potential Residential Use (Class C3)

34. A residential permission has been implemented on the site. However, the residential building has not been constructed and residential use has not commenced.
35. The site is within the Queenhithe residential area as defined by the Local Plan. Policy DM21.2 seeks to prevent the loss of existing housing. Given that the housing at the site does not exist, Policy DM21.2 is not applicable. Nevertheless, the loss of potential housing has been taken into account.
36. The City's Housing Trajectory indicates that new housing provision is running ahead of the Local Plan target and will continue to be above target throughout the Local Plan period. The loss of 36 units of permitted, but not existing, housing will not therefore have an adverse impact on overall housing delivery in the City.

Loss of flexible potential retail and office space (Class A1, A2, A3 or B1) and a potential office building

37. The extant 2012 permission would provide 190sq.m of flexible office or retail use at ground floor level. The potential loss of this space is a material consideration.
38. The site is not within a Principal Shopping Centre or along a Retail Link as defined by the Local Plan. Policy DM20.3 seeks to resist the loss of isolated retail units outside PSCs and Retail Links that form an active retail frontage particularly A1 units near residential areas unless it is demonstrated that they are no longer needed.
39. Policy DM1.1 of the Local Plan seeks to resist the loss of office accommodation where the building or site is considered to be suitable for long term office use.
40. The proposed apart hotel would provide 245sq.m of ancillary workspace and meeting rooms and 204sq.m of ancillary restaurant space. Although primarily for guests of the apart hotel they would be available for use by non-guests. Such activity would contribute to enlivening the ground floor of the building. The provision of such space would be controlled by condition.
41. Notwithstanding the 2012 permission, regard has been given to the loss of a physical building that could potentially be converted back to office use. It is however, considered that limited weight can be afforded to this matter. Policy DM1.1 does not apply in this instance. This policy is only engaged where there is the loss of an existing office building with an extant office use. The office use of the existing

building on the site is spent by virtue of the implementation of the 2012 permission.

The Provision of an Apart Hotel with ancillary facilities (Class C1)

42. Policy DM11.3 of the Local Plan states that apart hotel accommodation will only be permitted where it would not prejudice the primary business function of the City; contribute to the balance and mix of uses in the locality; not have an adverse impact on amenity and be inclusive. The policy further notes that satisfactory arrangements must be provided for pick-up/drop off, service delivery vehicles and coaches. Impact on amenity, inclusive design and highway matters are dealt with in subsequent sections of the report.
43. The proposed use would support the function and needs of the business City and provide a service for businesses and workers.
44. The applicant states that the proposed apart hotel would be operated by SACO under their “Locke” brand which seeks to provide high quality accommodation alongside a high quality food and beverage offer and co-working and meeting space. It would be aimed at new corporates particularly within the TMT and FinTech sectors and would be designed to support businesses within the City.
45. SACO has confirmed that they target business travellers as opposed to tourists. In terms of usage across SACO’s existing sites some 48% of its rooms are booked for business purposes through business agents such as travel management companies and corporate relocation specialists. A further 27% of rooms are booked for business purposes direct from businesses. Of the remaining 25% of bookings that are taken directly or through booking platforms it is estimated that half are for business purposes. SACO holds accounts with a range of businesses including Deloitte and PwC. They have existing premises on Cannon Street that runs at over 90% occupancy. If the apart hotel was run by an operator other than SACO, the Operational Management Plan referred to below would still apply.

Design

46. Broken Wharf House was designed by David Lockhart Smith and dates from 1974. It features curved facades clad in brick and glass. The building occupies a prominent location on the river front.
47. The proposed roof extensions would match the appearance of the existing roof level in terms of scale, materials and window design and proportions. Details of the screening to the roof terraces would be required by condition.
48. The new double height glazing and green roof at ground floor level would update the lower levels of the building.

49. The alterations are acceptable in design terms in accordance with policies CS10 and DM10.1 of the Local Plan which seek to ensure that alterations to existing buildings are of a high standard in order to avoid harm to the townscape.

Impact on Views

Local Views

50. The site lies within the St Paul's Heights policy area. The proposed roof alterations would not breach the St Paul's Heights development plane in accordance with policy CS13 of the Local Plan. The views of St Paul's Cathedral and the towers of listed St Nicholas Cole Abbey and St Mary Somerset would not be adversely affected by the proposals.
51. The site lies within View 4 (West to Waterloo Bridge and Victoria Embankment) of the Monument Views as defined by the Core Strategy. The proposal would not significantly impact upon this view from the Monument and is considered acceptable.

London View Management Framework (LVMF) Views

52. The site falls within the Background Assessment Areas for three of the Mayor's Protected Vistas, Alexandra Palace, Kenwood and Parliament Hill. However the development threshold planes for these three views, at a minimum of 52m AOD, would not be breached by the roof alterations. The proposal would not adversely impact upon the protected vistas.
53. The appearance of the alterations is considered to have minimal impact in terms of its context within local and longer distance views across and along the river, including the Mayor's river prospect views.
54. The proposals are therefore in accordance with policy CS13 of the Local Plan and the Mayors LVMF supplementary planning guidance which seek to protect and enhance significant City and London views of important buildings, townscape and skylines.

Impact on Residential Amenity

55. Policy DM21.3 of the Local Plan seeks to protect residential amenity. Concerns which have been expressed regarding residential amenity are summarised at paragraph 25 and are attached.

Noise and Disturbance

56. The applicant states that the proposed apartments are intended for extended stay guests. This would contribute towards reducing the number of comings and goings generated by the proposed use, when compared to hotels where guests stay for shorter periods. The applicant has advised that in the SACO Cannon Street apartments, guests stay for an average of 20 nights and in the SACO Lemn Locke

apartments guests stay for an average of 10 nights. The proposed development is not designed for multi occupancy and SACO do not accept group bookings such as stag and hen dos. In the event of a different operator using the site the Operational Management Plan and Delivery and Servicing Management Plan would still apply.

57. Paragraph 3.21.15 of the Local Plan acknowledges that the City is predominantly a centre of business with activity taking place 24 hours a day, seven days of the week and that this can sometimes cause disturbance to residents. It further notes that while the City Corporation will endeavour to minimise noise and other disturbance to residents it is inevitable that living in such a densely built-up area will result in some disturbance from a variety of sources. The potential for such disturbance should be considered by developers when proposing new residential development.
58. The applicant has submitted a draft Site Management Plan which includes details of how the premises would be managed in order to minimise any potential noise and disturbance. For example the building would be manned 24/7 and the front of house team would have responsibility for conducting regular patrols of the building to prevent littering, loitering, smoking and drinking outside the premises and people causing noise. A condition is recommended that requires the submission of a final Operational Management Plan.

Overlooking

59. The proposed terraces are in the same locations as those currently on the roof of the building.
60. In order to reduce overlooking between Broken Wharf House and Sir John Lyon House at the rear of the building selected glazing would be replaced with fritted glass.
61. Paragraph 3.21.16 of the Local Plan notes that “The avoidance of overlooking of residential accommodation is a consideration in the design and layout of both new residential buildings and other development. However due to the density of development in the City avoidance of overlooking may not always be possible”.
62. Similarly to a residential use the occupants of the apart hotel are likely to seek privacy and as such the proposed apart hotel would be more sensitive to residents than the previous office development in this respect.

Daylight, Sunlight and Overshadowing

63. 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 unacceptable levels taking account of the Building Research Establishment's guidelines.
64. A daylight and sunlight assessment has been submitted which assesses the impact of the development on Norfolk House to the west of the site. The survey demonstrates that the proposal would be BRE Compliant.

Transport, Servicing & Parking

Deliveries and Servicing

65. Broken Wharf House has a very small servicing yard to the rear of the site accessed via an easement over Gardener's Lane and the private yard between the Middle Block and the Thames Street Block of Sir John Lyon House. Gardener's Lane is a private road.
66. The Broken Wharf House servicing yard can accommodate one small van, and these are the vehicles that would be used to service the apart hotel. The applicant envisages an average daily maximum of two deliveries and this is considered to be realistic provided that there is careful management of the hotel's supply chains.
67. A booking system would be used to ensure that only one van was delivering to the hotel at any one time and that any goods vehicles that were not booked in would be turned away.
68. An approved delivery and servicing plan will be required, and approval of this delivery and servicing plan would be subject to it prohibiting the acceptance of any deliveries from unbooked goods vehicles and prohibiting the acceptance of any deliveries between 7.00 a.m. and 9.00 a.m. from Monday to Friday in order to reduce the potential for congestion. Compliance with the plan would also be a requirement.
69. It is anticipated that refuse would be collected from a store off Gardners Lane four times a week by a private contractor.
70. The applicant has submitted a Health and Safety Report with the application. The report considers the health and safety aspects of traffic and pedestrian movements around Broken Wharf House at present and the proposed arrangements following the completion of the development. It concludes that any risks to pedestrians as a result of the proposed servicing arrangement would not increase because of the development.
71. Objections regarding the applicants' right to service from Gardner's Lane are summarised at paragraph 25 and are attached.
72. The applicant has sought legal advice on the status of Gardners Lane. The opinion considers that vehicles associated with Broken Wharf House can pass and load/unload on the land. The issue relates to

private rights which are not within the remit of the local planning authority.

73. Officers are satisfied that with appropriate management the servicing and refuse storage arrangements are acceptable and in compliance with policy DM16.5 of the Local Plan. In terms of the private rights, it is considered that the legal opinion provided indicates that there is a reasonable probability that the servicing and delivery requirements can be complied with such that the development can proceed.

Pick Up and Drop Off and Car and Motor Cycle Parking

74. Taxi pick up and drop off to Broken Wharf House would be immediately outside the front entrance on Broken Wharf and this is not likely to result in traffic congestion. The management of taxis would be covered under the Operational Management Plan.
75. No car parking or motor cycle parking is proposed and this is welcomed as it would assist in meeting the City's objectives to reduce traffic congestion and road dangers and to improve air quality.

Cycle Parking

76. The London Plan requires that a minimum of 6 long-stay and a minimum of 3 short-stay cycle parking spaces are provided for a 113-room apart hotel. Nine cycle parking spaces would be provided on site.

Energy and Sustainability

77. Policy CS15 of the Local Plan requires all developments to demonstrate the highest feasible and viable sustainability standards in the design, construction, operation and "end of life" phases of development.
78. The proposed scheme would improve the sustainability and environmental performance of the existing building. This would be through the use of energy efficiency measures, CHP for the generation of domestic hot water and air source heat pumps for space heating and cooling. It is anticipated that the proposed measures would result in a reduction in regulated CO2 emissions of approximately 61.9% against the existing building baseline.

Access

79. Local Plan Policy DM 10.8 Access and Inclusive Design requires developments to meet the highest standards of accessibility and inclusive design. The proposed development would provide level access via the main entrances.

80. 10% of the hotel rooms would be accessible for people with disabilities, which would be required by condition. 5% of the rooms would be wheelchair accessible and 5% would be adaptable.
81. A condition is included requiring the submission of an accessibility management plan prior to the occupation of the hotel including details of the availability of accessible off-site parking and accessible drop off and collection arrangements for disabled visitors given that accessible on-site parking would not be provided.

Planning Obligations and Community Infrastructure Levy

82. 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. It would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London and Crossrail.
83. These contributions and obligations sought would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City and are set out below.

Mayoral CIL and planning obligations

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 payable	266,135	255,490	10,645
Mayoral planning obligation net liability*	58,550	58,550	3,500
Total liability in accordance with the Mayor of London's policies	324,685	314,040	14,145

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

City CIL

Liability in accordance with the City of London's policies	Contribution	Available for allocation	Retained for administration and monitoring
City CIL	399,203	379,243	19,960

City's Planning Obligations

84. The uplift in floorspace is calculated in accordance with the City's Planning Obligations SPD where the existing buildings on the site would offset the proposed floorspace whether or not they are in lawful use. The uplift of 106.59sq.m, would not trigger the City financial planning obligations therefore, contributions are not sought in this case.
85. However, the proposed use as a hotel would require the following submissions:
- Travel Plan
 - Local Training, Skills and Job Brokerage Strategy (Construction and End Use)
86. I request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

Monitoring and Administrative Costs

87. A 10 year repayment period would be required whereby any unallocated contributions would be returned to the developer 10 years after practical completion of the development. Some funds may be set aside for future monitoring and maintenance purposes.
88. The applicant will pay the City of London's legal costs and the City Planning Officer's administration costs incurred in the negotiation, execution and monitoring of the legal agreement and strategies.

Site Specific Mitigation

89. 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.

Conclusions

90. The loss of 36 potential apartments would not have a detrimental impact on the City's housing trajectory. The proposed apart hotel would support the business function of the City. The loss of potential flexible retail/office use would be compensated for by the provision of ancillary retail space and work space within the apart hotel.
91. The matters raised by local residents have been given careful consideration. The submitted daylight and sunlight survey shows that

the development would be BRE compliant. An Operational Management Plan would be required by condition in order to ensure that the premises would be managed so as to have minimal impact on local residents.

92. The proposed servicing arrangements would be similar to those used on the site previously. Details of a Delivery and Servicing Plan would be required to ensure that the servicing of the site as a whole is properly managed.
93. The scheme is acceptable in terms of access and sustainability.

Background Papers

Internal

07.08.2017 Memo Department of Markets and Consumer Protection

16.08.2017 Email Department of Markets and Consumer Protection

External

Existing and Demolition Drawing Numbers: 7611 L(26)01 rev. A; 7611 L(20)15 rev. A; 7611 L(26)02 rev. B; 7611 L(20)16 rev. A; 7611 L(26)03 rev. B; 7611 L(20)17 rev. A; 7611 L(26)04 rev. B; 7611 L(20)18 rev. A; 7611 L(26)05 rev. A; 7611 L(20)19 rev. A; 7611 L(26)06 rev. A; 7611 L(20)20 rev. A; 7611 L(26)07 rev. A; 7611 L(20)21 rev. A; 7611 L(26)08 rev. B; 7611 L(20)22 rev. A; 7611 L(26)09 rev. A; 7611 L(20)23 rev. A; 7611 L(26)10 rev. B; 7611 L(26)11 rev. A; 7611 L(26)12 rev. A; 7611 L(26)13 rev. A; 7611 L(26)14 rev. A.

GL Hearn Planning Statement July 2017

GL Hearn Consultation Statement 04 July 2017

GL Hearn Daylight and Sunlight Report 07 June 2017

GL Hearn Economic Benefits Statement June 2017

Leach Rhodes Walker Design and Access Statement July 2017

Scotch Partners Acoustic Strategy Report Revision 04 July 2017

Transport Dynamics Transport Statement Revision 01 June 2017

Transport Dynamics Draft Travel Plan Revision, 01 October 2017

Manhire Associates Limited Consulting Engineers Flood Risk Assessment Revision 03 7th July 2017

Applied Energy, Energy and Sustainability Statement

Broken Wharf House Report on Approaches to Inspection Maintenance and Replacement of River Wall Forming Site Boundary (Flood Defences) with River Thames June 2011

Broken Wharf House Condition Survey of Flood Defences 10th October 2017

Broken Wharf House Health & Safety Report by WT Partnership 25th October 2017

Broken Wharf House, City of London Waste Management Strategy October 2017

04.08.2017 Email Port of London Authority

04.08.2017 Comment Mr Raoul Duysings

06.08.2017 Comment Mr Anthony Rose

07.08.2017 Comment Mr Mark Spinner

07.08.2017 Email Claus Muller

08.08.2017 Comment Mrs Colette Dartford

08.08.2017 Comment Ms Jo Adlam

08.08.2017 Comment Mr Robert Stevenson
08.08.2017 Comment Mr David Standish
08.08.2017 Comment Mr Shirish Patel
08.08.2017 Comment Mr Stephen Auckland
09.09.2017 Email Ms Claire Durkin
09.08.2017 Comment Mr G Jack
10.08.2017 Comment Mrs Nicola Mallard
11.08.2017 Comment Mrs Zoya Ponomareva
15.08.2017 Comment Mr Stephen McDonald
17.08.2017 Letter Environment Agency
18.08.2017 Comment Mr Michael Housden
18.08.2017 Comment Mr Michael Housden
18.08.2017 Letter Mr Michael Housden on behalf of Globe View Freehold Ltd
20.08.2017 Comment Mr David Prescott
21.08.2017 Comment Mr Mark Mulcahy
21.08.2017 Comment Mr David Ball
22.08.2017 Letter Mr Steve Pearson
28.09.2017 Letter Manhire Associates Consulting Engineers
30.08.2017 Comment Mr Roger Hawkins
30.08.2017 Email Mr Roger Hawkins
05.10.2017 Email Alan Cook
20.10.2017 Email Chris Benham
25.10.2107 Emails Alan Cook
26.10.2017 Emails Alan Cook
30.10.2017 Email Chris Benham
03.11.2017 Email Jonathan Ordidge

Appendix A

London Plan Policies

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

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

Policy 2.12 Identify, protect and enhance predominantly residential neighbourhoods within CAZ and develop sensitive mixed use policies to ensure that housing does not compromise CAZ strategic functions elsewhere in the zone.

Policy 3.3 Ensure the housing need identified in the London Plan is met, particularly through provision consistent with at least an annual average of 32,210 net additional homes across London which will enhance the environment, improve housing choice and affordability and provide better quality accommodation for Londoners.

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

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

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

Policy 4.5 Support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision.

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

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

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

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

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

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

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

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

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

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

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

Policy 7.6 Buildings and structures should:

a be of the highest architectural quality

b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm

c comprise details and materials that complement, not necessarily replicate, the local architectural character

d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings

e incorporate best practice in resource management and climate change mitigation and adaptation

f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces

g be adaptable to different activities and land uses, particularly at ground level

h meet the principles of inclusive design

i optimise the potential of sites.

Policy 7.12 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 7.14 Implement Air Quality and Transport strategies to achieve reductions in pollutant emissions and minimise public exposure to pollution.

Policy 7.18 Resist the loss of local protected open spaces unless equivalent or better quality provision is made within the local catchment area.

Relevant Local Plan Policies

DM11.1 Visitor, Arts and Cultural

- 1) To resist the loss of existing visitor, arts and cultural facilities unless:
 - a) replacement facilities are provided on-site or within the vicinity which meet the needs of the City's communities; or
 - b) they can be delivered from other facilities without leading to or increasing any shortfall in provision, and it has been demonstrated that there is no demand for another similar use on the site; or
 - c) it has been demonstrated that there is no realistic prospect of the premises being used for a similar purpose in the foreseeable future.
- 2) Proposals resulting in the loss of visitor, arts and cultural facilities must be accompanied by evidence of the lack of need for those facilities. Loss of facilities will only be permitted where it has been demonstrated that the existing floorspace has been actively marketed as a visitor, arts or cultural facility at reasonable terms.

CS9 Meet challenges of Thames/Riverside

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

CS10 Promote high quality environment

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

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.

DM10.7 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.

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.

CS17 Minimising and managing waste

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

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.

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.

CS11 Encourage art, heritage and culture

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy.

DM11.3 Hotels

Proposals for new hotel and apart-hotel accommodation will only be permitted where they:

- a) do not prejudice the primary business function of the City;
- b) are not contrary to policy DM1.1;
- c) contribute to the balance and mix of uses in the immediate locality;
- d) do not result in adverse impacts on the amenity of neighbouring occupiers, including cumulative impacts;
- e) provide satisfactory arrangements for pick-up/drop-off, service delivery vehicles and coaches, appropriate to the size and nature of the hotel or apart-hotel;
- f) are inclusive, providing at least 10% of hotel rooms to wheelchair-accessible standards;
- g) ensure continuing beneficial use for historic buildings, where appropriate.

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.

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.

DM20.3 Retail uses elsewhere

To resist the loss of isolated and small groups of retail units outside the PSCs and Retail Links that form an active retail frontage, particularly A1 units near residential areas, unless it is demonstrated that they are no longer needed.

CS21 Protect and provide housing

To protect existing housing and amenity and provide additional housing in the City, concentrated in or near identified residential areas, as shown in Figure X, to meet the City's needs, securing suitable, accessible and affordable housing and supported housing.

DM21.2 Loss of housing

The net loss of existing housing units will not be allowed except where:

- a) they provide poor amenity to residents which cannot be improved;
- b) they do not have a separate entrance;
- c) large scale office development would be prejudiced by the retention of isolated residential units.

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: 17/00712/FULL

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).

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.
REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following 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.
- 3 Details of facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the building works hereby approved shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work. The details shall include relevant measures from Section 4 of the Mayor of London's Construction Logistics Plan Guidance for Developers issued in April 2013, and specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. No construction shall be

carried out other than in accordance with the approved details and methods.

REASON: To ensure that the construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.

- 4 Refuse storage and collection facilities shall:(a) be provided within the curtilage of the site to serve each part of the development in accordance with details which must be submitted to and approved in writing by the Local Planning Authority prior to work commencing; and(b) thereafter be maintained as approved throughout the life of the building.

REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 5 No construction works shall begin until details of the extent of the ancillary restaurant and workspace have been submitted to the Local Planning Authority and approved in writing. The area shown on the approved plans for the ancillary restaurant area and workspace shall be implemented in accordance with the approved details and shall not at any time be used for any other purpose unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the loss of retail and office space is compensated for in accordance with the following policies of the Local Plan: DM1.1 and DM20.3.

- 6 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

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

(b) details of new windows;

(c) details of any new external lighting;

(d) details of new hand rails; and

(k) details of the new ground floor windows and entrance.

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.

- 7 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 ancillary restaurant use. Flues must terminate at an agreed 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 ancillary restaurant use takes place.

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

- 8 The operation of the premises shall not take place until an Operational Management Plan has been submitted to and approved by the local planning authority detailing:
1. The duties of the staff employed at the premises to discourage, noise, disturbance and anti-social behaviour;
 2. A smoking control scheme relating to the supervision and/or control of any smoking patrons outside the premises;
 3. A dispersal scheme relating to the dispersal of patrons leaving the premises after 22:00;
 4. The management of taxis;
 5. The restriction of coach parties; and
 6. The circumstances and time periods, which trigger the need for a review of the operational management plan.

REASON: To ensure the good management of the venue to protect residential amenity and to ensure compliance with the following policies of the Local Plan: DM15.7 and DM21.3.

- 9 At least 5% of the hotel rooms shall be wheelchair accessible and a further 5% shall be designed to be adaptable for wheelchair accessibility and all such rooms shall be so maintained for the life of the building.

REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Local Plan: CS10.

- 10 Prior to the occupation of the hotel an Accessibility Management Plan shall be submitted to and approved by the Local Planning Authority including details of access for disabled visitors to the building. Such provision shall thereafter be operated in accordance with the approved Accessibility management Plan (or any amended Accessibility Management Plan that may be approved by the Local Planning Authority) for the life of the building.

REASON: To ensure that adequate access arrangements are made for disabled users of the hotel in accordance with the following policies of the Core Strategy: CS10; CS11.

- 11 Details of a Servicing Management Plan demonstrating the arrangements for control of the arrival and departure of vehicles servicing the premises shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the

development hereby permitted. The building facilities shall thereafter be operated in accordance with the approved Servicing Management Plan (or any amended Servicing Management Plan that may be approved from time to time by the Local Planning Authority) for the life of the building.

REASON: To ensure that the development does not have an adverse impact on the free flow of traffic in surrounding streets in accordance with the following policy of the Local Plan: DM16.1.

- 12 (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.
- 13 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.
- 14 No doors, gates or windows at ground floor level shall open over the public highway.
- REASON: In the interests of public safety
- 15 No live or recorded music that can be heard outside the premises shall be played.
- REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 16 No part of the roof areas except those shown as roof terraces on the drawings hereby approved shall be used or accessed by occupiers of the building, other than in the case of 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.

- 17 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.
- 18 Any generator on the site shall be used solely on intermittent and exceptional occasions when required in response to a life threatening emergency or an exceptional event requiring business continuity 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 noise impacts and emissions of air pollutants and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.
Reason: To minimise adverse air quality in accordance with policies DM15.6 and DM 21.3 of the Local Plan and policies 7.14 B a and c of the London Plan.
- 19 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.4.
- 20 a. No CHP plant in the thermal input range 50kWth to 20MWth with NOx emissions exceeding that specified in Band B of Appendix 7 to the GLA Sustainable Design and Construction Supplementary Planning Guidance published April 2014 (or any updates thereof) shall at any time be installed in the building.
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:
1. 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
2. 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.
- 21 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, or as detailed in the air quality assessment,

whichever is higher, in order to ensure maximum dispersion of pollutants.

REASON: In order to ensure that the proposed development does not have a detrimental impact on surrounding occupiers 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.

- 22 No boilers that have a dry NO_x emission level exceeding 40 mg/kWh (measured at 0% excess O₂) 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.
- 23 No CHP with NO_x emissions exceeding 50mgNm³ at 5% O₂ (dry gas) 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.
- 24 No servicing of the premises shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM15.7, DM16.2, DM21.3.
- 25 The ancillary restaurant use hereby permitted shall not be open to non-residents between the hours of (23:00) on one day and (07:00) on the following day.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 26 Customers of the ancillary restaurant must not be allowed to spill out on to Broken Wharf.
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.
- 27 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 9; pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the

sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.

REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.

- 28 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: 7611 L(90)01 7611 L(20)01 rev.D; 7611 L(20) 02 rev.H; 7611 L(20)03 rev.D; 7611 L(20)04 rev.D; 7611 L(20)05 rev.C; 7611 L(20)06 rev.C; 7611 L(20)07 rev.C; 7611 L(20)08 rev.C; 7611 L(20)09 rev.D; 7611 L(20)10 rev.C; 7611 L(20)11 rev.G; 7611 L(20)12 rev.B; 7611 L(20)13 rev.B; 7611 L(20)14 rev.B; 7611 A(21)01 rev. E.
- 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 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.

Terraces and Open Space

The location of outside space is an important consideration with regard to the exposure of air pollutants. The applicant is therefore minded to

consider the location of existing and planned combustion plant termination points relative to any terrace, general access areas or openable windows etc. In addition to any building control or planning requirements, the third edition of the Chimney Height Memorandum (1981) requires that that certain types of combustion plant terminate at least 3m above any area to which there is general access.

Combustion Plant

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

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.

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

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

Comments for Planning Application 17/00712/FULL

Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: 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 (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

Case Officer: Gemma Delves

Customer Details

Name: Mr raoul duysings

Address: flat 28 SJLH 8 high timber street London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Traffic or Highways

Comment:I would like to comment on the proposed application. Whilst I am glad to see development plans for the building, I have concerns about how the new hotel would be serviced. As a residence in sir john lyon house, facing gardener's lane, as well as access to broken wharf house, I am extremely worried about extra traffic/ deliveries /noise.

Specifically

Gardeners lane is a single lane road. It services 2 apartment buildings as well as the high timber restaurant. Deliveries already start at early 6.30 am. The addition of extra delivery vehicles will significantly add to noise levels as well as traffic jams. There is no room for vans to park and I imagine our garage entrance will be blocked whilst they wait to unload. Vans beep loudly as they reverse and given constant blockages on the lane there is already a lot of this. Most residents in Sir John Lyon house work long hours in the City of London and value sleep when they can get it! I would be happy to for anyone from the City of London planning department to come and see the chaos on gardenrs lane on a Monday morning as I just cant see how extra traffic could be accommodated.

The amount of extra taxis/ ubers that will wait for pick ups at hotel will greatly increase grid lock on high timber street as well is gardener's lane. This will only get worse when the new hotel at queenhithe is completed.

Hotel staff having cigarette breaks outside access on gardeners lane. Go to any London hotel there is always a group of staff stood outside the staff entrance having cigarette breaks. This will be disruptive to residents as I imagine the hotel will be staffed 24/h per day.

It seems to me the access/ servicing to the proposed hotel should be from broken wharf. Servicing a hotel is quite different to an office block and I fear it will greatly affect quality of life for residents at Sir John Lyon house which unfortunately will have a negative effect on the value of our property.

From: Hassall, Pam
Sent: 07 August 2017 08:51
To: Delves, Gemma
Subject: FW: Comments for Planning Application 17/00712/FULL

From: PLN - Comments
Sent: 06 August 2017 20:09
To: PLN - Comments
Subject: Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 8:08 PM on 06 Aug 2017 from Mr Anthony Rose.

Application Summary

Address: Broken Wharf House 2 Broken Wharf
London, EC4

Proposal: 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 (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

Case Officer: Gemma Delves

[Click for further information](#)

Customer Details

Name: Mr Anthony Rose
Email: [REDACTED]
Address: 23 Sir John Lyon House 8 High Timber St
Blackfriars

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: We received a letter from council promising that drawings would be available online.

But I can't see any drawings here.

So let's put this down as an Objection

until drawings are available for review.

Thanks

From: Hassall, Pam
Sent: 07 August 2017 08:53
To: Delves, Gemma
Subject: FW: Comments for Planning Application 17/00712/FULL

From: PLN - Comments
Sent: 07 August 2017 08:12
To: PLN - Comments
Subject: Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 8:11 AM on 07 Aug 2017 from Mr Mark Spinner.

Application Summary

Address: Broken Wharf House 2 Broken Wharf
London, EC4

Proposal: 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 (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

Case Officer: Gemma Delves

[Click for further information](#)

Customer Details

Name: Mr Mark Spinner

Email:

Address: Flat 108, Globe View 10 High Timber Street
London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Noise
- Residential Amenity
- Traffic or Highways

Comments: Without access to the detailed plans it is difficult to comment with any real detail. I have very significant concerns regarding the increased level of noise and congestion both during the construction phase and once the ApartHotel complex is opened. If

access is going to be restricted to the existing access via High Timber Street this would cause me substantial concerns particularly since it is likely that traffic will increase significantly both in terms of volume and the times during which the new ApartHotel will be accessed (being 24/7 the incidence of late night noise from traffic and Hotel guests will increase dramatically.

At present access to and from Gardeners Lane and the car parking associated with Globe View is restricted considerably in the early mornings when delivery lorries park up to make deliveries restricting t=our rights of access often for 30 minutes or more. This will be dramatically increased as deliveries increase and traffic builds up in High Timber Street.

Overall I see no benefit at all for the current residents of the neighbouring properties.

From: [REDACTED]
Sent: 07 August 2017 14:36
To: PLN - Comments
Subject: Broken Whard House 2, creation of an apart hotel

Categories: Red Category

Dear Gemma,

I had heard about these plans first from a delegation of residents of the neighbouring Sir John Lyon House, where I live.

Changing the planning from residential to more than 100 units of an apart hotel in my view is an extremely bad idea that will not only be highly detrimental to the value of the property of the surrounding buildings, but also to the peaceful living we had so far.

That many units in a medium size building mean these smaller rooms will mostly appeal to younger folk with the expected downside effects on noise (parties in the rooms or outside the building) and cleanliness of the surroundings. I had also heard that the servicing of the apartments is planned to happen via the tiny road leading to the courtyard of Sir John Lyon House. This area tends to be noisy anyway due to deliveries to High Timber Restaurant, the very noisy portacrush waste compactor from the opposite building (Globeview) and contractor/deliveries to SJLH. Adding to that daily servicing and deliveries for 113 apartments for the building next door will make the courtyard-facing apartments (which includes mine unfortunately) almost inhabitable.

In summary, I oppose to the plans to change from residential to aparthotel in the strongest possible terms

Kind regards
Claus

Claus Müller
Head of Loan Sales

MIZUHO Bank, Ltd.
Mizuho House , 30 Old Bailey
London , EC4M 7AU

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From: PLN - Comments
Sent: 08 August 2017 17:19
To: PLN - Comments
Subject: Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 5:18 PM on 08 Aug 2017 from Mrs Colette Dartford.

Application Summary

Address: 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 (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

Proposal:

Case Officer: Gemma Delves

[Click for further information](#)

Customer Details

Name: Mrs Colette Dartford
Email:
Address: Flat 56 Sir John Lyon House 8 High Timber London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Noise
- Residential Amenity
- Traffic or Highways

Comments: This proposed development is adjacent to SJLH, whose residents already have to tolerate noise, traffic and pollution from Gardeners Lane. This single lane road currently services 2 apartment buildings as well as a restaurant. Deliveries begin around 6.30 am and with the proposed development, there will be even more deliveries, adding to noise, pollution and traffic congestion. As there is no room for vans to park I anticipate the garage entrance to SJLH will be blocked whilst they wait to unload. Vans beep loudly as they reverse and given constant blockages on the lane. It is difficult to see how extra traffic could possibly be accommodated. In addition, the amount of extra taxis/ ubers that will wait for pick ups at hotel will greatly increase grid lock on High Timber Street and Gardener's Lane.

It would seem to make more sense that access to the proposed development should be from Broken Wharf. I fear the current plans take no account of the negative affects on the health or wellbeing of SJLH residents.

From: PLN - Comments
Sent: 08 August 2017 19:58
To: PLN - Comments
Subject: Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 7:40 PM on 08 Aug 2017 from Ms Jo Adlam .

Application Summary

Address: 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 (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

Proposal:

Case Officer: Gemma Delves

[Click for further information](#)

Customer Details

Name: Ms Jo Adlam
Email:
Address: 47, Sir John Lyon House 8 High Timber Street London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Noise
- Traffic or Highways

Comments: As others have noted, it is difficult to make comments without detailed plans being available, and while in general I am behind the redevelopment of Broken Wharf, I have two principal concerns:

1: Increased volume of traffic (specifically on Gardner's Lane, but also High Timber Street), resulting in detriment to the access for existing Sir John Lyon House residents and service vehicles, increased vehicle noise and environmental pollution, and increased wear to the fabric of both Sir John Lyon House and Globe View (there has already been significant damage done to the fabric of the building of Sir John Lyon House as the result of poor manoeuvring by large delivery/service lorries). In addition, Gardner's Lane is extremely narrow with a small strip of pavement: my flat is in the riverside block and increased congestion here will make it even more

dangerous for pedestrians, in particular small children (of which I have two).

2: A significant increase in noise and antisocial behaviour, loss of privacy and lack of security. Our flat abuts and is overlooked by Broken Wharf's top floor and roof terrace (which I believe is proposed as a communal space with access from all apartments) at very close proximity: I believe from previous experience that internal noise transmission and external noise, cigarette smoke and general congregations could become a problem, exacerbated by the fact that short lets like the ones proposed have little or no responsibility to the community. There are also security concerns given the proximity of our roof terraces and the likely frequent turnover of residents: in short, far from ideal neighbours, particularly for those of us with young families.

From: PLN - Comments
Sent: 08 August 2017 20:31
To: PLN - Comments
Subject: Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 8:30 PM on 08 Aug 2017 from Mr Robert Stevenson.

Application Summary

Address: 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 (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

Proposal:

Case Officer: Gemma Delves

[Click for further information](#)

Customer Details

Name: Mr Robert Stevenson
Email:
Address: Sir John Lyon House 8 High Timber Street London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Noise
- Residential Amenity
- Traffic or Highways

Comments: I object to this application and concur with the numerous other objections raised. The proposed scheme is out of keeping with the nature and character of the area. It detracts from local amenity and would place an unsustainable level of burden on an already inadequate and struggling local infrastructure provision.

In conjunction with the Westin Hotel development at Queen's Quay, opposite the Queenhithe Dock, the proposed scheme would result in a small residential enclave being entirely flanked by two large, high density, 24/7 commercial operations. The net effect being a surge in transient visitors, service vehicles and taxis.

Gardners Lane is continually congested and regularly damaged by service vehicles (as too is the exterior of Sir

John Lyon House itself). Residents and visitors are regularly woken by service traffic and risk being hit by vehicles at four different access and egress locations adjacent to Gardners Lane. There is no capacity for further commercial traffic and any such increase would risk the health and safety of all who use Gardners Lane.

Clearly, the proposed scheme does NOT represent sustainable development within the meaning set out in the National Planning Policy Framework.

As regards the stated objectives of the operator. They can only be described, at best, as disingenuous. There are innumerable other far-lower density uses which would bring this site back into use.

I understand the façade of the subject building - a dated and, arguably, unattractive building - will not be updated / replaced as part of the proposed scheme. The proposals make no attempt whatever to improve upon the aesthetics of the building. There is no positive impact on or contribution to the public realm.

The aim of the scheme is to go as high-density as possible - without any attempt to improve the building and without regard for the local environment - in order to generate maximum commercial returns. I hope the planning officers see it fit not to capitulate.

From: PLN - Comments
Sent: 08 August 2017 11:23
To: PLN - Comments
Subject: Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 11:22 AM on 08 Aug 2017 from Mr David Standish.

Application Summary

Address: 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

Proposal: building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

Case Officer: Gemma Delves

[Click for further information](#)

Customer Details

Name: Mr David Standish
Email:
Address: Flat 62, Sir Lyon House 8 High Timber Street London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Noise
- Residential Amenity
- Traffic or Highways

Comments: I agree with all prior comments. Gardeners Lane is already heavily utilised. This will cause grid-lock and much greater noise from 24 hour resident access and increased deliveries. Delivery noise, as highlighted in other submissions, is already a real cause of concern in the mornings; from 6:30 onwards. This distrupts rest and sleep. Evening noise and congestion will exasperate matters. I agree Uber and taxi congestion simply cannot be accommodated in the area. The development had too many units for the environment and The apart-hotel format will exasperate current problems to breaking point. The application should be rejected.

From: PLN - Comments
Sent: 08 August 2017 12:07
To: PLN - Comments
Subject: Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 12:07 PM on 08 Aug 2017 from Mr Shirish Patel.

Application Summary

Address: 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 (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

Proposal:

Case Officer: Gemma Delves

[Click for further information](#)

Customer Details

Name: Mr Shirish Patel
Email:
Address: Flat 63, Sir John Lyon House 8, High Timber Street
London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Noise
- Residential Amenity
- Traffic or Highways

Comments: As many residents of Sir John Lyon House have already expressed, we too agree with their sentiments of noise, increased flow of traffic due to 'apart-hotel' temporary residents. Gardeners Lane and the car parking associated with Globe View is my biggest concern, this is restricted considerably already in the early mornings when delivery lorries make deliveries. This will only get worse with the new hotel.

Additionally, we live on the 6th floor, we are already experiencing considerable noise from the work currently underway. Having not seen the plans for the 6th floor alterations on Broken Wharf House, my wife and I are concerned if our flat will be affected from a light and future noise perspective, as our flat shares the wall on

the sixth floor of Broken Wharf House. I would be very keen to see details of the proposed alterations.

From: PLN - Comments
Sent: 08 August 2017 12:59
To: PLN - Comments
Subject: Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 12:58 PM on 08 Aug 2017 from Mr Stephen Auckland.

Application Summary

Address: 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

Proposal: building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

Case Officer: Gemma Delves
[Click for further information](#)

Customer Details

Name: Mr Stephen Auckland
Email:
Address: Flat 24 Sir John Lyon House London

Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment:
- Noise
- Traffic or Highways
Comments: Blocking Gardeners Lane with traffic....should be no access here.

Comments for Planning Application 17/00712/FULL

Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: 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).

Case Officer: Gemma Delves

Customer Details

Name: Ms Claire Durkin

Address: Flat 5 Sir John Lyon House 8 High Timber Street London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: The change of use would be wholly detrimental to the residential area. As residents of apartments in the City of London we require a quiet living environment and safe space. This proposal would bring permanent disruption to the area, would cause noise pollution and traffic chaos, and would undermine the viability of the residential blocks that are well established. Gardners Lane already suffers congestion through service traffic and there is no capacity for further commercial traffic. Any increase has major health and safety implications as well as environmental detriment.

The scheme does not represent sustainable development within the meaning set out in the National Planning Policy Framework. Nor can it be justified on grounds of need. It would be high-density and permanently noisy, busy and disruptive.

The Thames embankments have been enhanced significantly in recent years through environmentally sympathetic developments of significant aesthetic value, and good quality apartments offering for permanent residency. This absurd proposal has none of these attributes and would detract to destruction the improvements made in recent years to the immediate embankment area.

The scheme's focus is short-term quick profit, not long term sympathetic development. It shows no

awareness of local needs and aspirations, and destroys the living environment for residents already here. It should not be approved.

From: Broughton, Helen
Sent: 11 August 2017 11:42
To: Delves, Gemma
Subject: FW: Comments for Planning Application 17/00712/FULL

From: PLN - Comments
Sent: 09 August 2017 12:29
To: PLN - Comments
Subject: Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 12:28 PM on 09 Aug 2017 from Mr G Jack.

Application Summary

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: 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 (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

Case Officer: Gemma Delves

[Click for further information](#)

Customer Details

Name: Mr G Jack
Email:
Address: Flat 26 Sir John Lyon House 8 High Timber Street London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Noise
- Residential Amenity
- Traffic or Highways

Comments: I agree with all of the comments already raised. I have significant concerns about the noise (both during building and after), the lack of suitable local infrastructure, and a considerable change to the community on High Timber Street and Broken Wharf. I strongly object to the proposed planning permission changes.

My understanding is that previous planning permission was given to change the building into a number of

residential properties. This is in keeping with the area currently being a mix of offices, residences and a few restaurants.

Planning permission has already been given, with work already started, to build a luxury hotel at the other end of Upper Thames Street. This has already led to increased noise when work has been carried out as well as road closures. This local infrastructure (Upper Thames Street) will not be able to cope with two hotels for all the reasons already given.

There are already issues regarding rubbish from Globe View being left on Gardners Lane as well as the use of a compactor. This is already an issue which creates noise and hygiene issues.

Without seeing the plans we can not judge the impact on the visual amenity of the building. There is not adequate parking, loading and turning facilities. This increased traffic will lead to issues around highway safety on Upper Thames Street and with the access routes to Upper Thames Street. The extra traffic generation will also increase noise, as will the staff and tourists. This increased disturbance will negatively impact all the surrounding residential buildings.

I am not able to comment on the design, appearance and materials used as I could not see the plans on this site.

Comments for Planning Application 17/00712/FULL

Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: 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).

Case Officer: Gemma Delves

Customer Details

Name: Mrs Nicola Mallard

Address: Apartment 48 Globe View 10 High Timber St London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: Like many residents of this area of the City I am concerned about the addition of further commercial businesses which will significantly increase traffic (taxis etc) and noise (hotel guests) in the area. The access road of high timber is narrow and largely one way with vehicles already using Gardeners lane to park up or turn around. An aparthotel will add significant extra traffic (the plans are for 113 rooms which is a significant number relative to the apartments in this area) and at unsociable hours. There are three residential developments here - Globe View, Sir John Lyon House and Norfolk House and all would be impacted. The residents of these buildings are typically people working in the city which involves long hours so having disruption during the evening would be very unwelcome. These comments apply obviously post the building phase which itself would bring significant challenges in the provision of materials and equipment. It is not acceptable to have access to our car park blocked by delivery vehicles which happens too regularly now.

Comments for Planning Application 17/00712/FULL

Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: 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).

Case Officer: Gemma Delves

Customer Details

Name: Mrs Zoya Ponomareva

Address: 60 Sir John Lyon House 8 High Timber Street London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I also would like to share my concerns regarding the Broken Wharf development into an apart-hotel:

All staff and the deliveries would go through the Gardeners Lane that is too narrow and is in a very poor condition to deal with this amount of traffic. I am certain the staff would leave their cars in the SJLH driveway and block the road. Most of the bedroom windows face that side, so any noise would cause the residents of SJLH lots of troubles. I know the marketing team said that no cars would come before a certain hour, but as my experience shows it never works this way. So I strongly believe that Gardeners Lane access shouldn't be allowed for regular deliveries and staff access.

At the apart-hotel you plan to have 2-3 apartments on the roof of the Broken Wharf. Our flat is also located on the roof of SJLH where we have our private terrace connected with the living room and kitchen. The only thing that physically separates us from the potential flats on top of the Broken Wharf is: a small wall and a short glass fence at the end of it. With the constant change of guests from the apart-hotel, we believe it would be a huge security risk (as anyone could easily climb over to our side), the loss of our privacy and potential problems with noise, rubbish and cigarettes that people from Broken Wharf might "throw away" into our terrace. Any efforts to close the "gap" at the end of the wall or make it higher will completely block our view and the view of other flat

owners that of course none of us will allow.

It would be great to refurbish (preferably from the outside as well) and make some use of the Broken Wharf, but the new development should bring value to the existing area and its neighbours. A suggested apart-hotel with its café and meeting rooms wouldn't benefit the residents in this area. What could make a difference for the residents here is probably for the new development to have a small supermarket that all of us can use.

Comments for Planning Application 17/00712/FULL

Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: 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).

Case Officer: Gemma Delves

Customer Details

Name: Mr Stephen McDonald

Address: Flat 13, Sir John Lyon House 8 High Timber Street London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I have read & concur in the comments of my neighbours in respect of the proposed development of 113 units at Broken Wharf. I object to the proposal in its entirety.

The new building will increase traffic congestion around Gardner's Lane due to increased traffic for laundry, rubbish, food & ancillary deliveries. Additionally, because they are primarily serviced short-term lets, the intensity of deliveries will be higher. The increased vehicular traffic may increase the risk of injury to pedestrians & other road users. Scheduling the increased traffic will lead to more deliveries at irregular times causing noise & inconvenience to residents. The movement of people around the building (with ostensible reasons for loitering) will pose a risk to the security of residents & passing tourists.

The 113 unit proposal is totally out of character with current accommodation & hotel developments in the area. It will increase congestion, noise, a decrease in personal security & the deterioration in the amenity of the area.

I hesitate to say this as a guest in Britain but the proposed development (113 units crammed over seven floors) is really something I would expect to see in a 3rd world environment, not in a prime residential area on the banks of an iconic river in London that rightly considers itself a world capital. The developers have suggested high-end business personnel would use Broken Wharf as a short-term let during professional assignments. Given unit sizes from around 20 square metres, I really don't think so!

My first degree was as a psychologist & I recall the banks of cages at University in which

experimental rats were accommodated. The proposed complement of 113 units reminds me of those rats' nests that today would not be deemed suitable arrangements for rodents. There is no aspect of this new proposal that recommends itself nor that represents a positive contribution to the amenity of the community.

Comments for Planning Application 17/00712/FULL

Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: 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).

Case Officer: Gemma Delves

Customer Details

Name: Mr Michael Richard Housden

Address: 8 Southside Common London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I am a Director and Chairman of Globe View Freehold Ltd and a Director of Globe View Management Ltd.

In this capacity I have submitted an objection by post as my objection exceeds your 2000 words limit. It has been posted with a certificate of posting today Friday 18th August 2017.

I understand that this will be scanned and placed on the portal on receipt.

Comments for Planning Application 17/00712/FULL

Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: 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).

Case Officer: Gemma Delves

Customer Details

Name: Mr Michael Richard Housden

Address: Globe View Freehold Limited Globe View London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I refer to my letter of objection contained in the Documents section on behalf of Globe View Freehold Ltd of which I am a director.

I now understand that the developers SACO have looked at their agreement between Sir John Lyon House and Broken Wharf House.

The agreement allows Broken Wharf House only access through the Sir John Lyon House land but is silent regarding any rights in respect of stopping on that land, parking on that land or unloading on that land.

In consequence unless the residents of Sir John Lyon House grants such rights access for servicing from the Sir John Lyon House land is inoperable.

This means that Sir John Lyon House can prevent servicing of Broken Wharf House from its freehold land.

Unless an alternative servicing location is identified by SACO this planning application cannot in practical terms proceed.

GLOBE VIEW FREEHOLD LTD**200 Globe View, 10 High Timber Street, London, EC4V 3PS****Planning application reference No.:- 17/00712/FULL**

PLANNING & TRANSPORTATION		PPD
PSDD	020	LTP
TPD	21 AUG 2017	SSE
CM		PP
No FILE	129564	DD

OBJECTION**18th August 2017**

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

Dear Sir/Madam,

Re:- Consultation Broken Wharf House, 2 Broken Wharf, London EC4**Planning Application 17/00712/full –Validated 26 July 2017**

Globe View Freehold Ltd and it's managing agent St. James's Property Management Ltd are currently in discussions with SACO regarding the proposed "change of use" planning application for Broken Wharf House.

Given that representations in respect of the above planning application are required to be made by 28th August 2017 and these discussions are ongoing, Globe View Freehold Ltd wishes to lodge an objection to this proposal which could be reconsidered if the applicants SACO were to identify alternative

arrangements to accommodate the greatly increased traffic we consider will be required to service this “change of use”.

This aspect is glossed over throughout the various documents placed in support of this “change of use” planning application and in certain areas is miss-stated based on our real-time experience of managing Gardner’s Lane.

Background pertinent to the application for “change of use”

It is currently intended that the traffic required to service this “change of use” will utilise Gardner’s Lane as is the current situation for the existing office of Broken Wharf House.

The rights over Gardner’s Lane are contained in a deed dated 10 January 1997 between Hammerson UK Properties Plc (a freeholder) and Coal Pension Properties Ltd (a freeholder) and Tea Trade Properties Ltd (a leaseholder).

The rights and obligations of the freehold entities subject to this deed have been transferred to their successors in title Globe View Freehold Ltd and Sir John Lyon House and in consequence Gardner’s Lane is currently owned jointly by Globe View Freehold Ltd and Sir John Lyon House.

Under this deed Broken Wharf House acquired limited rights to traverse Gardner’s lane when Broken Wharf House became a separate freehold from Sir John Lyon House.

Basis of Objection

The deed referred to above provides Broken Wharf House with the right to traverse Gardner’s Lane subject to the condition that it shall not permit any vehicle belonging to them or any persons calling on them expressly or by implication to stand on Gardner’s Lane or cause obstruction to Gardner’s Lane.

In consequence any use of Gardner's Lane by Broken Wharf House would require them to stand only in the Freehold Land which comprises part of the Sir John Lyon House Freehold. This land is the existing entrance to the Sir John Lyon House car park, an individual garage and residential entrance.

This land is extremely limited in size and only has standing space for one vehicle positioned where the white van is shown in the photograph shown in appendix A to the Traffic & Transport Pre-application note. There is no additional ability for any other vehicle to stand.

This is an existing source of difficulty which we believe will be greatly exacerbated by the proposed "change of use" of Broken Wharf House

In addition it is believed that whilst Broken Wharf House have right to traverse this small area owned by Sir John Lyon House as it originally provided motor access to Broken Wharf House itself, Broken Wharf House has no right to park or stand on this land unless expressly permitted to do so by Sir John Lyon House.

To deliver food, linen, remove rubbish and accommodate trade vehicles etc such vehicles will require to park or stand on this part of the Sir John Lyon Freehold.

As mentioned above this land is limited in its capacity to accommodate any stationery vehicles due to the fact that it facilitates access to Sir John Lyon House Car Park, a single garage, a single allocated residential parking space and a residents entrance to Sir John Lyon House.

The only possible standing area, should Sir John Lyon House grant such a right, is utilised by vehicles serving the relatively modest demands of Sir John Lyon House itself and the modest demands of the office of Broken Wharf House primarily relating to commercial (paper) rubbish removal .

The proposed "change of use" of Broken Wharf House would result in 113 serviced apartments and a restaurant capable of supplying a minimum of 113 guests and the passing public.

This will necessitate extensive daily garbage removal to avoid smells and vermin, extensive fresh food deliveries and extensive linen deliveries for both the restaurant and the apartments.

As a result of the fact that only small vans can utilise this limited capacity land to access the rear of Broken wharf House due to height restrictions the number of garbage collections will have to increase significantly.

We have also carefully examined the reports produced by SACO's transport consultants –Transport Dynamics .

These are at best very superficial in so much as they contain a large number of obvious factual statements and a large number of self serving statements Transport Dynamics know the planning authorities will like to hear but without any consideration of the practical implications as to how these statements will be achieved, given that in reality SACO have no control over third parties such as taxi drivers, hotel residents and contractors.

In this regard see in particular:-

- (I) Paragraph 4.4 of the Draft Delivery and Servicing Plan. This states that the service management controller ***"will ensure that parking does not occur in the service area."***

This is simply not possible as to load and unload vehicles will have to be stationary i.e. parked.

- (II) Paragraph 1.12 of the Draft Delivery and Service Plan. This states that ***"delivery vehicles will be requested to switch off their engines , close doors quietly and keep headlights and radios switched off."***

How in reality can delivery drivers be controlled?

- (III) Paragraph 5.7 of the Site Management Plan. This states that ***"Taxis will be discouraged from waiting and patrons encouraged to enter taxis quietly."***

How in reality will taxi drivers and patrons be controlled ?

- (IV) Paragraph 4.16 of the Transport Statement. This states that ***"Given the low number of deliveries it is proposed all movement can be undertaken at off peak periods only but also that private waste contractor collections can be timed to avoid City of London waste collections."***

Based on this it appears that deliveries could take place at unsocial hours in the heart of a residential building

- (V) Paragraph 4.6 of The Site Management Plan. This states that ***“staff will ensure guests disperse from the site promptly.”***

How in reality can this be regularly accomplished without alienating the clientel.

- (VI) Paragraph 5.63 of the Planning Statement produced by G L Hearn. This states that ***“The former office use of the building is considered to be a more intensive use.”***

This is a statement we totally disagree with from a building servicing perspective and factually wrong.

- (VII) Paragraph 6.3 of the Transport Statement. This states that ***“the minimal servicing requirements of the proposal can occur from the sites rear back of house area.”***

This statement totally ignores the fact that the back of house area is in fact the **FRONT OF HOUSE AREA** of the residential building Sir John Lyon House.

Many of these statements can be seen to be mere aspirations that the authors believe will appeal to the planning authorities but which have no basis in reality and will be quietly dropped should permission be granted.

This will result in negative consequences for Gardner’s Lane which as a private road is not subject to City of London traffic restrictions.

We believe that the developers have not considered these practical aspects in their plans and for this reason the application must be rejected unless alternative provisions is made for the servicing of the 113 apartments and restaurant and gymnasium.

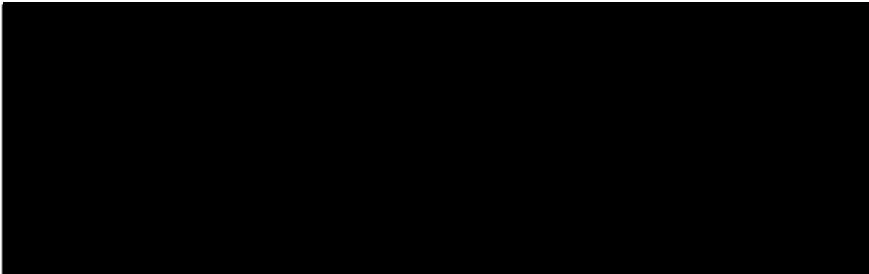
Summary

Gardner’s Lane and the small Freehold area of Sir John Lyon House simply cannot accommodate the additional traffic (service traffic, taxis and trade vehicles) that this change of use will impose on the area.

This fundamental aspect relevant to the “change of use” is totally glossed over in page 7 of the Design and Access statement.

We also have read the objections of the non consulted public (principally Sir John Lyon House residents and Globe View residents, who live daily with these issues) and endorse and acknowledge the accuracy of these based on our significant experience of managing Gardner's Lane in the current environment.

Please reject this inappropriate application for change of use.



(Director of Globe View Freehold Ltd & Director of Globe View Management Ltd)

Comments for Planning Application 17/00712/FULL

Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: 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).

Case Officer: Gemma Delves

Customer Details

Name: Mr David Prescott

Address: Flat 2B Sir John Lyon House 8 High Timber Street London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I object to this application on the grounds that the proposed scheme is far too high density for the site which would place an unsustainable burden on the local public realm. The current residential consent is far more in keeping with the immediate area.

As a ground floor resident facing high timber street the additional traffic in terms of vehicles and pedestrians visiting to the scheme would result in a significant increase in noise with much of this likely to come at unsociable hours.

Gardiners Lane already struggles to service the Sir John Lyon House building and the restaurant and the additional traffic that would be caused by the service vehicles for the proposed scheme would be material and excessive.

Comments for Planning Application 17/00712/FULL

Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: 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).

Case Officer: Gemma Delves

Customer Details

Name: Mr Mark Mulcahy

Address: 33 Sir John Lyon House High Timber Street London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I object to the proposed change of use of Broken Wharf House (2 Broken Wharf London, EC4) from residential to an apart-hotel, as set out on the City of London's website (Reference 17/00712/FULL).

First, service vehicles use Gardners Lane to access Broken Wharf House. Gardners Lane is very narrow and is already a busy road. I, amongst others, have nearly been hit by commercial vehicles on Gardners Lane. An apart-hotel will require considerably more service traffic than residential apartments. The increase in traffic will increase the risk of an accident.

Second, the right of way from Gardners Lane to Broken Wharf House passes through the Sir John Lyon House courtyard. Because vehicle use of this courtyard is currently limited there is no separation of roadway and footpath. Sir John Lyon House residents need to walk across the courtyard to access the waste and recycling bins. Increased traffic and no separation of roadway and footpath will increase the risk of an accident.

I am objecting because of the increased risk of a Sir John Lyon House resident or visitor being killed or injured by a vehicle. If a resident or visitor is killed or injured then the City of London will not be able to say that it hadn't been warned.

Yours sincerely,

Mark Mulcahy

Comments for Planning Application 17/00712/FULL

Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: 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).

Case Officer: Gemma Delves

Customer Details

Name: Mr David Ball

Address: 136 Globe View 10 High Timber Street London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: In the 19 years we have lived in Globe View, Gardners Lane has at times been a problem for both noise and resident's access to the car park under Globe View due to delivery and contractor's vehicles blocking Gardners Lane; sometimes the issue has been acute and I have even missed appointments through inability to exit through Gardners Lane when obstreperous drivers profanely refused to move vehicles. The issue has only been manageable because of the sterling efforts of the Management of JLH/Globe View by SJP but they will not be able to act thus for this proposal.

An exacerbating issue is the limited unloading space available for vehicles. We already suffer nuisance when more than one vehicle requires access and a second simply parks in Gardners Lane or parks so as to project from the JLH unloading area into Gardners Lane.

The application for a change of use to an apart-hotel and the servicing of 113 apartments with a restaurant using Gardners Lane is infeasible as proposed without creating new and huge noise and access problems for residents of Globe View and John Lyon House.

The report of Transport Dynamics clearly recognises the noise and amenity issues as potentially pernicious but their proposals for delivery vehicles are unrealistic and those for guests arriving and leaving at all times will not work because of the nature of the residency where individuals would have to ensure compliance by their guests.

We have issues now despite that the servicing requirements of JLH and Globe View are relatively modest compared to what might be estimated for this Development. This servicing proposal is unreasonable/unworkable without significant amenity deterioration.

The application should only be considered if servicing does NOT use Gardners Lane.

Finally, I would vehemently object any new obstruction though increase in building height in the view that we currently enjoy from the 6th Floor of Globe View down the Thames.

PLANNING & TRANSPORTATION		
PSDD	CPO	PPD
TPD	22 AUG 2017	LTP
CM		SSE
No	129569	PP
FILE		DD

Steve Pearson,
12 Sir John Lyon House,
8 High Timber Street,
London EC4V 3PA
18/08/2017

Gemma Delves,
Planning Department,
City of London Corporation,
Guildhall,
London EC2P 2EJ

Your Reference: 17/00712/FULL

Dear Gemma,

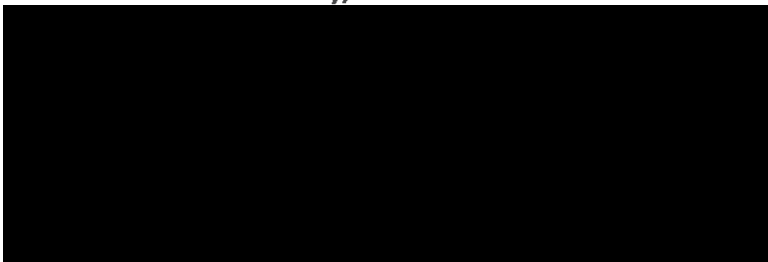
Re: Broken Wharf House, 2 Broken Wharf Lane, London EC4V 3DT

Objection to planning application

Please see attached objection to the planning application, specifically concerning the future plans for servicing the building.

I hope the material is self-explanatory but if you have any questions please feel free to come back to me.

Yours sincerely,



Director, Sir John Lyon House Management Limited



.uk

Objection to Planning Request

Broken Wharf House, 2 Broken Wharf, London EC4V 3DT

Reference: 17/00712/FULL

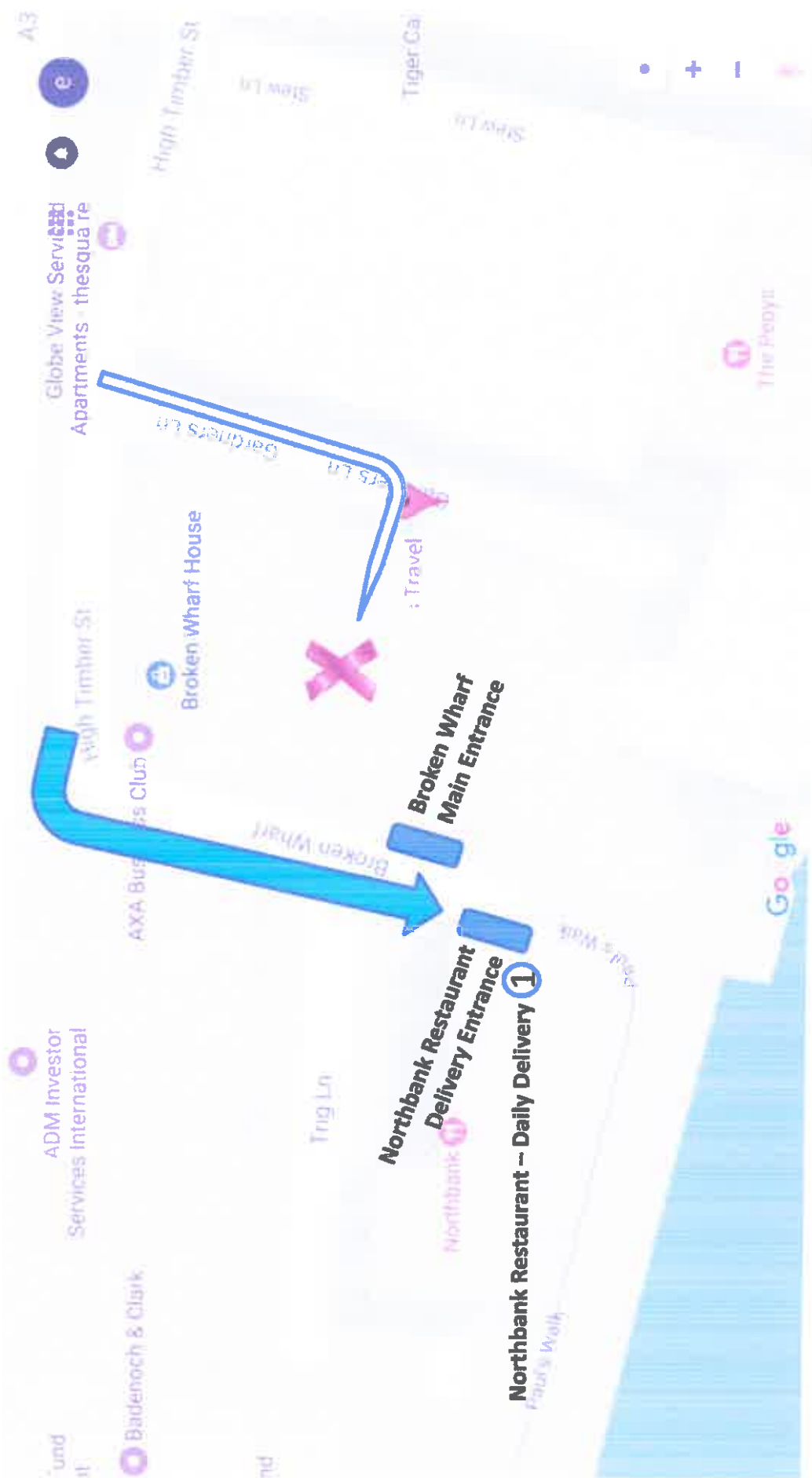
Please see diagrams below

1. Explanation of the current loading on Gardners Lane
2. Request that Broken Wharf servicing be changed to High Timber Street / Broken Wharf



- Note – Route 4 used by Broken Wharf when office building – 2 daily deliveries of approx. 10 minutes each (7am & midday)**

- Notwithstanding the submitted draft service plan it is clear that servicing an apart-hotel of 113 units will be an order of magnitude bigger than the 2 x 10 minute deliveries that were required when Broken Wharf was an office building. It is not just the number of regular deliveries that would be a concern, it would be the average length of these deliveries and the large number of ad-hoc deliveries that will clearly also occur
- This will completely overload / block Gardners Lane and cause risk of fire exit obstruction / pedestrian access risk in the SJLH courtyard between roadside and middle blocks
- We are asking that plans be changed so that Broken Wharf be serviced via High Timber St / Broken Wharf as per Northbank restaurant



Dear Sirs,

Re: Broken Wharf House (ref: 17/00712/FULL)



I write in response to GL Hearn's letter dated 15th August giving information about a current application for Broken Wharf House, 2 Broken Wharf, EC4V 3DT.

I live in flat 4, adjacent to Broken Wharf House. My living room has 2 windows approximately 6.0m from this proposed 'aparthotel' with bedroom windows looking directly into my flat. Whilst I generally support bringing the building back into use, I am concerned about increase in noise (especially in the evenings and early mornings) and loss of amenity with the hotel guests overlooking my property.

The submission shows proposed plans only and there are no survey or site plans available to illustrate the proximity to adjacent residential units. Scaled plans showing context and adjacent buildings would highlight my concerns and such drawings should be a requirement of a valid planning approval for change of use.

The following measures would be appropriate to mitigate my concerns:

1.0 Ground Floor Proposed

1.1 New glazed entrance doors and screen gives direct access to St. Pauls Path from a dining/lounge area. Any external chairs/tables should have restrictions on late evening use as was agreed with the previous occupier. New shopfronts are shown in plan but there does not appear to be a proposed elevation. The prominent location within a conservation area deserves high quality shop fronts. All glazing should be fully acoustically sealed. High quality materials such as door stops and door closers to avoid door slamming should be specified.

1.2 For the reception, new entrance screen should be acoustically sealed with lobbied doors to prevent noise transmission. Alternatively, the proposed entrance should be relocated to the first building bay, where the existing entrance is located, to move the potential source of noise away from Norfolk House residencies.

2.0 Upper Floors

2.1 A new glazed shopfront is shown at first floor level, to provide a 'new internal acoustic separating wall/windows' to room no's 105, 106 and 107. This proposed new wall could extend full height of the building, to offer the same acoustic separation on all floors. If it is deemed necessary at first floor level then it is also required directly above, given the same proximity to Norfolk House. As noted above I am concerned about loss of privacy with hotel bedrooms looking directly into my living room from a distance of 6.0m. At the very least fixed external louvres could offer hotel guests a view of the river and block off direct views into adjacent property.

3.0 Roof Areas

3.1 It is noted that GL Hearn state in the covering letter, that no access will be included to the roof terrace yet 3 rooms (601, 602 and 603) have new entrance screens directly onto areas mentioned 'terrace', at roof level. I cannot see how no roof access can be realistic. The careful design of proposed privacy screens is therefore essential to mitigate against loss of privacy as direct views into no. 1, 4, 7 and 10 Norfolk House. These are not clearly shown on the application.

4.0 Plant

4.1 The change of use from office to and 'aparthotel' will undoubtedly add a considerable amount of mechanical and electrical plant, yet this is not clearly shown in the application.

4.2 The roof plan suggests that existing air handling plant is to be re-used. My understanding is that ventilation and air handling requirements will be considerably more and if the existing plant is to be re-used it is likely to be supplemented by additional equipment. To ensure that no additional noise is produced, an acoustic survey is required to record existing NR levels which can then be fully monitored at completion of the works. Any approval should insist on these existing levels not being exceeded with survey data to demonstrate any new M&E equipment is compliant.

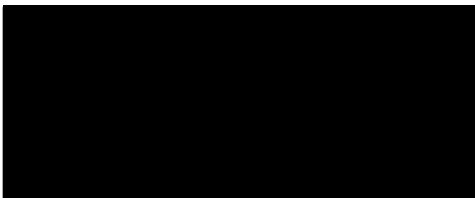
There have already been recent complaints from Norfolk House residents about noise levels from temporary generators.

4.3 Kitchen Extraction – The previous occupier served cold food only and did not have a full kitchen. If the proposed dining accommodation is to have a full kitchen then its kitchen extraction on these location need to be fully identified. This will need proper attention to avoid noise and kitchen smells causing further loss of amenity to neighbours.

4.3 Boiler Flue – The proposed change of use to hotel will considerably increase hot water demand. The location and discharge details of any new boiler flue should be agreed to ensure it will not impact local residential use.

Please treat this letter as formal objection to the proposed change of use until further information and evidence can be provided to demonstrate the above noted mitigation proposals and design changes are implemented.

Yours sincerely



Roger Hawkins



From: [COL - Contact Centre](#)
To: [Pln - CC - Development Dc](#)
Subject: FW: PLN FW: Broken Wharf House (ref: 17/00712/FULL) COL:05099357
Date: 31 August 2017 12:52:11

From: Roger Hawkins [REDACTED]
Sent: 30 August 2017 17:46
To: PRO Queue
Cc: [REDACTED]
Subject: Broken Wharf House (ref: 17/00712/FULL)

Dear Sirs,

Re: Broken Wharf House (ref: 17/00712/FULL)

I write in response to GL Hearn's letter dated 15th August giving information about a current application for Broken Wharf House, 2 Broken Wharf, EC4V 3DT.

I live in flat 4, Norfolk House, adjacent to Broken Wharf House. My living room has 2 windows approximately 6.0m from this proposed 'aparthotel' with bedroom windows looking directly into my flat. Whilst I generally support bringing the building back into use, I am concerned about increase in noise (especially in the evenings and early mornings) and loss of amenity with the hotel guests overlooking my property.

The submission shows proposed plans only and there are no survey or site plans available to illustrate the proximity to adjacent residential units. Scaled plans showing context and adjacent buildings would highlight my concerns and such drawings should be a requirement of a valid planning approval for change of use.

The following measures would be appropriate to mitigate my concerns:

1.0 Ground Floor Proposed

1.1 New glazed entrance doors and screen gives direct access to St. Pauls Path from a dining/lounge area. Any external chairs/tables should have restrictions on late evening use as was agreed with the previous occupier. New shopfronts are shown in plan but there does not appear to be a proposed elevation. The prominent location within a Conservation Area deserves high quality shop fronts. All glazing should be fully acoustically sealed. High quality materials such as door stops and door closers to avoid door slamming should be specified.

1.2 For the reception, new entrance screen should be acoustically sealed with lobbied doors to prevent noise transmission. Alternatively, the proposed entrance should be relocated to the first building bay, where the existing entrance is located, to move the potential source of noise away from Norfolk House residencies.

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4.2 The roof plan suggests that existing air handling plant is to be re-used. My understanding is that ventilation and air handling requirements will be considerably more and if the existing plant is to be re-used it is likely to be supplemented by additional equipment. To ensure that no additional noise is produced, an acoustic survey is required to record existing NR levels which can then be fully monitored at completion of the works. Any approval should insist on these existing levels not being exceeded with survey data to demonstrate any new M&E equipment is compliant. There have already been recent complaints from Norfolk House residents about noise levels from temporary generators, dealt with by your environmental team.

4.3 Kitchen Extraction – The previous occupier served cold food only and did not have a full kitchen. If the proposed dining accommodation is to have a full kitchen then it's kitchen extraction and location need to be fully identified. This will need proper attention to avoid noise and kitchen smells causing further loss of amenity to neighbours.

4.3 Boiler Flue – The proposed change of use to hotel will considerably increase hot water demand. The location and discharge details of any new boiler flue should be agreed to ensure it will not impact local residential use.

Please treat this letter as formal objection to the proposed change of use until further information and evidence can be provided to demonstrate the above noted mitigation proposals and design changes are implemented.

Yours sincerely

997_N276_high



Roger Hawkins

Roger Hawkins
Partner

[Redacted signature block]

PA - Emily Skelton

[Redacted signature block]

Logo



159 St John Street
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Committee:	Date(s):
Planning and Transportation	14 November 2017
Subject: Barbican and Golden Lane Estates: Proposed Conservation Area	Public
Report of: Carolyn Dwyer	For Decision

Summary

The Barbican and Golden Lane Estates Residents' Associations have requested that a new conservation area is designated by the City Corporation to include the Barbican and Golden Lane Estates and surrounding areas.

Committee approved the proposal to assess the area proposed and to consider the findings in May 2017.

An assessment of the proposed area has been undertaken in accordance with national criteria and guidance. This report sets out the results of the assessment which are that two parts of the proposed conservation area would meet the criteria for conservation area designation, i.e. the Barbican Estate and the Golden Lane Estate. The remainder of the proposed area does not meet the criteria, with the exception of Brewery Conservation Area (designated in 1994), where no changes are proposed, and it will remain a conservation area in its own right. If Committee agree that the areas have merit, it is proposed to carry out a public consultation.

Recommendation

Members are asked to:

- Note the report;
- Consider the results of the assessment; and
- Subject to Committee support for the proposals, authorise public consultation to be carried out on the proposals for two new conservation areas.

Main Report

Background

1. In April 2017 the Barbican and Golden Lane Residents' Associations approached the City Corporation with a proposal for a new conservation area. They were concerned that 'there are an increasing number of new developments that are due to affect the setting of the area's listed buildings and a conservation area would help control the massing and appearance of those developments and also allow more consideration of proposed demolition of buildings within the area'. The boundary suggested for the conservation area was London Wall, Aldersgate Street, Baltic Street, Golden Lane, Chiswell Street and Moor Lane and a map is attached in Appendix 1. This would incorporate the existing Brewery Conservation Area. They initiated a public campaign in support of this proposal with a petition of 730 signatures.
2. The City Corporation has a statutory duty under section 69(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to consider whether it should designate conservation areas which are defined as 'areas of special architectural or historic interest, the character of which it is desirable to preserve or enhance'. There are 26 conservation areas in the City which cover 35.8% of the area. Section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act states that 'It shall be the duty of a local planning authority from time to time to review the past exercise of functions under this Section and to determine whether any parts or further parts of their area shall be designated as conservation areas; and if they so determine, they shall designate those parts accordingly'.
3. In the exercise of planning functions, the City Corporation is required to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas and to prepare proposals for their preservation and enhancement. Relevant policy is contained in the City of London Local Plan and the National Planning Policy Framework (NPPF).
4. The designation of a conservation area brings the demolition of buildings within the area under the control of the local planning authority, in the absence of a planning permission for redevelopment. Permitted development rights are more restricted and there is greater control over work to trees. The Mayor of London's powers are unchanged whether the development is within or outside a conservation area.
5. A review of the City's conservation areas was last carried out in 2007. This principally looked at boundaries of existing conservation areas to rationalise and eliminate boundary anomalies, for example, where a boundary ran through a building. It is anticipated that the next full review will be undertaken following completion of the current programme of Conservation Area Character Summary and Management Guidelines SPDs, which is likely to be in 2-3 years. SPDs are in place for 16 conservation areas.

6. The City Corporation has previously carried out reviews of conservation area designation on a comprehensive basis. This has been beneficial as the City is a tight geographical area with a range of areas of different and varying character and has enabled robust, justifiable proposals to be made. It is important that designation boundaries are precise and clear to avoid potential uncertainty.
7. The proposed area has been considered at this stage and a draft assessment undertaken in response to the request by the Barbican and Golden Lane Residents' Associations, supported by a petition.

Current Position

8. The assessment of the significance of the area and its eligibility for designation as a conservation area has been carried out in accordance with the NPPF, Historic England Guidance and City of London policy. The policy context, background information, map of the proposed area and assessment criteria and conclusions are set out in Appendices 1-6.
9. The assessment has taken into account the existing planning context, and valid planning permissions in the area.
10. The proposed area has been divided into five character zones for the purposes of the assessment. The zones are:
 - Zone 1 – Golden Lane Estate
 - Zone 2 – Fann Street, Bridgewater Square
 - Zone 3 – Barbican Estate
 - Zone 4 – Brewery Conservation Area and other buildings
 - Zone 5 – Area to the south of the Barbican Estate, bounded by London Wall and Aldersgate Street.
11. The table below summarises the assessment of the entire proposed conservation area against the criteria.

Zone	Recommended for designation?	Reason
Zone 1 – Golden Lane	Yes	Strongly defined and unified character already contains designated heritage assets within it.
Zone 2 – Fann Street and Bridgewater Square	No	Did not satisfy the criteria.
Zone 3 – Barbican Estate	Yes	Strongly defined and unified character already contains designated heritage assets within it.
Zone 4 – Brewery Conservation Area and other buildings	No	Brewery is a designated conservation area with its own distinct character.

		The remaining part of the area did not satisfy the criteria.
Zone 5 – Area to the south of Barbican Estate	No	Did not satisfy the criteria.

12. Two of five areas meet the criteria for conservation area designation. It is proposed that the Golden Lane Estate and Barbican Estate (zones 1 and 3) be taken forward for consultation as two new proposed conservation areas.
13. There would be an increase in the area of the City covered by conservation areas. At present conservation areas cover 35.8% of the total area of the City of London (including parts of the River Thames). The Barbican Estate occupies 3.76% and Golden Lane Estate occupies 1.44% of the total area of the City of London, raising the total area of conservation areas in the City to 41%.
14. Both the Barbican and Golden Lane Estates are listed in their entirety. For consistency, the boundaries of the proposed conservation areas would be identical to the listed building boundaries.
15. Having assessed the two areas in accordance with national criteria and guidance, it is considered that they are of sufficient significance to be proposed for designation as conservation areas, subject to consultation. Conservation area designation would be a material consideration within the planning process as is their listed status.
16. Zones 2 and 5 are not recommended for conservation area designation for the reasons given in the assessment's conclusion.
17. No changes are proposed to the Brewery Conservation Area which would remain a designated area. The remainder of zone 4 is not recommended for conservation area designation for the reasons given in the assessment's conclusion.

Proposals

18. It is the statutory duty of the City Corporation to consider whether it should designate conservation areas which are defined as 'areas of special architectural or historic interest, the character of which it is desirable to preserve or enhance'.
19. The assessment of the proposed area concludes that two zones satisfy the criteria for designation as conservation areas. If agreed, public consultation would be carried out proposing that Golden Lane Estate and Barbican Estate are designated as two separate conservation areas. The consultation period would follow Historic England Guidance and the City Corporation's Statement of Community Involvement. The assessment would form a part of the public consultation.

Corporate & Strategic Implications

20. The City of London Local Plan is undergoing review. It will set out the type of development that is considered appropriate within and affecting conservation areas and include boundaries on the policy map. Decisions on the designation and boundaries of conservation areas are separate from the Local Plan process.
21. An Equalities Impact Assessment and a Sustainability Appraisal would be undertaken if the proposed areas are designated.

Conclusion

22. The assessment has concluded that two out of five of the zones satisfy the criteria for designation as conservation areas.
23. It is recommended that public consultation, commencing in Autumn 2017, be carried out in relation to the proposal to designate the Golden Lane Estate and Barbican Estate as conservation areas.
24. The outcome of the public consultation and recommendations will be reported to Planning and Transportation Committee.

Appendices

- Appendix 1 – Maps
- Appendix 2 – Criteria for the assessment of the potential of the conservation area
- Appendix 3 – Characterisation of Zones
- Appendix 4 – Proposed conservation area assessment and recommendations.
- Appendix 5 – Background Information
- Appendix 6 – Policy Context

Background Papers:

Planning and Transportation Committee, 23rd May 2017 – Barbican and Golden Lane Estates: Proposed Conservation Area.

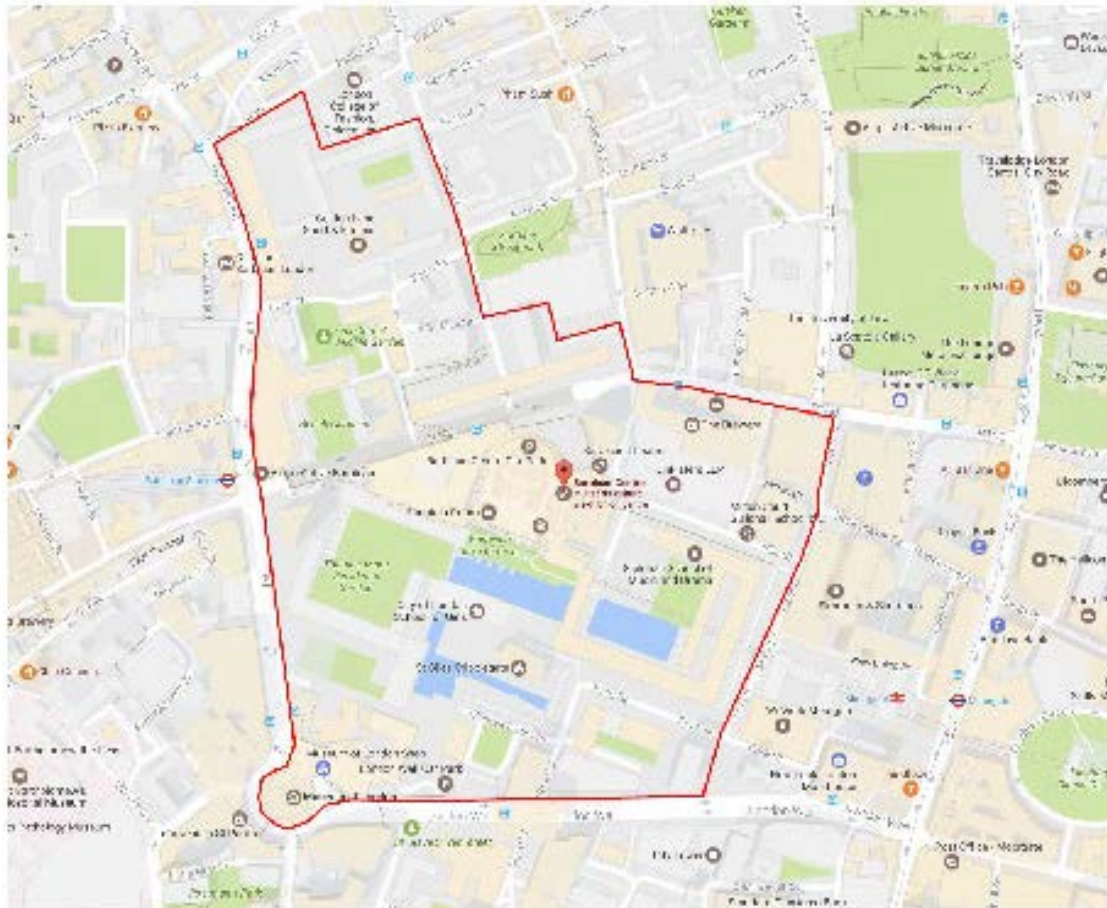
Petra Sprowson
Senior Planning Officer

T: 0207 332 1147 E: petra.sprowson@cityoflondon.gov.uk

Appendix 1. Maps

Map 1:

Map of area proposed by Barbican and Golden Lane Residents Associations as a conservation area



Map 2: Characterisation Zones

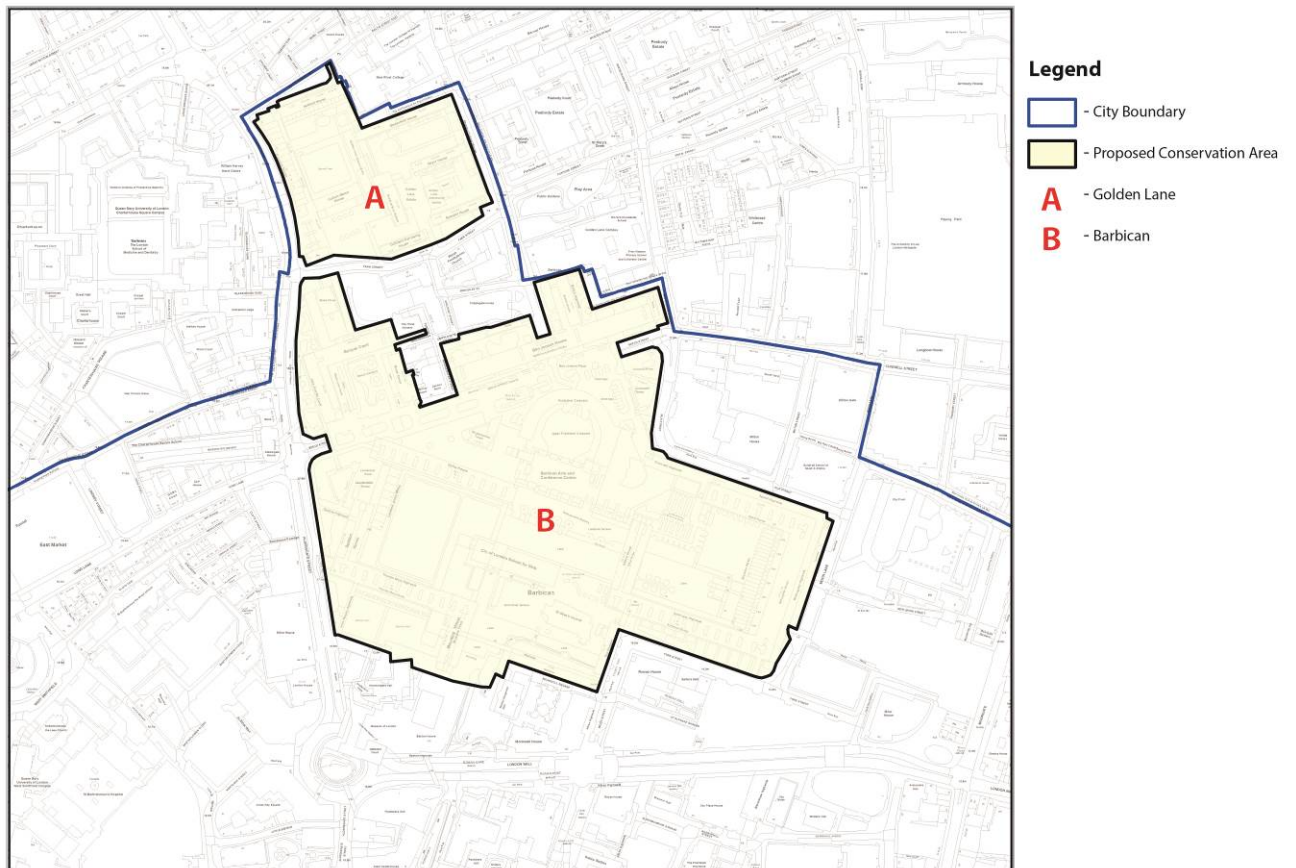


- Zone 1 - Golden Lane Estate
- Zone 2 - Fann Street and Bridgewater Square
- Zone 3 - Barbican Estate
- Zone 4 - Brewery Conservation Area and other buildings
- Zone 5 - Area to the south of Barbican Estate

Map 3: Designated Heritage Assets



Map 4: Proposed Conservation Areas



Appendix 2. Characterisation of Zones

Historic England advises that 'discernible character areas or zones are often evident in larger conservation areas.'

In the proposed area 5 separate character zones have been identified.

Zone 1 – Golden Lane Estate

Zone 2 – Fann Street, Bridgewater Square – the area between the two listed estates

Zone 3 – Barbican Estate

Zone 4 – Brewery Conservation Area and other buildings

Zone 5 – Area to the south of the Barbican Estate, bounded by London Wall and Aldersgate

Zone 1 – Golden Lane Estate –

The Historic England list entry states; *'At the end of WW2 the area between St Paul's and the City lay devastated. The County of London Plan decided on mixed commercial use with some housing for the small number of people who worked in the City. The brief was for 940 one, two, three or four room flats at the maximum possible density of 200 persons to the acre. To achieve this many of the smaller flats had to be in a high tower. Great Arthur House was built in 1953-7 from reinforced concrete. The 17 floor building was the first to break the London County Council's 100 ft height restriction and was briefly the tallest inhabited building in England. The flats were designed for single people and couples such as nurses and policemen who had to live near their work. The architects for the estate were Chamberlin, Powell and Bon. They saw it as a purely urban scheme, formal in layout but creating a sense of place by using colour. Their philosophy was to use every inch of space and provide a wide range of facilities on the site, also to separate pedestrians from traffic. They based this vision on the work of Le Corbusier. The Golden Lane estate eventually contained 1400 flats and maisonettes, a swimming pool, badminton court, bowling green, nursery, playground, community centre, shops and a pub. The estate was popular with professionals such as doctors and is still a self-sufficient 'urban village'. It is seen as the most successful of England's housing developments from the early 1950s.'*

The original design intent is intact in the layout and form of the estate which remains largely as originally built. In general the blocks look inward to the landscaping and open spaces of the estate, giving the estate a semi-private feel. There have been minimal alterations to the external appearance of the estate, except for addition of ramps at the entries to residential blocks and a ramp to provide equal access to the Leisure Centre.

Zone 2 – Fann Street, Bridgewater Square area

The area between the 2 iconic post war listed estates, developed from 1688 after an early 16th century mansion owned by the Earl of Bridgewater burned down. Christopher Wren

was a partner in the development, and many of his colleagues and craftsmen (Hawksmoor, W.Emmett, E.Strong Sen, and H.Doogood) took building leases. The square and garden from the original estate survive, merged on the North side with a larger garden facing Fann Street (Fann Street Wildlife Garden).

The area now comprises a small network of streets and spaces, bounded on the north by Fann Street, Golden Lane on the East, and the Barbican Estate on the South and West.

Buildings of interest in this area are:

- Remains of the former **Cripplegate institute**, founded from parochial charities in 1891, and built 1893-6. The building is in red brick and stone in a free Jacobean style. 1987-92 an extension was constructed behind a retained façade. The original frontage is listed grade II, the new addition is not contextual in design. Now in commercial office use.
- **Jewin Welsh Church**, Fann Street, by Caroe and Partners, 1956-61. It is a solid brick rectangle with square south-west tower and a pitched copper-clad roof. On the tower a pyramidal copper roof with a big square-urn finial. There is a gothic west window with triangular head and tracery in diagonal lines. The building is an undesignated heritage asset.

The remaining buildings in this zone represent a mixture of office, residential and commercial uses.

- Bernard Morgan House has planning permission for redevelopment into a residential building.
- No 35 Fann Street rises to 5 stories on the corner of Viscount Street with a curving, balcony at the corner. The building references the nearby Golden Lane Estate through the use of colour, overhangs and pillars.
- 10-15 Bridgewater Square also occupies the Viscount Street frontage and rises to 7 stories on the Bridgewater Square side of the building. Construction is in brick above the ground floor, rising to 6 stories on Viscount Street.
- Bridgewater House, 6-9 Bridgewater Square – offices built originally in 1926, now residential with tall round headed windows and coloured brickwork by Prudential Architects c.1985.
- The Central Point building on Bridgewater Street comprises a six storey office building in Portland stone. A horizontal slab style block somewhat reminiscent of the Barbican residential slab blocks

Bridgewater Square itself remains an open space, with a children's nursery and playground using the Square. Buildings to the east and south represent recent office and residential developments that are not contextual with the Barbican Estate that rises to the west of the square.

Zone 3 – Barbican Estate

The Historic England List entry states; *'Estate of flats, maisonettes and terraced houses, hostel, girls' school, school of music and drama, and arts centre (with concert hall, theatre, studio theatre, cinemas, library, art gallery, conservatory, restaurants and offices), with underground car parking, pedestrian walks and canal. Designed 1955-59, arts centre element redesigned 1964-8; built with modifications in 1962-82 to the designs of Chamberlin, Powell and Bon (subsequently Chamberlin, Powell and Bon (Barbican)) for the Corporation of the City of London; engineers, Ove Arup and Partners.*

Poured in situ reinforced concrete with exposed surfaces largely pick hammered and with smaller areas bush hammered, exposing Pen Lee granite aggregate, with glazed engineering brick cladding to City of London School for Girls, the Guildhall School of Music and Drama, Wallside, the Postern and plinths to lakeside blocks and water features. Flat asphalted roofs, paved with concrete tiles in keeping with the wall finishes. The main blocks are supported by concrete columns forming an extension to the bored piles sunk up to 60ft deep. The tower blocks' main structure is formed by a central lift shaft and stairwells with a peripheral framework of beams and split piers rising from exposed columns; the structure of the terrace blocks is based in concrete cross-walls supported on columns with floor slabs spanning between the cross-walls and the balcony edge beams. Podium and the tower blocks have thick upswept concrete balustrades developed by Ove Arup and Partners in consultation with the architects in 1961.'

The Barbican Estate is the result of the planned redevelopment of a large 2nd World War bomb damaged site. The aim was to provide a mixture of uses on the same site. The podium and highwalk allowed the separation of pedestrians from traffic. The intention was that the highwalk would connect to others across the City of London, resulting in a more extensive network of pedestrian routes. This was never fully realised and the Barbican Highwalk remains the only surviving element of this design ambition. However, the estate's continued connection beyond its boundaries via bridges, stairs, ramps and lifts remains a vital element of the Barbican's continued success and special interest.

The strength of the design and the materials used form an important element of the significance of the Barbican Estate. The inward looking, semi-private nature of the estate as originally planned by the architects and the Brutalist architecture survives to a great degree. There have been some alterations, and repairs have been necessary in many places. Some later insertions have caused damage to the significance of the estate. However since listing, and the adoption of the Listed Building Management Guidelines (adopted 2005, revised 2012), stakeholders continue to ensure that repairs and alterations are carefully considered and do not cause harm to the significance of the estate.

Zone 4 – Brewery Conservation Area

Brewery Conservation Area was designated in 1994. This adjoins Chiswell Street Conservation Area in Islington. The character of the area has been summarised as; 'Important complex of buildings critical to the history of the brewing industry in and around the City of London'.

The main roads of the area and overall pattern of streets remain largely unaltered since they were established in the medieval period. A brewery designed specifically for the mass production of porter was completed by 1750, and as the scale of operation increased, further development took place. By 1800 the brewery had extended to both sides of Chiswell Street and throughout the 19th century both sites continued to expand with further technological improvements being made. Brewing at Chiswell Street ceased in 1976 and two acres of brewery buildings to the south of the Porter Tun Room – including the malt store were demolished and redeveloped for office use. Parts of the retained buildings on the south side of Chiswell Street were modified as banqueting and reception rooms, exhibition space, conference facilities and offices for Whitbread's corporate activities.

Brewery Conservation Area is characterised by a close-grained townscape; a small number of modestly scaled, 18th century buildings is set around a paved court. These relatively simple buildings are of red and brown stock brick, with cornices and storey bands providing surface modelling and decoration and almost all have sash windows. The most elaborate facades are those containing the two public houses and the arched entrance to the yard itself.

The area now provides pleasant respite from the traffic along Chiswell Street. Although brewing no longer takes place at Chiswell Street, the character of the area is now enlivened by the variety of uses located here.

To the South of Brewery Conservation Area and to the North of the Barbican Estate lies a strip of modern buildings. These buildings line the north side of Silk Street and the west side of Moor Lane and include the recently completed Milton Court, Guildhall School of Music and Drama. Glass facades, with minimal modelling, and 1990s post-modern office buildings characterise this area. These buildings provide a buffer between the contrasting characters of Brewery Conservation Area and the Barbican Estate, keeping them firmly apart.

Zone 5 – Area to the south of the Barbican Estate, bounded on the south by London Wall

The west end of London Wall is the product of compulsory purchase and post-war re-planning. The present layout follows the LCC-City scheme announced in September 1955. A new main road (then called Route XI) was planned with an integrated sequence of 6 office towers. Bulk, heights and module of the new buildings were determined, though the final designs were by private architects. The scheme was important as it was the first in England to provide a pedestrian upper walkway throughout, with stairs to street level and bridges connecting the Barbican Estate with other areas of the City.

Of the planned 6 towers, only one remains. They were 18 to 20 storeys, similar but not identical, spaced equidistantly at an oblique angle to the street, 4 on the north and 2 on the south. These tall towers were to have smaller (8 storey) buildings dotted around them. Shops and the building entrances were located on the highwalk, with the ground floor reserved for vehicles and servicing. London Wall was a dual carriageway, with pavements, but almost exclusively used by vehicles. Beneath London Wall lies an underground car park. The plan was completed in the mid-1970s with the Museum of London with its Bastion,

roundabout and Bastion House. In the 28 acres of the plan there was generous provision for gardens and open spaces, and incorporating stretches of the Roman and Medieval City walls.

The intended use of the highwalks by pedestrians and its extension across the city was only partially realised. Since the inception of the London Wall development the majority of the buildings have been demolished and replaced with buildings that do not contribute to the original coherent design either in height, mass, design or oblique alignment.

A major alteration since the original redevelopment of the area is the large Alban Gate development (1988-92). The development forms a huge segmental arch over the top of London Wall bisecting the views along its length.

A further characteristic of the area has been the incorporation of several 20th century Livery Company Halls in amongst the post-war urban development. Salters' Hall, Barber Surgeons' Hall and Ironmongers' Hall are located at street level.

The London Wall Place development currently under construction incorporates new office and mixed use development with an extended open space at ground level and incorporating north-south and east-west highwalk links.

Appendix 3: Criteria for the assessment of the potential of the Conservation Area.

The proposed area has been assessed in accordance with current guidance as set out in the NPPF and by Historic England (Conservation Area Designation, Appraisal and Management, Historic England Advice Note 1).

Each zone has been assessed against the criteria below (1-12). A yes/no response has been recorded, with a brief justification for each.

1. Is it the work of a particular architect or designer of regional or local note?
2. Does it have landmark quality?
3. Does it reflect a substantial number of other elements in the conservation area in age, style, materials, form or other characteristics?
4. Does it relate to adjacent designated heritage assets in age, materials or in any other historically significant way?
5. Does it contribute positively to the setting of adjacent designated heritage assets?
6. Does it contribute to the quality of recognisable spaces including exteriors or open spaces within a complex of public buildings?
7. Is it associated with a designed landscape, e.g. a significant wall, terracing or a garden building?
8. Does it individually, or as part of a group, illustrate the development of the settlement in which it stands?
9. Does it have significant historic associations with features such as the historic road layout, burgage plots, a town park or a landscape feature?
10. Does it have historic associations with local people or past events?
11. Does it reflect the traditional functional character or former uses in the area?
12. Does its use contribute to the character or appearance of the area?

Other themes have also been taken into account in the assessment of the Zone.

- Areas with a high number of nationally designated heritage assets and a variety of architectural styles and historic associations
- Those linked to a particular industry or individual with a particular local interest.
- Where an earlier, historically significant, layout is visible in the modern street plan.
- Where a particular style of architecture or traditional building materials predominate.
- Areas designated because of the quality of the public realm or a spatial element, such as a design form or settlement pattern, green spaces which are an essential component of a wider historic area, and historic parks and gardens and other designated landscapes, including those on the Historic England Register of parks and gardens of special historic interest.

Conclusion - The analysis of each zone will be tabulated and a final assessment of the zones and the entire area will be made.

Appendix 4: Proposed Conservation Area Assessment and Recommendations

The zones have been assessed against the criteria, followed by a summary of the assessment for each zone.

A concluding section will draw together the findings and make a recommendation.

Zone 1 – Golden Lane Estate

#	Criteria	Yes/No	Notes
1.	Is it the work of a particular architect or designer of regional or local note?	Yes	The Estate is designed by Chamberlin, Powell and Bon
2.	Does it have landmark quality?	Yes	The estate is a highly designed group of buildings and open spaces.
3.	Does it reflect a substantial number of other elements in the conservation area in age, style, materials, from or other characteristics?	Yes	Golden Lane estate was designed as a whole, set-piece.
4.	Does it relate to adjacent designated heritage assets in age, materials or in any other historically significant way?	Yes	It relates to the later Barbican Estate as it was designed by the same architects and has a strong relationship in design terms.
5.	Does it contribute positively to the setting of adjacent designated heritage assets?	Yes	It contributes to the setting of the Barbican Estate.
6.	Does it contribute to the quality of recognisable spaces including exteriors or open spaces within a complex of public buildings?	Yes	Golden Lane incorporates within it large areas of designed open space.
7.	Is it associated with a designed landscape, e.g. a significant wall, terracing or a garden building?	Yes	Large areas of open space are an integrated part of the design.
8.	Does it individually, or as part of a group, illustrate the development of the settlement in which it stands?	Yes	Golden Lane represents a point in time of post-war redevelopment and design. Modern materials and design philosophy were used to provide much needed high density housing in a designed landscape. The mixed residential and amenity provision within the estate was an important aspect of the design.
9.	Does it have significant historic	No	Prior historic buildings and roads

	associations with features such as the historic road layout, burgage plots, a town park or a landscape feature?		were destroyed by second world war bombing and post-war clearance. The area was levelled to basement level, and the layout of Golden Lane does not make reference to previous features or road layouts.
10.	Does it have historic associations with local people or past events?	No	The 20 th century estate makes no reference to previous associations or events.
11.	Does it reflect the traditional functional character or former uses in the area?	Yes	The area was severely damaged by bombing and a wholly new estate built. However the sunken areas of the estate do make use of former basements.
12.	Does its use contribute to the character or appearance of the area?	Yes	The residential character of the estate with the leisure and community facilities interwoven into the design is of great benefit to the character of the area. The appearance of the area is enhanced by the coherence of the estate which was designed as a set-piece, with consistent design running through the building and landscape elements.

Zone 1 satisfies 10/12 of the criteria for designation as a conservation area.

Golden Lane Estate is a designated heritage asset Listed Grade II, with Crescent House Listed Grade II*. In the assessment it has been relevant to examine the additional protections that would be gained from designating it as a conservation area.

Listed below are the protections that are afforded to areas that have been designated as conservation areas (Historic England). Each point is followed by a comparison with listed building protection(italics).

- The requirement in legislation and national planning policies to preserve and/or enhance.
Listed building consent is required for alterations or extensions which would affect its character as a building of special architectural or historic interest. The more important the asset the greater weight should be given to its conservation. A listed building is a more significant heritage asset than a conservation area.
- Local planning policies which pay special attention to the desirability of preserving or enhancing the character or appearance of the area.

Listed buildings have protection in National Policy and legislation where alterations are proposed, and where harm or substantial harm to the significance of the heritage asset would be caused by the proposed works. This is afforded by the duty in s.66 LBA 1990. Setting of a heritage asset is a material consideration which applies to listed buildings and conservation areas.

- Control over demolition of unlisted buildings.
As the entire Golden Lane Estate is listed, this would not apply
- Control over works to any trees.
The City Corporation controls works to trees on the estate and seeks to retain or replace trees wherever possible. There are no TPOs in the area.
- Fewer types of advertisements which can be displayed with deemed consent
The effect that advertisements have on the appearance of the estate would be assessed against the harm or substantial harm that may be caused to the listed building.
- Restriction on the types of development which can be carried out without the need for planning permission (permitted development rights).
As a listed building, alterations, repairs and development on Golden Lane Estate is more strictly controlled than in conservation areas. All works on the estate are potentially subject to listed building consent requirements and controls.

Zone 1 Summary and Conclusions

Golden Lane Estate satisfies the criteria for designation as a conservation area.

The estate is listed, and the architectural and historic significance of the estate is protected by virtue of the statutory protections provided to listed buildings. As such, conservation area designation would not significantly alter the material considerations in the planning process. The criteria and assessment carried out indicate that the area is of sufficient significance to be considered for designation as a conservation area.

Zone 1 - Designation as a conservation area is recommended.

Zone 2 – Fann Street, Bridgewater Square – the area between the two listed estates

#	Criteria	Yes/No	Notes
1.	Is it the work of a particular architect or designer of regional or local note?	No	The buildings in this area represent a variety of architects, building ages and styles.
2.	Does it have landmark quality?	No	There is no coherent plan to the landscape that would give it landmark quality.
3.	Does it reflect a substantial number of other elements in the conservation area in age, style, materials, form or other characteristics?	No	There is no defined character for this area, whether through a group of buildings of similar age, or style.
4.	Does it relate to adjacent designated heritage assets in age, materials or in any other historically significant way?	No	The development of Bridgewater Square pre-dates the adjacent Barbican and Golden Lane 20 th century estates. The ephemeral remains of the original plan form do not relate to adjacent designated heritage assets.
5.	Does it contribute positively to the setting of adjacent designated heritage asset?	No	The buildings of the area make a neutral contribution to adjacent designated heritage assets. They neither detract, nor do they contribute positively.
6.	Does it contribute to the quality of recognisable spaces including exteriors or open spaces within a complex of public buildings?	No	Bridgewater Square is a recognisable open space in this zone, however there are no elements remaining that mark it out as significant, and the surrounding buildings do not contribute to its character as an open space.
7.	Is it associated with a designed landscape, e.g. a significant wall, terracing or a garden building?	No	Whilst Bridgewater Square and Fann Street garden are both historic elements of the landscape, their current layout, boundary and quality of materials do not qualify them as designed landscapes.
8.	Does it individually, or as part of a group, illustrate the development of the settlement in which it stands?	Yes	The buildings in this zone chart the development of the area from the first world war onwards, based on a historic plan form.
9.	Does it have significant historic	Yes	Some of the original plan form of

	associations with features such as the historic road layout, burgage plots, a town park or a landscape feature?		the Bridgewater estate survives in the form of the square and the garden.
10.	Does it have historic associations with local people or past events?	Yes	There is an association with the Bridgewater estate.
11.	Does it reflect the traditional functional character or former uses in the area?	No	The area has significantly altered over the past century and no longer reflects the original estate.
12.	Does its use contribute to the character or appearance of the area?	No	The area is now of mixed residential and commercial use, without buildings of standout merit to contribute to the character or appearance of the area.

Zone 2 satisfies 3/12 of the criteria for designation as a conservation area.

Zone 2: Summary and Conclusions

Fann Street/ Bridgewater Square area has developed over the last century into a network of streets and open spaces with a variety of building types. It is an area with historical associations from the 18th century; however the evidence that survives in the plan form is not of sufficiently high quality and defined character. Buildings of merit in the area are the Welsh Church and the Cripplegate Institute. Other buildings in the zone do not contribute sufficiently to the character of the area.

Zone 2 - Designation as a conservation area is NOT recommended.

Zone 3 – Barbican Estate

#	Criteria	Yes/No	Notes
1.	Is it the work of a particular architect or designer of regional or local note?	Yes	The Estate was designed by the architects Chamberlin, Powell and Bon
2.	Does it have landmark quality?	Yes	The Barbican is a high quality estate with high quality designed spaces. It is a tourist destination in its own right, by virtue of its design and use of materials.
3.	Does it reflect a substantial number of other elements in the conservation area in age, style, materials, form or other characteristics?	Yes	The estate is a set-piece design that was fully realised as intended and with minimal alterations since completion. Material, design and scale are consistent throughout the estate reinforcing its character and quality. It has successfully incorporated heritage assets within its boundaries.
4.	Does it relate to adjacent designated heritage assets in age, materials or in any other historically significant way?	Yes	It relates to the adjacent Golden Lane Estate, designed by the same architects. Barbican and Golden Lane show the progression of technology and design by these architects through the post-war period.
5.	Does it contribute positively to the setting of adjacent designated heritage assets?	Yes	The Barbican estate accommodates St Giles Church (Grade I) and the Fort Wall (SAM) within its boundaries. These have been included and celebrated by the landscaping and whilst they are of contrasting styles they provide for a complex of multi-period heritage assets.
6.	Does it contribute to the quality of recognisable spaces including exteriors or open spaces within a complex of public buildings?	Yes	The Barbican Estate is a complex of buildings and open spaces. The open spaces play an important part in the design, use and enjoyment of the estate by residents and members of the public.
7.	Is it associated with a designed landscape, e.g. a significant wall, terracing or a garden building?	Yes	The Scheduled Ancient Monument lies within the boundary of the estate.
8.	Does it individually, or as part of a	Yes	Barbican Estate is a nationally

	group, illustrate the development of the settlement in which it stands?		significant example of post-war planning and design. Modern materials and design philosophy were used to provide much needed high density housing in a designed landscape. The mixed residential and education and arts provision was an important aspect of the design.
9.	Does it have significant historic associations with features such as the historic road layout, burgage plots, a town park or a landscape feature?	Yes	The design has utilised below ground levels that were the basements buildings destroyed during the 2 nd world war. Frobisher crescent reflects a previous road layout.
10.	Does it have historic associations with local people or past events?	Yes	The establishment and long history of St Giles' Church has played an important part in local history.
11.	Does it reflect the traditional functional character or former uses in the area?	No	The area has altered significantly from the pre-war use which was crossed by the railway, roads, some residential but mostly commercial uses
12.	Does its use contribute to the character or appearance of the area?	Yes	Mixed use – residential, amenity and education enlivens the area in a variety of ways

Zone 1 satisfies 11/12 of the criteria for designation as a conservation area.

Barbican Estate is a designated heritage asset Listed at Grade II. In the assessment it has been relevant to examine the additional protections that would be gained from designating it as a conservation area.

See above (Zone 1 – Golden Lane) for the relevant protections, which are the same for the Barbican Estate.

Zone 3 Summary and Conclusions

The estate is listed, and the architectural and historic significance of the estate is protected by virtue of the statutory protections provided to listed buildings. As such, conservation area designation would not significantly alter the material considerations in the planning process. The criteria and assessment carried out indicate that the area is of sufficient significance to be considered for designation as a conservation area.

Zone 3 - Designation as a conservation area is recommended.

Zone 4 – Brewery Conservation Area

#	Criteria	Yes/No	Notes
1.	Is it the work of a particular architect or designer of regional or local note?	No	Whilst the majority of buildings were constructed for one particular purpose and a specific company (Whitbread), they developed as a complex of buildings over time. The remaining modern buildings are not representative of a particular architect.
2.	Does it have landmark quality?	Yes	The Brewery part of the area has landmark quality; the modern buildings on Silk Street and Milton Street do not.
3.	Does it reflect a substantial number of other elements in the conservation area in age, style, materials, form or other characteristics?	No	There is a distinctive split in the character of this zone. The Brewery buildings represent a particular function and character. The remaining office/residential buildings reflect the era of modern developments.
4.	Does it relate to adjacent designated heritage assets in age, materials or in any other historically significant way?	Yes	The Brewery buildings relate strongly to one another as a complex of buildings designed and constructed for one purpose. The modern buildings do not relate to adjacent designated heritage assets.
5.	Does it contribute positively to the setting of adjacent designated heritage assets?	Yes	The Brewery buildings form a strong group with a positive character.
6.	Does it contribute to the quality of recognisable spaces including exteriors or open spaces within a complex of public buildings?	Yes	The Brewery buildings are grouped around an open yard which contributes positively to the area.
7.	Is it associated with a designed landscape, e.g. a significant wall, terracing or a garden building?	No	The area is distinctly urban in character with little planned open space except hard surfaces and yard areas.
8.	Does it individually, or as part of a group, illustrate the development of the settlement in which it stands?	Yes	The Brewery buildings reflect the past use of the area. Brewing was a significant element of the area's historic character.
9.	Does it have significant historic associations with features such as	Yes	The Brewery buildings retain the original street layout of the area

	the historic road layout, burgage plots, a town park or a landscape feature?		
10.	Does it have historic associations with local people or past events?	Yes	The Brewery buildings are associated with the brewing industry in the City of London, and particularly the Whitbread Brewery
11.	Does it reflect the traditional functional character or former uses in the area?	Yes	It reflects the traditional brewing function of the area
12.	Does its use contribute to the character or appearance of the area?	No	The use of the Brewery buildings does not contribute to the character or appearance of the area, as the buildings are no longer in their traditional use.

Zone 4 satisfies 8/12 of the criteria for designation as a conservation area.

The Brewery complex of buildings is already a conservation area, designated by the City of London Corporation. Many of the buildings are also listed. Brewery Conservation Area has its own distinctive character which does not sit comfortably with the adjacent new buildings on Silk Street and Milton Street, also in Zone 4.

The adjacent Zone 3 (Barbican Estate) has a strong 20th century character of its own, which is different from Brewery Conservation Area.

Zone 4 Summary and Conclusions

The Brewery complex of buildings satisfies the criteria for designation as a conservation area by virtue of the contribution of the historic brewery buildings. The character of the Brewery Conservation Area is such that it should remain a conservation area in its own right, and not be merged with a new larger area, which would dilute the strength of the area's character.

The 4 new buildings on Silk Street and Milton Street would not, alone, satisfy the criteria for designation as a conservation area.

Zone 4 - Brewery Conservation Area re-designation as a new larger conservation area to include the Barbican and Golden Lane Estates and other areas is NOT recommended.

Zone 4 – Modern buildings on Silk Street and Milton Street designation as a conservation area is NOT recommended.

Zone 5 – Area to the south of the Barbican Estate, bounded on the south by London Wall

Criteria	Yes/No	Notes
Is it the work of a particular architect or designer of regional or local note?	No	The existing buildings are by different architects and no longer sufficiently reflect the original town planning intent of the area.
Does it have landmark quality?	No	The landmark quality of the original design has been extensively altered to its detriment.
Does it reflect a substantial number of other elements in the conservation area in age, style, materials, form or other characteristics?	No	The buildings are of different styles and periods
Does it relate to adjacent designated heritage assets in age, materials or in any other historically significant way?	No	The design of the area has allowed space for the designated heritage assets, but does not refer to them in design or choice of materials.
Does it contribute positively to the setting of adjacent designated heritage assets?	No	The designated heritage assets in this zone all sit at ground level, with much of the remaining element above at highwalk level
Does it contribute to the quality of recognisable spaces including exteriors or open spaces within a complex of public buildings?	Yes	The designed highwalk that was an extension of the Barbican podium level walkways, creates a series of important routes and spaces separated from vehicle level routes.
Is it associated with a designed landscape, e.g. a significant wall, terracing or a garden building?	Yes	Scheduled Ancient Monuments in St Alphage Gardens and adjacent to the Barber Surgeons' Hall.
Does it individually, or as part of a group, illustrate the development of the settlement in which it stands?	Yes	The long history of the area is reflected in the surviving designated heritage assets of the Scheduled Ancient Monuments, St Alphage Tower and the more recent Salters' Hall. The conscious design of the area in the post-war era also reflects an important period in the development of the City of London.
Does it have significant historic associations with features such as the historic road layout, burgage plots, a town park or a landscape feature?	Yes	London Wall marks the location of the Roman and medieval city wall. This survives as a Scheduled Ancient Monument in the car park beneath London Wall, and as buried archaeological remains beneath the road
Does it have historic associations with local	No	The Post war planning and re-development of the area makes not reference to previous plan

people or past events?		form except in the accommodation of the Scheduled Ancient Monuments and Livery Halls which reflect previous land uses.
Does it reflect the traditional functional character or former uses in the area?	No	The large buildings and highwalk have largely removed all physical references to previous uses and functions.
Does its use contribute to the character or appearance of the area?	No	The use is largely commercial, with some amenity facilities (Museum of London). However the design of the buildings does not contribute positively to the character or appearance of the area.

Zone 5 satisfies 4/12 of the criteria for designation as a conservation area.

Zone 5 Summary and Conclusions

The area to the south of the Barbican Estate, bounded on the south by London Wall does not sufficiently satisfy the criteria for designation as a conservation area. Whilst the area has significant designated heritage assets within it, the original design intent of this commercial fringe has been dramatically altered over time, and has lost much of its original character.

Zone 5 - The area to the south of the Barbican Estate, bounded on the south by London Wall designation as a conservation area is NOT recommended.

Conclusion

The table below summarises the assessment of the proposed conservation area against the agreed criteria.

Zone	Recommended for designation?	Reason
Zone 1 – Golden Lane Estate	Yes	Strongly defined and unified character already contains designated heritage assets within it.
Zone 2 – Fann Street and Bridgewater Square	No	Did not satisfy the criteria.
Zone 3 – Barbican Estate	Yes	Strongly defined and unified character already contains designated heritage assets within it.
Zone 4 – Brewery Conservation Area and other buildings	No	Part is already a conservation area with its own character. Part did not satisfy the criteria.
Zone 5 – Area to the south of Barbican Estate	No	Did not satisfy the criteria.

Two of the five areas meet the criteria for conservation area designation. The majority of the areas (3 out of 5 zones) do not meet the criteria for designation as a conservation area. Therefore, the proposed area as a whole is not recommended for conservation area designation.

Two zones do satisfy the criteria for conservation area designation. It is proposed that the Barbican Estate and Golden Lane Estate be taken forward as 2 new proposed conservation areas.

Zone 4 is partly an existing conservation area (Brewery Conservation Area) and partly undesignated. Brewery Conservation Area will remain a conservation area as currently designated. The remaining buildings in Zone 4 are not recommended for designation as a conservation area.

The remaining zones 2 and 5 are not recommended for conservation area designation.

Appendix 5. Background Information

Existing controls and guidance are in place for some of the buildings or groups of buildings in the proposed area. These are identified below, and relevant issues are summarised as background information for the assessment of the potential significance of the proposed conservation area.

Designated Heritage Asset	Designation/Guidance
Golden Lane Estate	Listed – Grade II & II* Listed Building Management Guidelines
Barbican Estate	Listed – Grade II Register of Historic Parks and Gardens of special historic interest in England Listed Building Management Guidelines – Vols I, II, IV and Volume III in partial preparation
St Giles' Church	Listed – Grade I
Brewery	Conservation Area
Whitbread's Brewery, Room Number 1	Listed – Grade II
Partner's House, Whitbread's Brewery and attached railings	Listed – Grade II*
Entrance Wing, Whitbread's Brewery (South Side)	Listed - Grade II
Sugar Room, Whitbread's Brewery (South Side)	Listed – Grade II
Bridge over the yard, Whitbread's Brewery (South Side)	Listed – Grade II
Thirteen Bollards in the yard, Whitbread's Brewery (South Side)	Listed – Grade II
Whitbread's Brewery Building, next to the King's Head Public House	Listed – Grade II
Salters' Hall, Fore Street	Listed – Grade II
Cripplegate Institute	Listed – Grade II (Façade retention)
London Wall: section of Roman and medieval wall and bastions, west and north of Monkwell Square.	Scheduled Ancient Monument
London Wall: site of the Roman and medieval	Scheduled Ancient Monument

gateway of Cripple Gate.	
London Wall: section of Roman and medieval wall at St Alphage Garden, incorporating the remains of St Alphage Church.	Scheduled Ancient Monument
Remains of Tower to former Church of St Alphage	Listed - Grade II.
56 Chiswell Street	Listed - Grade II.
53, 54 and 55 Chiswell Street	Listed - Grade II.
The King's Head Public House	Listed - Grade II.
Museum of London	A Certificate of Immunity was issued under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended, as the Secretary of State does not intend to list this building. The certificate was issued on 22nd July 2015 and will expire on 21st July 2020.
Bastion House	A Certificate of Immunity was issued under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended, as the Secretary of State does not intend to list this building. The certificate was issued on 22nd July 2015 and will expire on 21st July 2020.
Bernard Morgan House	The building was assessed for listed, but not listed. Planning permission for re-development has been granted.
Ironmongers' Hall	Undesignated Heritage Asset
Brewery	Conservation Area

Appendix 6: Policy Context

Conservation areas are designated heritage assets protected by legislation.

The City Corporation has a statutory duty under section 69(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to consider whether it should designate conservation areas which are defined as ‘areas of special architectural or historic interest, the character of which it is desirable to preserve or enhance’.

There are 26 conservation areas in the City which cover 35.8% of the area.

Section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that ‘It shall be the duty of a local planning authority from time to time to review the past exercise of functions under this Section and to determine whether any parts or further parts of their area shall be designated as conservation areas; and if they so determine, they shall designate those parts accordingly’.

National Legislation, Policy and Guidance

Planning (Listed Buildings and Conservation Areas) Act 1990.

Sections 69 – 76 control the designation, assessment and control of development within conservation areas.

NPPF

Section 12, paragraphs 126 – 141 provides guidance on the treatment of Heritage Assets and the Historic Environment within the planning framework.

Historic England Guidance

Historic England provides guidance to local authorities regarding their responsibilities to designate and manage conservation areas in their document ‘Conservation Area Designation Appraisal and Management’, published 25th February 2016

London Plan

The London Plan sets out broader strategies and expectations as regards the Historic Environment.

City of London Local Plan

The City of London Local Plan, paragraph 3.12.1, sets out the City Corporation’s commitment to managing and enhancing the historic environment. It says:

‘The City’s unique townscape of historic buildings, streets and open spaces juxtaposed with contemporary modern buildings creates a varied, attractive and lively environment which attracts companies and visitors who support the services which contribute to its cultural vibrancy. The City contains a large number of heritage assets which include over 600 listed buildings, 26 conservation areas, 48 scheduled ancient monuments and 4 historic parks and gardens. There are many

protected trees in conservation areas and with Tree Preservation Orders. Historic buildings characteristic of the City include notable buildings such as Mansion House, Guildhall and St Paul's Cathedral, livery company halls and a large number of places of worship. In addition, the Tower of London, which lies just outside the City boundary, is inscribed by UNESCO as a World Heritage Site of outstanding universal value and its protection includes a defined local setting which is partly within the City. The Mayor's Supplementary Planning Guidance 'World Heritage Sites – Guidance on Settings' provides guidance on how the setting of the World Heritage Site can be positively managed, protecting heritage while encouraging change, in accordance with the NPPF.'

The Local Plan Policy DM12.2 states:

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

The designation of a conservation area carries with it the statutory duty to consider how an area or areas can be preserved and enhanced. Conservation areas are defined as designated heritage assets within the NPPF and therefore the settings and significance of conservation areas should be sustained and enhanced. The City Corporation will take the opportunity presented by development proposals within a conservation area to strengthen the special character of that conservation area and its setting.

Planning permission is required to demolish unlisted buildings in a conservation area. A significant number of buildings in conservation areas, whilst not being listed, contribute positively to the character of these areas. Any application to demolish a building in a conservation area will be considered in terms of the contribution the building makes to the character or appearance of the area concerned.

The boundaries of the City's conservation areas will be kept under review.'

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Committee:	Date:
Planning and Transportation Committee - For decision	November 14 th 2017
Subject: Culture Mile Look and Feel Strategy draft: consultation	Public
Report of: Director of the Built Environment	For Decision
<p style="text-align: center;">Summary</p> <p>Culture Mile is an initiative led by the City of London Corporation, The Barbican, Guildhall School of Music & Drama, London Symphony Orchestra and the Museum of London. It aims to animate the north-west corner of the square mile with imaginative collaborations and events, making Culture Mile a corner of London where creativity is fast becoming the most valuable currency. The project also responds to the opening of Crossrail at Farringdon and Moorgate, which will make the area more connected than ever.</p> <p>In October 2016, Members approved a project to develop a strategy for a distinct 'Look and Feel' of the public realm. The project aimed to produce a clear and demonstrable direction to the City's ambitions for the public realm in Culture Mile and to set out how to deliver change in the area in the most efficient and coordinated manner.</p> <p>After a tender exercise, Fluid were appointed in January 2017 to complete this work. The brief for the strategy set out a number of key themes to be explored: Lighting; way finding; public information; public art and place activation; greening; servicing, infrastructure and management; and relationship to the Low Emission Neighbourhood (LEN) initiative.</p> <p>Since then the development of the strategy has been underway, using a method that has included regular workshops with stakeholders drawn from different City departments, Culture Mile partners, and residents' representatives. In addition, a series of 'pop-up' activities were held to engage with the public on the themes emerging in the strategy.</p> <p>A draft has now been completed, and has been agreed by the working party. The strategy contains a series of environmental enhancements and other projects/ approaches to improving the area, grouped into four aims:</p> <ul style="list-style-type: none"> • Form a Cultural Spine • Take the Inside Out • Create Opportunities to Discover and Explore • Be Recognised, Be Different 	

This report sets out details of the planned public consultation to aid the development of the Culture Mile Look and Feel Strategy. Copies of the draft strategy are available in the Members' Reading Room.

Officers are recommending that a formal public consultation exercise is undertaken to gather public responses to the ideas in the Strategy. It is proposed that the Strategy is out for consultation for a period of 11 weeks, using a variety of methods as set out in this report. The approach will closely follow the corporate approach to consulting with Barbican residents and follows previously successful consultation exercises conducted by the public realm team when developing Area Strategies.

The costs for the consultation will be funded from the approved budget for the Look and Feel Strategy.

Recommendation:

That the draft Culture Mile Look and Feel Strategy be publically consulted upon in November, December and January, and a final version brought back to members for adoption, incorporating the feedback received.

Main Report

Background

1. In October 2016, Members approved a project to develop a Culture Mile 'Look and Feel' public realm strategy. The project aimed to produce a strategy that would give clear and demonstrable direction to the City's ambitions for the public realm in Culture Mile; and to set out how to deliver change in the area in the most efficient and coordinated manner.
2. The brief for the strategy set out a number of key themes to be explored: Lighting; way finding; public information; public art and place activation; greening; servicing, infrastructure and management; and relationship to the Low Emission Neighbourhood (LEN) initiative.
3. After an open tender exercise, the architects Fluid were appointed to deliver the strategy. Their team included sub-contractors from: Arup (digital and landscape); Seam lighting; Contemporary Arts Society; and Alan Baxter, who together were able to provide the correct expertise to fulfil the wide-ranging brief.
4. The process has involved an in-depth research period and analysis of the area; including interviews with relevant stakeholders. Throughout the period a large working party has met to review draft ideas and take part in workshops to gain their views. These sessions have included representation from officers including Planning, Heritage, City Transportation, City Police, Open Spaces, Highways, and all four Culture Mile partners (Barbican, LSO, Guildhall School, Museum of London). The working party has also included local residents'

representatives. Through this process the working party has endorsed the recommendations that are in the draft strategy.

5. In addition, informal public engagement has been undertaken to inform the drafting of the document. This has included a series of 'pop-up' events in the area, surveys, walking tours, and 1:1 meetings. Through this work the project has engaged with residents, Smithfield Market traders, Culture Mile champions (local businesses looking to support Culture Mile objectives), and passers-by to the area.
6. A related project, Culture Mile Pop-Ups artistic programme was also initiated during this period. That project saw new public art installations placed into the Culture Mile area over the summer of 2017 as the first real iteration of Culture Mile activity. The Pop-Ups programme also involved resident engagement, with a set of drop-in sessions held to give residents opportunities to discuss the proposals. In some respects these installations were designed to test some of the emerging themes of the Look and Feel Strategy; and correspondingly the experiences of this programme have informed the Look and Feel Strategy.

Current Position

7. The draft Strategy has now been completed, and has been agreed by the project working party. It has been presented to the Culture Mile Working Party, chaired by the Chairman of the Policy and Resources Committee, with positive feedback received. The Strategy has been developed to allow the City to plan for the changes that the area will face, including the opening of Crossrail in 2018 and the Museum of London moving to its new site in Smithfield. The Strategy sets how to a) ensure that the public realm provides a fitting welcome and enhanced environment for visitors to the cultural institutions in the area, and b) ensure that the public realm is itself a destination, where the 'spaces in-between' have been animated.
8. The strategy contains a series of environmental enhancements and other projects/ approaches to improving the area, grouped into four themes:
 - a) Form a Culture Spine: Create a linear public space stretching from Farringdon Road in the West to Moorgate in the East. It links the destinations through enhanced wayfinding, and is also a place where culture coexists and is consumed. It is a connective element that is active and accessible, welcoming and memorable, for pedestrians, cyclists and all visitors.
 - b) Take the Inside Out: New visual links are to be strengthened, to reveal to the street the content of world-class institutions in Culture Mile. The area will be animated, attracting a wider audience across London and increasing engagement with visitors, workers and residents; bringing the activity of the cultural institutions to the streets.
 - c) Create Opportunities to Discover and Explore: Reinforcing the area's varying social, cultural and architectural history; an environment visitors want to explore and discover. Initiatives will be developed that involve

collaborative working with local stakeholders; and the learning and education aims of the Mile will be embedded into art programmes within the public realm. The area will become a robust backdrop for contemporary interventions and activities.

- d) Be Recognised, Be Different: Culture Mile will be recognised as a different and distinct area of the City and London, with a different 'look and feel'. It will be experimental and innovative, both in the content on the streets, and in the processes and policies the team uses to implement initiatives. Culture Mile will be a place where the spaces in between buildings are animated with public art; and where cultural activity is produced as well as consumed.
9. The strategy sets out a series of recommendations for changes to be made that will fulfil these four thematic aims. If the guidance given in these themes is enacted, officers believe that they will be able to fulfil the potential of the area and meet the aspirations set out in the Culture Mile vision and brand, which states that activity should 'animate the spaces in-between'.
10. Each project within the strategy will remain subject to confirmation of funding and Member approval under separate gateway reporting procedures; and planning permission and listed building consents will be applied for where appropriate.

Proposal

11. Officers are recommending that a formal public consultation exercise is undertaken to gather public responses to the ideas in the strategy. It is proposed that the strategy is out for consultation for a period of 11 weeks, using a variety of methods:
- Leaflets and questionnaires emailed to each residence in the Culture Mile area; and each business
 - Engagement with Culture Mile stakeholders and the Culture Mile Network
 - A total of 12 public drop-in sessions, spread over two, three week periods, during lunchtimes and evenings in locations across the area. (The first three week period will be prior to Christmas, the second period will be after Christmas)
 - Online consultation web pages; to be 'live' for an 11 week period
 - Email updates to interested members of the public and stakeholders
 - Publicity through the Culture Mile partners.
- Officers will also follow up on any requests made for presentations and workshops to groups or individual briefing sessions.
12. The approach will closely follow the corporate approach to consulting with Barbican residents, agreed with residents and previously successful in consultation exercises conducted by the public realm team for Area Strategies. As described above, quite a few forms of consultation have already occurred in addition to the agreed approach. Care will be taken to

follow up with people who have previously expressed their wish to be involved with the project and with future consultation exercises.

13. The costs for the consultation exercise will be funded from the approved Look and Feel Strategy budget.
14. Copies of the draft strategy have been made available in the Members' Reading Room.

Corporate & Strategic Implications

15. The Look and Feel Strategy is in line with the aims and objectives of the City of London Corporate Plan 2015-19 and the emerging Cultural Strategy.

Corporate Plan

KKP5: 'increasing the outreach and impact of the City's cultural heritage and leisure contribution to the life of London and the nation', includes as its first aim: 'we will build on our role as a major sponsor of culture and the arts by:

- Developing proposals for a "cultural hub" centred on the major cultural institutions of the Barbican Centre, Museum of London and Guildhall School of Music and Drama'

Cultural Strategy

The City of London's Cultural Strategy aims to: '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'.

Policy Implications

The proposed Strategy is in line with the following adopted City of London policies:

- Local Plan 2015:
Culture Mile is located within Key City Places: 3.5 North of the City
- Policy CS10:
'10.6 Delivering improvement in the environment, amenities and enjoyment of open spaces, play areas, streets, lanes and alleys through schemes in accordance with public realm enhancement strategies'.
- Policy CS11 Visitors, Arts and Culture:
'11.2 Maintaining the City's existing collection of public art and culturally significant objects, pursuing opportunities to commission new high quality pieces in appropriate locations.'

Conclusion

16. This report updates Members about the Culture Mile 'Look and Feel Strategy' for the public realm. It outlines the process of drafting the strategy, including public engagement and stakeholder workshops; and sets out the key themes. It then recommends to Members a plan for public consultation on the draft strategy, to be undertaken from late November 2017 to the end of January 2018.

Background Papers:

Draft Culture Mile Look and Feel Strategy. This can be viewed in the Members' reading room, or an electronic copy can be sent directly to Members on request.

Helen Kearney
Project Manager, City Public Realm
T: 020 7332 3526
E: helen.kearney@cityoflondon.gov.uk

Committee(s):	Date(s):
Planning & Transportation Committee Port Health & Environmental Committee Court of Common Council	14/11/2017 21/11/2017 07/12/2017
Subject: Update to Scheme of Delegations	Public
Report of: Director of the Department of the Built Environment	For Decision
<p style="text-align: center;">Summary</p> <p>The Court of Common Council has delegated some functions to Planning & Transportation Committee and Port Health & Environmental Services Committee. To facilitate the carrying out and administration of these functions, some of them have been delegated down to Chief Officers as set out in the Scheme of Delegations previously approved by the Court of Common Council on 1st May 2014, updated in December 2014, June 2015 and December 2016, to reflect changes in legislation.</p> <p>Minor modifications to legislation and responsibilities have taken place, to Planning & Transportation delegations and these have been reflected in the revised Scheme of Delegations at Appendix A.</p> <p>No modifications to legislation and responsibilities have taken place, to Port Health & Environmental Services delegations.</p> <p>Recommendation(s)</p> <p>Members are asked to:</p> <ul style="list-style-type: none"> • Note the Report • Approve the new and updated delegations as set out in the updated Scheme of Delegations at Appendix A for onward approval by the Court of Common Council. 	

Main Report

Background

1. The Court of Common Council has delegated the exercise of various statutory functions to Port Health & Environmental Services Committee (including responsibility for environmental health) and to the Planning and Transportation Committee. To facilitate the carrying out and administration of these functions, some of them have been delegated down to Chief Officers as set out in the Scheme of Delegations approved by the Court of Common Council on 1st May 2014, updated in December 2014, June 2015 and December 2016.

2. Modifications to legislation and responsibilities have taken place, and these have been reflected in the revised Scheme of Delegations document, Appendix A.

Current Position

3. Principally to include a previously omitted paragraph concerning 'Crossrail' and take account of changes to post titles, revisions to the scheme have been made. All changes have been noted in the table on the front page of the appendix document.

Proposals

4. Committee members are asked to note the changes and endorse this report, and Appendix A, for onward approval by the Court of Common Council.

Corporate & Strategic Implications

5. Regular review of delegations is required to keep them up to date and to ensure that the Department of the Built Environment (DBE) can continue to carry out functions effectively.

Implications

6. Failure to review and update delegations may render the Department less effective in performing its statutory functions and unable to take advantage of new legislative powers including those relating to enforcement .

Consultees

7. The Town Clerk, the Chamberlain and the Comptroller and City Solicitor have been consulted in the preparation of this report and their comment incorporated.

Recommendation

8. That the Committee agrees to the amendments to the Scheme of Delegations for onward approval by the Court of Common Council.

Appendices

- Appendix A – DBE Revised Scheme of Delegations

Background Papers:

Previous Delegated Powers updated Committee Reports.

Elisabeth Hannah

Head of Planning Support and Business Performance

T: 0207 332 1725

E: Elisabeth.hannah@cityoflondon.gov.uk

DEPARTMENT OF THE BUILT ENVIRONMENT

DIRECTOR OF THE BUILT ENVIRONMENT

The following powers are delegated to the Director of the Built Environment.

Authority

1. To authorise duly appointed officers to act under any enactments, regulations or orders relating to the functions within the purview of the Committee and of the Department.
2. To sign the necessary warrants of authorisation for the above officers.

Charges

3. Setting miscellaneous hourly-based charges subject to agreement with the Chamberlain.

REVISIONS

Date	Details
14/11/16	Para 77 re Crossrail – agreed in October 2008 by P&T.
15/06/17	Page 12 - reference to 'Deputy District Surveyor' changed to 'Assistant District Surveyors'
21/08/2017	Page 11 the following text has been deleted : Chief Planning Officer & Development Director - Sections A to E and Paragraph 85 of this document Sections F – H in the absence of the Policy & Performance to Assistant Director (Development Management) – Section A to E Policy & Performance Director - Sections F – H and in the absence of the Chief Planning Officer and Development Director, and Assistant Director (Development Management) Section A - E
21/08/2017	Page 11 the following text has been added : In the absence of the Chief Planning & Development Director, Sections A to E and Paragraph 85 are delegated to Assistant Directors (Development). Then to the Policy & Performance Director. In the absence of the Policy & Performance Director Sections F to H are delegated to the Assistant Director (Policy). Then to the Chief Planning & Development Director.

4. To implement, waive or vary charges relating to traffic management and /or the Public Highway and/or pipe subways such as parking dispensations, private apparatus in the highway, temporary road closures and traffic orders, scaffolding, hoarding and fencing licences, and charges for pipe subways (including under S.73 of the London Local Authorities Act 2007) .
5. To grant permission or consent with or without conditions or refusing to grant permission or consent as the case may be with respect to applications made to the City of London Corporation:
 - a. under Part II of the Road Traffic Act 1991, relating to dispensations from, or, the temporary suspension of, waiting and loading regulations or parking places regulations made in accordance with the Road Traffic Regulation Act 1984;
 - b. under Section 7 of the City of London (Various Powers) Act 1973, relating to new buildings;
6. To sign appropriate notices indicating that consent or refusal has been given, as the case may be under (a) above.
7. To sign and serve notices or granting of consents under the Highways Act 1980, City of London (Various Powers) Act 1900 and the City of London Sewers Act 1848 relating to the management and maintenance of streets within the City.
8. To exercise powers under the Road Traffic Regulation Act 1984 in respect of temporary traffic orders.
9. To issue notices and, as necessary discharge the City of London Corporation's obligations under Part III of the New Roads and Street Works Act 1991, relating to the co-ordination and execution of street works by public utility companies and other licensed operators.
10. To enter into agreement with companies and statutory companies to allow the placement of plant within the pipe subways inherited from the Greater London Council in accordance with the London County Council (General Powers) Act 1958 and to determine applications for consent to place electricity substations in the street pursuant to the Electricity Act 1989
11. To enter into agreements with other traffic authorities to jointly exercise the City of London Corporation's traffic order making functions or to delegate those functions to them or to accept their delegations of those functions in accordance with S.101 Local Government Act 1972.
12. To enter into agreements with other highway authorities under section 8 of the Highways Act 1980.

Water and Sewers

13. The requisition of sewers under Sections 98 to 101 inclusive of the Water Industry Act 1991 (relating to the powers to exercise and discharge the functions of the Undertaker within the City to provide and adopt sewers).
14. The adoption of sewers under Sections 102 to 105 inclusive of the Water Industry Act 1991 (relating to the powers to exercise and discharge the functions of the Undertaker within the City to adopt sewers).
15. To authorise and/or approve works under Section 112 of the Water Industry Act 1991 (relating to the power to exercise and discharge the requirements of the Undertaker within the City).
16. The closure or restriction of sewers under Section 116 of the Water Industry Act 1991, relating to the powers to exercise and discharge the functions of the Undertaker within the City to close or restrict the use of a public sewer.
17. The alteration or removal of pipes or apparatus of the Undertaker under Section 185 of the Water Industry Act 1991, relating to the power to exercise and discharge the functions of the Undertaker within the City to alter or remove any relevant pipe or apparatus.

Highways and Transport

18. To make all Traffic Orders under sections 6, 9, 10, 23 and 45 of the Road Traffic Regulation Act 1984, and to make modifications to or to revoke any experimental Traffic Regulation Order (following consultation with the Commissioner of Police for the City of London) where deemed necessary in the interests of safety, convenience or the expeditious movement of traffic.
19. To exercise powers under Part V of the Highways Act 1980 dealing with highway improvements.
20. To make representation or lodge objection, as appropriate, to applications for a Public Service Vehicle Operator's Licence, under Section 14A of the Public Passenger Vehicles Act 1981 or for a London Local Service Licence, under section 186 of the Greater London Authority Act 1999 and authorising in writing the appropriate officers in his Department to put forward objection or recommendation on behalf of the City of London Corporation at any Inquiry or Appeal arising out of an application for either of the recited licences.
21. To agree details of railway works in the City of London under the Transport and Works Act 1992.

22. To issue projection licences on, over or under streets pursuant to schemes where planning permission has already been agreed or renewing existing licences.
23. To be responsible for all functions under the Traffic Management Act 2004 and Regulations made thereunder that relate to the City of London Corporation as a local highway and local traffic authority.
24. To agree consents for temporary highway activities pursuant to the Crossrail Act 2008.
25. To exercise through Civil Enforcement amongst other things, parking management and parking enforcement functions, under the Road Traffic Regulation Act 1984, the Road Traffic Act 1991, the London Local Authorities Acts 1995 – 2012 (LLAA), and the Traffic Management Act 2004 (TMA).

City Walkway

26. Power to licence the temporary hoarding or enclosure of City Walkway pursuant to Section 162 of the City of London Sewers Act 1848 and Section 21 and Schedule 2 Part II to the City of London (Various Powers) Act 1967.

Cleansing

27. The institution of proceedings and other enforcement remedies in respect of offences under the Environmental Protection Act 1990, Part II, Part III and Part IV.
28. To institute proceedings and other enforcement remedies in respect of the Health Act 2006, section 6, 7, 8, 9 and 10.
29. To institute proceedings and other enforcement remedies in respect of offences under the Refuse Disposal (Amenity) Act 1978.
30. To institute proceedings and other enforcement remedies in respect of offences under the City of London (Various Powers) Act 1987.
31. To institute proceedings and enforcement remedies in relation to Part VI of the Anti-Social Behaviour Act 2003.
32. To institute proceeding and enforcement remedies in relation to Part I-IV of the Anti-social Behaviour, Crime and Policing Act 2014.
33. To serve notices and institute enforcement remedies in relation to the Town and Country Planning Act 1990 sections 225A - 225K.
34. To institute proceedings in relation to the Regulation of Investigatory Powers Act 2000.

- 35. To institute proceedings in relation to the Control of Pollution Act 1974.
- 36. To issue notices under section 6 London Local Authorities Act 2004 (abandoned vehicles). [See my previous comments.]
- 37. To institute proceedings in relation to the Environment Act 1995.
- 38. To institute proceedings in relation to the London Local Authorities Act 1995.
- 39. To institute proceedings in relation to the London Local Authorities and Transport for London Act 2003.
- 40. To institute proceedings in relation to the Local Government (Miscellaneous Provisions) Act 1976.
- 41. To institute proceedings in relation to the Highways Act 1980.

Delegations to other Officers

The following authorities are also delegated to the specified Deputies or Assistants:

Transportation and Public Realm Director – Items 4 - 41

Assistant Director (Highways) – Items 5 -17 and Items 23 – 26

Assistant Director (City Transportation) – Item 18

TOWN PLANNING

The following functions are delegated to the Chief Planning Officer & Development Director:

A) Development Management

42. To determine applications for outline, full and temporary planning permission under Part III of the Town and Country Planning Act 1990 subject to the applications being in accordance with policy, not being of broad interest and there being no more than 4 planning objections.
43. To make non-material changes to planning permission pursuant to Section 96A of the Town and Country Planning Act 1990.
44. To determine applications for Listed Building Consent under the Planning (Listed Buildings & Conservation Areas) Act 1990; subject to the applications not being of broad interest and there being no more than 4 relevant objections.
45. To advise the Secretary of State for Communities and Local Government of what decision the City of London Corporation would have made on its own applications for listed building consent if it had been able to determine them, subject to the same criteria as 43.
46. To determine submissions pursuant to the approval of conditions, under the Town & Country Planning Act 1990 and the Planning (Listed Buildings & Conservation Areas) Act 1990 and in relation to clauses set out in approved Section 106 Agreements.
47. To make minor changes to conditions in respect of planning permissions and listed building consents which have been conditionally approved by the Planning & Transportation Committee.
48. To determine applications for planning permission and listed building consent to replace an extant permission/consent granted on or before 1st October 2010, for development which has not already begun with a new permission/consent subject to a new time limit pursuant to Article 20 of the Town and Country Planning (Development Management Procedure) Order 2015 and Regulation 3 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990 as amended and provided no more than 4 planning objections have been received.
49. To determine applications for Certificates of Lawfulness of existing and proposed use or development in accordance with sections 191 and 192 of the Town and Country Planning Act 1990.
50. To determine applications for Advertisement Consent pursuant to Regulations 12, 13, 14, 15 and 16 of the Town & Country Planning (Control of Advertisements) (England) Regulations 2007.

51. To determine applications for prior approval under the Town and Country Planning (General Permitted Development) Order 2015.
52. To make observations in respect of planning and related applications submitted to other Boroughs, where the City of London Corporation's views have been sought and which do not raise wider City issues.
53. To serve notices under Article 5 of the Town and Country Planning (Development Management Procedure) Order 2015.
54. To determine the particulars and evidence to be supplied by an applicant for planning permission pursuant to section 62 of the Town and Country Planning Act 1990.
55. To serve Planning Contravention Notices under Section 171C of the Town and Country Planning Act 1990.
56. To issue and serve Enforcement Notices under Section 172 of the Town and Country Planning Act 1990 and Section 38 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
57. To issue a letter of assurance under Section 172A of the Town and Country Planning Act 1990.
58. To serve notices under Section 215 of the Town and Country Planning Act 1990.
59. To serve Breach of Condition Notices under Section 187A of the Town and Country Planning Act 1990.
60. To decline to determine a retrospective application for planning permission under Section 70C of the Town and Country Planning Act 1990.
61. To seek information as to interests in land under Section 330 of the Town and Country Planning Act 1990, and as applied by Section 89 of the Planning (Listed Buildings & Conservation Areas Act) 1990, and Section 16 of the Local Government (Miscellaneous Provisions) Act 1976.
62. To institute proceedings pursuant to Section 224 of the Town and Country Planning Act 1990.
63. To serve Notice of Intention to remove or obliterate placards and posters pursuant to Section 225, of the Town and Country Planning Act 1990.
[This has been amended as the other enforcement remedies contained in sections 225A to K are the subject of a separate delegation.]
64. To agree minor variations to agreements pursuant to sections 106 and 106A of the Town and Country Planning Act 1990 and to authorise section 106 covenants in respect of planning applications (and where the planning application is such that it may be determined by the Chief Officer (or other appropriate officer authorised by them) under this Scheme of Delegation).

65. To agree minor variations to agreements pursuant to section 278 of the Highways Act 1980.
66. To make payments to other parties where required by the terms of an agreement made under section 106 of the Town and Country Planning Act 1990 or section 278 of the Highways Act 1980.
67. To determine City Community Infrastructure Levy contributions pursuant to the Community Infrastructure Levy Regulations 2010 (as amended).
68. To pass Community Infrastructure Levy contributions to other parties pursuant to section 216A of the Planning Act 2008 and regulations made thereunder.
69. To determine applications to discharge requirements and approve details pursuant to the Thames Tideway Tunnel Development Consent Order and other similar Development Consent Orders, and to discharge conditions and approve details pursuant to deemed planning permission granted by Transport and Works Act Orders and statutes in respect of infrastructure projects subject to the applications being in accordance with policy, not being of broad interest, and there being no more than 4 planning objections.

B) Trees

70. To authorise works, including their removal, to trees in Conservation Areas and works in relation to a tree the subject of a Tree Preservation Order (T.P.O.)
71. To determine applications made under sections 206 (2) and 213 (2) of the Town and Country Planning Act 1990, to dispense with the duty to plant replacement trees

C) Churches

72. To respond to consultation made under the provisions of the Mission and Pastoral Measure 2011, the Faculty Jurisdiction Rules 2015, the Care of Churches and Ecclesiastical Jurisdiction Measure 1991, the Care of Cathedrals Measure 2011 and the Code of Practice relating to exempted denominations procedures agreed by the Secretary of State.
73. The City of London Corporation's functions under the City of London (St. Paul's Cathedral Preservation) Act 1935.

D) Environmental Impact

74. To carry out the following functions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) :
 - a. formulating "screening opinions" under Regulation 5;
 - b. requiring developers to submit an environmental statement to validate an application under Regulation 10;

- c. formulating “scoping opinions” under Regulation 13;
- d. providing relevant information to developers who propose to prepare an environmental statement under the provisions of Regulation 15 (4);
- e. requiring the submission of further information pursuant to regulation 22
- f. requiring the local authority to submit an environmental statement in respect of applications for local authority development under Regulation 25;
- g. formulating a “screening opinion” in matters of planning enforcement under Regulation 32.

E) Crossrail

- 75. To agree Crossrail contributions, agree viability assessments and instruct the Comptroller & City Solicitor to secure any necessary planning obligations in respect of Crossrail contributions pursuant to Section 106 of the Town and Country Planning Act 1990.
- 76. To make payments of Crossrail contributions received by the City of London Corporation to the Mayor and/or Transport for London on the basis of the Implementation Protocol between the Mayor, Transport for London and the local planning authorities, subject to such payment being agreed by the Chamberlain.
- 77. Delegated authority be granted to the Chief Planning and Development Director to determine such applications as outlined in the report relating to the programme for requests for approval;
- 78. This authority would not be exercised in respect of more major applications or where objections have been received, without prior consultation with the Town Clerk, in consultation with the Chairman and Deputy Chairman; and
- 79. It be noted that any proposals in respect of over-station development would not be subject to these provisions and would be the subject of the normal planning application process.
- 80. The following functions are delegated to the Policy & Performance Director:

F) Local Plans, Naming and Numbering

- 81. To carry out sustainability appraisal of Local Development Documents under Section 19(5) of the Planning and Compulsory Purchase Act 2004 and to exercise functions under the Environmental Assessment of Plans and Programmes Regulations 2004 including carrying out strategic environmental assessment (including assessments under the Habitats Directive (Council Directive 92/43/EEC)), preparing, publishing and consulting upon screening reports, scoping reports, sustainability commentaries and sustainability appraisal reports.

82. To carry out public consultation in the preparation of Local Development Documents in accordance with the Statement of Community Involvement and the duty to cooperate in Section 33A of the Planning and Compulsory Purchase Act 2004.
83. To carry out surveys under Section 13 of the Planning & Compulsory Purchase Act 2004.
84. To provide any documents necessary to support consultations on Local Development Documents and submission of Local Plans.
85. To prepare and publish monitoring reports on an annual basis in accordance with Section 35 of the Planning & Compulsory Purchase Act 2004
86. To make observations on consultation documents issued by central and local government, statutory bodies etc., where the observations are in accordance with the City's general policy position.
87. To carry out public consultation in the preparation or revision of the Community Infrastructure Levy, in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) and the Statement of Community Involvement.
88. To exercise powers under the London Building Acts (Amendment) Act 1939 – Part II relating to street naming and numbering of property.

G) Land Charges

89. To maintain a register and index of Local Land Charges pursuant to section 3 of the Local Land Charges Act 1975, including the amendment and cancellation of registrations pursuant to the Local Land Charges Rules 1977 and to set search fees pursuant to Section 8 of the Local Land Charges Act 1975 and Section 150 of the Local Government and Housing Act 1989 and relevant Rules and Regulations made there under.
90. To make searches and issue search certificates pursuant to section 9 of the Local Land Charges Act 1975.

H) Lead Local Flood Authority

91. To exercise the City of London Corporation's functions as Lead Local Flood Authority in relation to the Flood and Water Management Act 2010 (other than the functions delegated to the District Surveyor).

Delegations to other Officers

In addition the following functions are also delegated to the following Officers:

Director of the Built Environment – Section A to H

In the absence of the Chief Planning & Development Director sections A to E, and Paragraph 85 are delegated to Assistant Directors (Development).
Then to : The Policy & Performance Director.

In the absence of the Policy & Performance Director Sections F – H are delegated to the Assistant Director (Policy).
Then to : Chief Planning & Development Director.

Statutory Authorities

Officers of the department are authorised to exercise the following powers in accordance with the responsibilities of the post:

- a. Sections 178(1), 196A(1), 196B, 209(1), 214B(1), 214B(3), 214C, 219(1) and 225, 324 and 325 of the Town and Country Planning Act 1990 (as amended),
- b. Sections 42(1), 88(2), (3), (4) and (5) and 88(A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended)
- c. Sections 36 and 36A of the Hazardous Substances Act 1990.

DISTRICT SURVEYOR

The following functions are delegated to the District Surveyor:

92. To grant permission or consent, with or without conditions or, refuse to grant permission or consent, as the case may be, with respect to applications made to the City of London Corporation under the London Building Acts 1930-1982, The Building Act 1984 and The Building Regulations 2010 (as amended).
93. To sign and serve any notices required to be given by the City of London Corporation under the London Building Acts (Amendment) Act 1939, Part VII, Section 62 relating to dangerous structures within the City of London.
94. To exercise the City's Lead Local Flood Authority function as a statutory consultee to the local planning authority on surface water drainage issues.
95. To sign and serve any notices and consents required to be given by the City of London Corporation under the London Building Acts (Amendment) Act 1939, Part IV, Section 30 relating to special and temporary structures etc. erected within the City of London.
96. In accordance with the Party Wall etc. Act 1996, Section 10 (8) select the third surveyor if required to do so.

Delegation to other Officers

The functions of the District Surveyor are also delegated to the Director of the Built Environment and the Assistant District Surveyors.

Committees:		Dates:
Projects Sub (Policy and Resources) Committee Planning and Transportation Committee (For information)		8 November 2017 14 November 2017
Subject: Thames Court Footbridge	Gateway 1&2 Project Proposal Regular	Public
Report of: Director of the Built Environment Report Author: Iain Simmons		For Decision

Recommendations

1. Approval track and next Gateway	Approval track: 2. Regular Next Gateway: Gateway 3/4 - Options Appraisal (Regular)			
2. Resource requirements to reach next Gateway	Item	Reason	Funds/ Source of Funding	Cost (£)
	Staff cost	Staff time	Local Risk / Departmental underspend	£20k
	Survey and Inspection fees	To determine maintenance and structural options required to reopen the footbridge	Local Risk / Departmental underspend	£80k
3. Next steps	<p>3.1. Detailed inspection and measurement survey – scheduled for the earliest date TFL can provide a road closure which will be the 20th November 2017 with report due early December</p> <p>3.2. Acquire footbridge by the end of November 2017 and thereafter apply for further planning permission and any oversailing or other consents required from TFL.</p> <p>3.3 Assuming the detailed inspection does not indicate that the bridge is beyond reasonable repair then a structural assessment will be commissioned to verify the load bearing capacity of the bridge. This will take two – three months.</p> <p>3.4 Options developed for refurbishment or removal following the surveys (and subject to all necessary permissions and consents).</p>			

Project Summary

4. Context	<p>4.1 The footbridge was erected across Upper Thames St following an agreement reached in 1997 between the City of London and the owners of Thames Court. Temporary planning consent for the bridge expired in February 2017.</p> <p>4.2 Officers approached Transport for London, who manages Upper Thames Street, to see if they would be interested in acquiring and maintaining the bridge but they did not see any great utility in the footbridge given the pedestrian crossing points in the vicinity. 4.3 The privately owned Thames Court Footbridge is currently closed and not operational it would require a structural survey and works to enable it to be re-opened for public use.</p> <p>4.4 Reports were received at Planning and Transportation Committee on 2 May 2017, 25 July 2017 and 3 October 2017 to determine the future ownership of the footbridge. The principle of acquiring the footbridge was agreed through the decisions of the 23 May 2017 and the 25 July 2017.</p> <p>4.5 On 25 July 2017 Planning and Transportation Committee agreed that an inspection for condition and assessment of the footbridge would be undertaken, and a project be initiated through the City's project management procedure to retain, resurface and (if required) strengthen (or replace) the footbridge.</p> <p>4.6 It was 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. Members also raised the potential for replacement of the bridge if reconstruction was not economic.</p> <p>4.7 It was noted in the 3 October 2017 report that if the bridge is acquired, it would become a highway structure, under the responsibility of the Planning and Transportation Committee.</p> <p>4.8 An initial visual inspection has been commissioned with the report anticipated to be complete by the end of November 2017. Fees for an initial inspection for condition and assessment were estimated at £20,000. This has been funded through the departmental Local Risk budget.</p> <p>4.9 Legal documentation is currently being finalised to acquire the bridge.</p>
5. Brief description	5.1 This report seeks to initiate the Thames Court Footbridge into the City's project management procedure to allow for the

of project	potential retention, resurfacing and (if required) strengthening of the footbridge to enable it to be reopened as public highway.
6. Consequences if project not approved	6.1 Footbridge owner would decide to dispose of footbridge and opportunity to explore reopening the footbridge would be lost. 6.2 A pedestrian route across Upper Thames Street would be lost
7. SMART Objectives	Reinstate a north-south link across Upper Thames Street
8. Success criteria	8.1 Bridge acquired, made fit for use, and opened to the public (with all necessary permissions and consents in place)
9. Key Benefits	9.1 Retain pedestrian crossing point over Upper Thames Street.
10. Notable exclusions	10.1 Footbridge cannot be made accessible for people with disabilities and those that have difficulty with negotiating stairs.
11. Governance arrangements	Spending Committee: Planning and Transportation Committee Senior Responsible Officer: Steve Presland Project Board: No

Prioritisation

12. Link to Strategic Aims	2. To provide modern, efficient and high quality local services, including policing, within the Square Mile for workers, residents and visitors
13. Links to existing strategies, programmes and projects	Links with Riverside Walk Enhancement Strategy – Upper Thames Street is listed as a barrier for access to the Riverside WalkLink to DBE Business Plan – ‘Creating an accessible city which is stimulating, safe and easy to move around in’. The footbridge is in an area of significant archaeological potential and this factor will be taken into account in development of options. City of London Local Plan policies: DM 12.1, DM 12.4 and DM 10.8
14. Project category	7a. Asset enhancement/improvement (capital)
15. Project priority	B. Advisable

Options Appraisal

16. Overview of options	A. Acquire, Survey, Repair B. Acquire, Survey, Remove
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Project Planning

17. Programme and key dates	Overall programme: December 2017: – Detailed inspection report received December 2017 - February 2018 – Structural assessment commissioned and detailed loadings report completed March 2018 – Decision on refurbishment, replacement or removal brought back to Committee
18. Risk implications	Overall project risk: Red 1. 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 found not to be repairable at reasonable cost then removal costs are not expected to exceed £100K. 2. Owner may decide to dispose of footbridge before acquisition. 3. Surveys may indicate prohibitively high costs for refurbishment. Refurbishment costs are currently unfunded. 4. Removal or replacement costs are also currently unfunded. Removal costs may be higher than original £100,000 estimate.
19. Stakeholders and consultees	1. Representative of current owners of footbridge - CBRE Global Investors 2. Transport for London

Resource Implications

20. Total estimated cost	Likely cost range: 1. Under £250k							
21. Funding strategy	Choose 1: Partial funding confirmed	Choose 1: Internal - Funded wholly by City's own resource						
	<table><tr><th>Funds/Sources of Funding</th><th>Cost (£)</th></tr><tr><td>Departmental (Local Risk)</td><td>100,000</td></tr><tr><td>Total</td><td>100,000</td></tr></table>		Funds/Sources of Funding	Cost (£)	Departmental (Local Risk)	100,000	Total	100,000
	Funds/Sources of Funding	Cost (£)						
	Departmental (Local Risk)	100,000						
Total	100,000							
<p>It is proposed to fund the above through Local Risk by making compensatory service savings in the current year.</p> <p>Funding has only been secured to progress the project up to Gateway 3. If there is a larger liability resulting from the inspection (for repairs or removals) this is currently unfunded. Alternative funding sources will need to be considered at the appropriate time.</p>								
22. On-going revenue implications	On-going revenue costs will be met from Local Risk and are not expected to exceed £10K per annum once the bridge is returned into sound condition. Structural works such as repainting, joint replacement etc will have significant costs and is usually processed as Supplementary Revenue Projects.							
23. Investment appraisal	N/A							
24. Procurement strategy/Route to Market	Existing framework contract							
25. Legal implications	The ownership of the structure lies with the freeholder of Thames Court. The air space occupied by the bridge and the land occupied by the footings vest in the City (partly as City Fund land held for planning purposes and partly as City's Estate). Therefore no permissions are required from any other landowner to retain the bridge in situ.							
	The consent of TfL as highway authority may be required to retain the bridge over TfL highway (for example, if a previous							

	<p>consent was not assignable)</p> <p>Any temporary scaffolding or similar apparatus which encroaches TfL highway will also require TfL consent.</p> <p>Certain TfL consents may require indemnities from the City in favour of TfL</p> <p>The bridge is currently unauthorised because its temporary planning permission has expired (having been allowed to lapse by the current owner who intended to remove it). Planning Permission should be sought and will need to be determined by an officer or committee other than Planning and Transportation Committee (which, as the committee responsible for managing the highway, is prohibited from determining applications in respect of land/structures for which it is responsible (Regulation 10 of the Town and Country Planning General Regulations 1992). However, once ownership of the structure has transferred to the City and it is therefore held by the highway authority, any future works will fall within permitted development rights and no further consents will be required (GPDO Schedule 2 Part 9 A.</p> <p>N/A</p>
26. Corporate property implications	N/A
27. Traffic implications	<ol style="list-style-type: none"> 1. Survey work reliant on access to Upper Thames Street. 2. Refurbishment of footbridge will require closure of Upper Thames Street. 3. Removal of footbridge (if required) will require closure of Upper Thames Street.
28. Sustainability and energy implications	N/A
29. IS implications	N/A
30. Equality Impact Assessment	An equality impact assessment will be undertaken

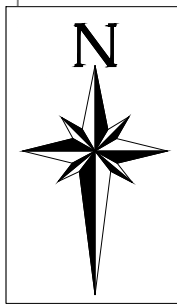
Appendices

Appendix 1	Plan of Thames Court Footbridge
Appendix 2	Previous reports <ul style="list-style-type: none">• 3 October 2017 – Thames Court Footbridge acquisition• 25 July 2017 - Thames Court footbridge: assessment and acquisition• 2 May 2017 - Thames Court Footbridge

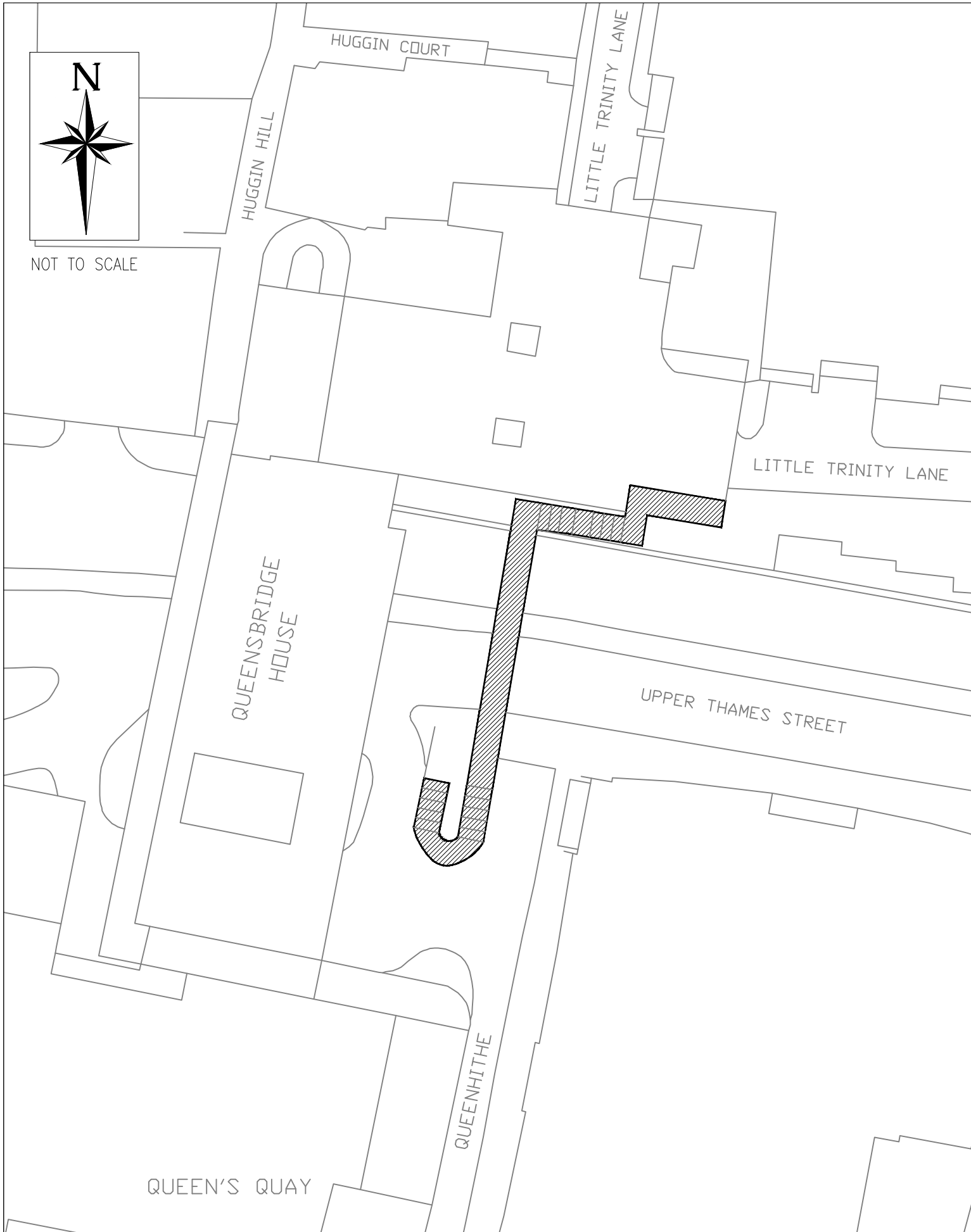
Contact

Report Author	Iain Simmons
Email Address	Iain.Simmons@cityoflondon.gov.uk
Telephone Number	020 7332 1151

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NOT TO SCALE



THAMES COURT FOOTBRIDGE
TRANSFER OF OWNERSHIP

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DATED 13-OCT-2017

DEPARTMENT OF THE
BUILT ENVIRONMENT
City of London
Corporation
PO Box 270
Guildhall
London EC2P 2EJ
020 7332 1710



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Committee(s):	Date(s):
Planning and Transportation Committee For Decision	3 rd October 2017
Subject: Thames Court Footbridge: acquisition	Public
Report of: Director of the Built Environment.	For Decision/
<p style="text-align: center;">Summary</p> <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

Committee: Planning and Transportation Committee	Date: 25 July 2017
Subject: Thames Court footbridge: assessment and acquisition	Public
Report of: Director of the Built Environment	For decision
<p style="text-align: center;">Summary</p> <p>A temporary private footbridge across Upper Thames Street at Thames Court was erected following an agreement reached in 1997 between the City of London and the owners of Thames Court. The agreement provided that the owners make the footbridge available for use by the public throughout its operating life.</p> <p>The footbridge closed at the start of this year and is in situ without the benefit of planning permission. The owners are aware that the structure no longer benefits from planning permission and were intending to have it removed as planned. Your Committee considered a report on the footbridge at your meeting on 23 May 2017 and determined that the footbridge must remain in place and be reopened for use by the public.</p> <p>It was hoped that this could be via vesting of the footbridge in Transport for London but Transport for London officers have advised that they do 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 do not wish to have it vested in Transport for London.</p> <p>Retention of the Thames Court footbridge therefore involves the vesting of the structure in the City, and the securing of any requisite rights over the land that it occupies. The owners of the footbridge are willing to effect the transfer of the structure, but the land is affected by a wider land ownership dispute between the City and Transport for London. To allow the City to advance the transfer a project needs to be initiated. This project would seek agreement with Transport for London to enable the land rights to be secured, potentially strengthen the structure, and resurface the deck and stairs, in order to allow it to be reopened for public use.</p> <p>Fees for an inspection for condition and assessment are estimated at £20 000 and these can be met from within the Director of the Built Environment's local risk. The resurfacing works are estimated at £15 000. Any needed structural works are not able to be estimated until the inspection for condition and assessment are completed, but are potentially major.</p>	

Recommendation

I recommend that your Committee instructs the Department of the Built Environment:—

1. to undertake an inspection for condition and assessment of the Thames Court footbridge; and
2. to initiate a project through the City's project management procedure to retain, resurface and (if required) strengthen the footbridge.

Main Report

Background

1. A temporary private footbridge across Upper Thames Street at Thames Court (referred to in this report as “the Thames Court footbridge”) was erected following an agreement reached on 30 October 1997 between the City of London and Deutsche Immobilien Fonds Aktiengesellschaft and DG Bank Deutsche Genossenschaftsbank London Branch (the owners of Thames Court). This agreement authorized the owners of Thames Court to construct a temporary private footbridge over Upper Thames Street, for which street the City was at that time the local highway authority, in order to improve pedestrian access to their property provided that the owners make the footbridge available for use by the public throughout its operating life. The agreement provided that the owners maintain the Thames Court footbridge structure but that the City would, in acknowledgement of the benefit to the public of being able to use it, light, cleanse and, as necessary, repave the surface of the footbridge.
2. Planning permission for the Thames Court footbridge was granted by the City in 1997. Permission was granted until 22 July 2006, after which time it was agreed that the footbridge would be removed. In February 2007 the City granted a further planning permission for the footbridge to be retained until 28 February 2017, after which time it was again agreed that the footbridge would be removed.
3. The footbridge closed at the start of this year and is in situ without the benefit of planning permission. The owners are aware that the structure no longer benefits from planning permission and were intending to have it removed as planned.

Current Position

4. Your Committee considered a report on the footbridge at your meeting on 23 May 2017 and determined that the footbridge must remain in place and be reopened for use by the public.

5. As a result of your Committee's decision, officers have discussed the matter with CBRE Ltd, the agents for the footbridge's owners, and have reached agreement in principle that the footbridge can be transferred to Transport for London or to the City.
6. Transport for London officers have subsequently advised that they do 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 do not wish to have it vested in Transport for London. As a result, if the footbridge is to be retained it will need to be vested in the City.

Proposal

7. The structure has exceeded its design life and the surfacings of the footbridge are too worn to allow safe public use. This is because the structure was only intended to be in place for 10 years, subsequently extended by the owners to 20 years with the City's agreement, and the City's management of the surfacings has been with a view to minimizing expenditure and keeping the structure safe to use only until its scheduled closure and removal in February 2017.
8. As a result, the structure would need to be comprehensively assessed before it could be determined what works need to be undertaken before it can be safely reopened. Fees for an inspection for condition and assessment are estimated at £20 000 and these can be met from within the Director of the Built Environment's local risk. The inspection for condition and assessment would be initiated if your Committee approves this report and they are estimated as taking approximately three months to complete. The assessment report would therefore be likely to be available at the end of October.
9. Once the assessment report is available the City will know what works need to be undertaken to bring the structure back into public use. These works will involve, at a minimum, the resurfacing of the deck and stairs and may involve more major, and potentially much more major, engineering works if structural defects are detected by the assessment.
10. The resurfacing works are estimated at £15 000. Any needed structural works are not able to be estimated until the inspection for condition and assessment are completed, but are potentially major.
11. In the event that such major engineering works are needed to repair structural defects that the footbridge cannot be economically repaired, it will need to be removed and a replacement considered. The costs of removal are unknown, but are estimated at up to £100 000.
12. As the estimated costs for the proposed capital asset exceed £50 000 the retention of the footbridge and its transfer to the City must be treated as a project within the City's project management procedure and reported on through the project gateway process. This will be undertaken by the Department of the Built Environment, with responsibility sitting with the District

Surveyor, whose section contains the necessary structural engineering expertise to successfully manage the project. It also allows the project to achieve economies of scale through being appropriately coordinated with the project to assess and potentially strengthen or remove the Fye Foot Lane city walkway bridge (the Dominant House footbridge), which is about 80 m to the west of the Thames Court footbridge.

13. The potential source or sources of funding for this project are at present not known but would need to be identified as part of the project management procedure and reported on through the project gateway process. As unallocated City resources will be required for the project it will need to be approved by the Corporate Priorities Board, the Resource Allocation Sub-Committee and the Policy and Resources Committee as well as the Corporate Projects Board, the Projects Sub-Committee and your Committee.

Corporate and Strategic Implications

14. This report recommends a course of action that would result in the City committing significant expenditure to acquire a new capital asset and it therefore has corporate implications. These need to be fully evaluated through the City's project management procedure, particularly through the gateway reporting and approval process.

Implications

15. This report recommends a course of action that would result in the City committing significant expenditure to acquire a new capital asset and it therefore has financial and legal implications that will need to be fully evaluated through the City's project management procedure, particularly through the gateway reporting and approval process.
16. If the footbridge was to be vested in the City further planning permission for its retention would not be required as improvement of a road by a highway authority does not constitute development within the meaning of the planning legislation (cf. section 55(2)(b) and section 336(1) of the Town and Country Planning Act 1990 and section 70(1) and section 329(1) of the Highways Act 1980; in particular, within these provisions, "improvement" includes maintenance).
17. The footbridge spans both City and Transport for London highways, and part of it rises above the highways into privately owned airspace. This is believed to be City owned, but largely vested in City's Cash. City-owned airspace above Transport for London highway is currently the subject of a protracted ownership dispute with Transport for London, and separate negotiations will be needed with Transport for London to enable this project to proceed.

Conclusion

18. Retention of the Thames Court footbridge involves: (1) it being vested in the City of London; and (2) the City securing any requisite rights over the land that

it occupies. The owners of the footbridge are willing to effect the transfer of the footbridge, but the City has not yet secured the required land. To allow the City to advance the transfer a project needs to be initiated. This project would seek agreement with Transport for London to enable the land rights to be secured, potentially strengthen the structure, and resurface the deck and stairs, in order to allow it to be reopened for public use.

Steve Presland

Transportation and Public Realm Director

Department of the Built Environment

telephone: 020 7332 4999

e-mail: steve.presland@cityoflondon.gov.uk

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Committee: Planning and Transportation Committee	Date: 2 May 2017
Subject: Thames Court footbridge	Public
Report of: Director of the Built Environment	For decision

Summary

A temporary private footbridge across Upper Thames Street at Thames Court was erected following an agreement reached in 1997 between the City and the owners of Thames Court. The agreement provided that the owners make the footbridge available for use by the public throughout its operating life.

The Thames Court footbridge is now closed and its owners are in discussions with Transport for London, the current local highway authority for Upper Thames Street, about a road closure to allow the footbridge removal works to be undertaken. Although the footbridge is across Upper Thames Street parts of the abutments and footings of the footbridge on either side are located on adjoining highways for which the City is the local highway authority.

There is a local desire for the footbridge to be retained although crossing points both east and west can be found within 120 m and therefore the wider public need for the footbridge is not demonstrated. Transport for London is willing, without prejudice, to consider having the footbridge vested in Transport for London as a highway structure in order to allow it to be retained if all parties consider this to be desirable.

Recommendations

I recommend that:

1. Transport for London be approached to have the Thames Court footbridge vested in it as a highway structure should the owner of the structure be willing to transfer it to Transport for London.
2. Should Transport for London and the owner of the structure be willing to have the footbridge vested in Transport for London as a highway structure the Director of the Built Environment be authorized to enter into any necessary agreements with Transport for London to enable to Transport for London 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.
3. Should either Transport for London or the owner of the structure not be

willing to effect vesting of the Thames Court footbridge in Transport for London as a highway structure, it be removed as planned.

Main Report

Background

1. A temporary private footbridge across Upper Thames Street at Thames Court (referred to in this report as “the Thames Court footbridge”) was erected following an agreement reached on 30 October 1997 between the City of London and Deutsche Immobilien Fonds Aktiengesellschaft and DG Bank Deutsche Genossenschaftsbank London Branch (the owners of Thames Court). This agreement authorized the owners of Thames Court to construct a temporary private footbridge over Upper Thames Street, for which street the City was at that time the local highway authority, in order to improve pedestrian access to their property provided that the owners make the footbridge available for use by the public throughout its operating life. The agreement provided that the owners maintain the Thames Court footbridge structure but that the City would, in acknowledgement of the benefit to the public of being able to use it, light, cleanse and, as necessary, repave the surface of the footbridge.
2. Planning permission for the Thames Court footbridge was granted by the City in 1997. Permission was granted until 22 July 2006, after which time it was agreed that the footbridge would be removed. In February 2007 the City granted a further planning permission for the footbridge to be retained until 28 February 2017, after which time it was again agreed that the footbridge would be removed.

Current Position

3. The footbridge is now closed and its owners are in discussions with Transport for London, the current local highway authority for Upper Thames Street, about a road closure to allow the footbridge removal works to be undertaken. Although the footbridge is across Upper Thames Street parts of the abutments and footings of the footbridge on either side are located on adjoining highways for which the City is the local highway authority.
4. Your Committee has asked officers to report on the Thames Court footbridge and whether, if it could be agreed, the local benefit of retaining it would outweigh other considerations such as the need for repair works and ongoing maintenance costs.
5. The Thames Court footbridge is a pedestrian crossing of Upper Thames Street. Approximately 80 metres to the west is the Fye Foot Lane city walkway bridge and approximately 120 metres to the east are the Queen Street/Queen Street Place pedestrian crossings. Usage of these three pedestrian crossing places

was last comprehensively surveyed on Wednesday 13 February 2008. This survey was conducted over 12 hours, between 7 a.m. and 7 p.m., and it captured 13 339 pedestrians crossing during this period, broken down as follows:—

- Fye Foot Lane city walkway bridge: 1 213 pedestrians (9.1% of total crossing demand);
 - Thames Court footbridge: 1 107 pedestrians (8.3% of total crossing demand);
 - Queen Street/Queen Street Place pedestrian crossings: 11 019 pedestrians (82.6% of total crossing demand).
6. Clearly, at least in 2008, the vast majority of pedestrians crossing Upper Thames Street in this location found the surface-level pedestrian crossings to be more convenient than the footbridges. Of these three crossing places, only the Queen Street/Queen Street Place pedestrian crossings are usable by those persons, such as wheelchairs users, who require step-free access, and this will be a factor in the overwhelming preference for these pedestrian crossings.
 7. Apart from the Thames Court footbridge, there are 17 formal pedestrian crossing places of the A3211 (Victoria Embankment–Blackfriars Underpass–Upper Thames Street–Lower Thames Street–Byward Street) within the City of London. These are listed in Appendix 1 to this report.
 8. Some of these crossing places are so close together that they effectively form a single crossing place that can be traversed at multiple levels, e.g., the Suffolk Lane pedestrian crossing and the Mondial House city walkway bridge and the Byward Street subway and the Great Tower Street pedestrian crossing.
 9. A total of 17 crossing places over the approximately 2.35 km of the A3211 within the City is an average of approximately 138 m between crossing places. If the paired crossing places are regarded as single crossing places, there is a total of 15 crossing places over the route, with an average of approximately 157 m between crossing places. The approximately 200 m between the Fye Foot Lane city walkway bridge and the Queen Street/Queen Street Place pedestrian crossings is therefore a normal distance between crossing places over the A3211 within the City and the approximately 80 m between the Fye Foot Lane city walkway bridge and the Thames Court footbridge and the approximately 120 m between the Thames Court footbridge and the Queen Street/Queen Street Place pedestrian crossings are therefore short distances compared to the City average.
 10. The Fye Foot Lane city walkway bridge is the closest crossing place to most of the residential buildings between the A3211 and the River Thames in this location (Norfolk House, Sir John Lyon House and Globe View). With Queen's Quay the Fye Foot Lane city walkway bridge and the Thames Court footbridge are approximately equidistant.
 11. Given the relatively short distance between the alternative crossing places (the Fye Foot Lane city walkway bridge and the Queen Street/Queen Street Place

pedestrian crossings); the strong preference of the majority of pedestrians for the surface-level pedestrian crossings; and the better location of the Fye Foot Lane city walkway bridge for most of the residential buildings between the A3211 and the River Thames, the need for the Thames Court footbridge appears to be relatively low. It is noted in this regard that the footbridge has always been a private structure and that it was proposed and built as a facility for a single commercial occupier (Thames Court), although it was always also available to the public to use if they wished to do so until its recent closure.

12. Your officers have consulted Transport for London about the Thames Court footbridge as Transport for London is now the local highway authority for Upper Thames Street (and the whole of the A3211) and the owners of the footbridge are in discussions with Transport for London about its removal. Transport for London officers have advised that they can see some benefit in the footbridge being retained, given the impermeable nature of Upper Thames Street, and they are therefore willing, without prejudice, to consider having the footbridge vested in Transport for London as a highway structure in order to allow it to be retained. As a result, if your Committee considers, despite the *above* analysis indicating that there is little public need for the Thames Court footbridge, that it would be desirable for the footbridge to be retained, the City could ask the owners of the structure and Transport for London to formally consider a transfer of the footbridge to Transport for London.
13. In respect of those parts of the abutments and footings of the footbridge on either side that are located on adjoining highways for which the City is the local highway authority, responsibility could be passed to Transport for London by agreeing that the City's local highway authority functions relating to those parts of the footbridge be exercised by Transport for London (cf. section 8 of the Highways Act 1980). Such an agreement would be on the basis that all relevant future costs and liabilities rest with Transport for London.
14. The City would be able to assist with this consideration through providing details of how it lit, cleansed and repaved the surfaces of the footbridge during its 20-year operating life and through providing an estimate by the City's engineers of what it would likely cost to repair the surfaces of the footbridge, principally the stair nosings, to bring the surfaces back to a fit state for public use: these repair works are estimated as costing £15 000. (The City's maintenance regime for the surfaces of the footbridge has assumed that it would reach the end of its operating life and be removed this year, in accordance with the decision made by the City in 2007 in granting planning permission to allow the footbridge to be retained in place for an additional 10 years.)
15. If the footbridge was to be vested in Transport for London, the local highway authority for Upper Thames Street, as a highway structure, planning permission would not be required for its retention as improvement of a road by a highway authority does not constitute development within the meaning of the planning legislation (cf. section 55(2)(b) and section 336(1) of the Town and Country Planning Act 1990 and section 70(1) and section 329(1) of the Highways Act

1980; in particular, within these provisions, “improvement” includes maintenance).

Corporate and Strategic Implications

16. This report raises no corporate or strategic implications.

Implications

17. This report raises no financial implications, significant risks, legal implications, property implications or human resource implications. However, if the Thames Court footbridge was to be vested in Transport for London as a highway structure that authority would incur repair costs and future maintenance costs. The costs of repairing the surfaces of the footbridge are likely to be around £15 000 and there will likely be costs involved in assessing and, if necessary, repairing the structure of the footbridge. If there are structural defects in the footbridge these costs could be considerable.

Conclusion

18. The Thames Court footbridge is now closed and its owners are in discussions with Transport for London, the local highway authority for Upper Thames Street, about a road closure to allow the footbridge removal works to be undertaken. There appears to be little public need for the footbridge but Transport for London is willing, without prejudice, to consider having the footbridge vested in Transport for London as a highway structure in order to allow it to be retained if all parties consider this to be desirable.

Appendix 1: Pedestrian Crossings over the A3211 in the City of London

1. Temple Avenue pedestrian crossing
2. Blackfriars Bridge
3. Baynard House city walkway
4. White Lion Hill flyover
5. Peter's Hill city walkway
6. Fye Foot Lane city walkway bridge
7. Queen Street/Queen Street Place pedestrian crossings
8. Dowgate Hill/Cousin Lane pedestrian crossing
9. Suffolk Lane pedestrian crossing
10. Mondial House city walkway bridge
11. Arthur Street/Swan Lane pedestrian crossing
12. King William Street bridge
13. Fish Street Hill pedestrian crossing
14. Saint Magnus House city walkway bridge
15. Old Billingsgate Walk pedestrian crossing
16. Byward Street subway
17. Great Tower Street pedestrian crossing

Craig Stansfield

Transport Planning and Development Manager

Department of the Built Environment

telephone: 020 7332 1702

e-mail: craig.stansfield@cityoflondon.gov.uk

Committee(s):	Dates(s):
Planning & Transportation	14 th November 2017
Finance	21 st November 2017
Streets and Walkways Sub	24 th November 2017
Court of Common Council	7 th December 2017
Subject: Annual On-Street Parking Accounts 2016/17 and Related Funding of Highway Improvements and Schemes	Public
Report of: Chamberlain	For Information
Report author: Simon Owen, Chamberlain's Department	

Summary

The City of London in common with other London authorities is required to report to the Mayor for London on action taken in respect of any deficit or surplus in its On-Street Parking Account for a particular financial year.

The purpose of this report is to inform Members that:

- the surplus arising from on-street parking activities in 2016/17 was £6.313m;
- a total of £3.421m, was applied in 2016/17 to fund approved projects; and
- the surplus remaining on the On-Street Parking Reserve at 31st March 2017 was £20.121m, which will be wholly allocated towards the funding of various highway improvements and other projects over the medium term.

Recommendation

Members are asked to:

- Note the contents of this report for their information before submission to the Mayor for London.

Main Report

Background

1. Section 55(3A) of the Road Traffic Regulation Act 1984 (as amended), requires the City of London in common with other London authorities (i.e. other London Borough Councils and Transport for London), to report to the Mayor for London on action taken in respect of any deficit or surplus in their On-Street Parking Account for a particular financial year.

2. Legislation provides that any surplus not applied in the financial year may be carried forward. If it is not to be carried forward, it may be applied by the City for one or more of the following purposes:
- a) making good to the City Fund any deficit charged to that Fund in the 4 years immediately preceding the financial year in question;
 - b) meeting all or any part of the cost of the provision and maintenance by the City of off-street parking accommodation whether in the open or under cover;
 - c) the making to other local authorities, or to other persons, of contributions towards the cost of the provision and maintenance by them, in the area of the local authority or elsewhere, of off-street parking accommodation whether in the open or under cover;
 - d) if it appears to the City that the provision in the City of further off-street parking accommodation is for the time being unnecessary or undesirable, for the following purposes, namely:
 - meeting costs incurred, whether by the City or by some other person, in the provision or operation of, or of facilities for, public passenger transport services;
 - the purposes of a highway or road improvement project in the City;
 - meeting the costs incurred by the City in respect of the maintenance of roads at the public expense; and
 - for an “environmental improvement” in the City.
 - e) meeting all or any part of the cost of the doing by the City in its area of anything which facilitates the implementation of the Mayor’s Transport Strategy, being specified in that strategy as a purpose for which a surplus can be applied; and
 - f) making contributions to other authorities, i.e. the other London Borough Councils and Transport for London, towards the cost of their doing things upon which the City in its area could incur expenditure upon under (a)-(e) above.
3. In the various tables of this report, figures in brackets indicate expenditure, reductions in income or increased expenditure.

2016/17 Outturn

4. The overall financial position for the On-Street Parking Reserve in 2016/17 is summarised below:

	£m
Surplus Balance brought forward at 1st April 2016	17.229
Surplus arising during 2016/17	6.313
Expenditure financed during the year	(3.421)
Funds remaining at 31st March 2017, wholly allocated towards funding future projects	20.121

5. Total expenditure of £3.421m in 2016/17 was financed from the On-Street Parking Reserve, covering the following approved projects:

Revenue/SRP Expenditure:	£000
Highway Resurfacing, Maintenance and Enhancements	(1,971)
Concessionary Fares and Taxi Card Scheme	(530)
Bank Junction Experimental Safety Scheme	(163)
Ring of Steel Compliance and Stabilisation	(125)
Beech Street Tunnel	(116)
Special Needs Transport	(93)
Planting Maintenance	(16)
Street Lighting Project	(3)
Off Street Parking Contribution to Reserves	233
Total Revenue/SRP Expenditure	(2,784)
Capital Expenditure:	
Aldgate	(531)
Bank Junction Experimental Safety Scheme	(72)
Barbican Podium Waterproofing – Phase 1	(15)
Milton Court Highway Works S278	(10)
Street Lighting Project	(5)
Barbican Area Strategy - Silk Street	(4)
Total Capital Expenditure	(637)
Total Expenditure Funded in 2016/17	(3,421)

6. The surplus on the On-Street Parking Reserve brought forward from 2015/16 was £17.229m. After expenditure of £3.421m funded in 2016/17, a surplus balance of £2.892m was carried forward to future years to give a closing balance at 31st March 2017 of £20.121m.
7. Currently total expenditure of some £69.428m is planned over the medium term up to 31st March 2022, by which time it is anticipated that the existing surplus plus those estimated for future years will be fully utilised. This total includes expenditures of £8.344m, £14.903m, £26.999m, £13.249m and £5.933m planned from 2017/18 until 2021/22 respectively, which are anticipated to reduce significantly the surpluses arising in those years.
8. The total programme covers a number of major capital schemes including funding towards the Barbican Podium Waterproofing and Highwalk Remedial Works, repairs to Holborn Viaduct & Snow Hill Pipe Subways, Street Lighting Project, Temple Area Traffic Review, Dominant House Footbridge Repairs, HVM Security Bollards & Security Team, Minorities car park structural monitoring/work, 'Ring of Steel' Compliance and Stabilisation and Bank Junction Experimental Safety Scheme.

9. The programme also covers ongoing funding of revenue projects including highway resurfacing, enhancements and road maintenance projects, concessionary fares and taxi cards, special needs transport, and contributions to the costs of Off-Street car parks. The progression of each individual scheme is, of course, subject to the City's normal evaluation criteria and Standing Orders.
10. A forecast summary of income and expenditure arising on the On-Street Parking Account and the corresponding contribution from or to the On-Street Parking Surplus, over the medium term financial planning period, is shown below:

On-Street Parking Account Reserve	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Projections 2016/17 to 2021/22	Actual £m	Forecast £m	Forecast £m	Forecast £m	Forecast £m	Forecast £m	£m
Income	9.3	16.6	16.4	16.5	8.9	9.0	76.7
Expenditure (<i>Note 1</i>)	(3.0)	(4.0)	(4.0)	(4.0)	(3.0)	(3.1)	(21.1)
Net Surplus arising in year	6.3	12.6	12.4	12.5	5.9	5.9	55.6
Capital, SRP and Revenue Commitments	(3.4)	(8.3)	(14.9)	(27.0)	(13.3)	(5.9)	(72.8)
Net in year contribution (from)/ to surplus	2.9	4.3	(2.5)	(14.5)	(7.4)	0.0	(17.2)
(Deficit) / Surplus cfwd at 1 st April	17.2	20.1	24.4	21.9	7.4	0.0	
(Deficit) / Surplus cfwd at 31st March	20.1	24.4	21.9	7.4	0.0	0.0	

Note 1: On-Street operating expenditure relates to direct staffing costs, repair & maintenance of pay & display machines, Indigo contractor costs, fees & services (covering cash collection, pay by phone, postage & legal), IT software costs for enforcement systems, provision for bad debts for on-street income and central support recharges.

11. A noticeable increase in income generated from 2017-18 to 2019-20 is a result of the Bank Junction Experimental Safety Scheme. Depending upon future motorist's compliance and possible extensions to the current trial scheme timeframe, these income streams may need refining.
12. There is now a combined service for 'Civil Parking & Traffic Enforcement, including the Cash Collection Contract' which has resulted in on-going savings to the operating costs of the On-Street Parking Account.

Conclusion

13. So that we can meet our requirements under the Road Traffic Regulation Act 1984 (as amended), we ask that the Court of Common Council notes the contents of this report, which would then be submitted to the Mayor of London.

Consultees

14. The Comptroller & City Solicitor has been consulted in the preparation of this report and his comments have been included.

Background Papers

15. Road Traffic Regulations Act 1984; Road Traffic Act 1991; GLA Act 1999 sect 282.
16. Final Accounts 2016/17.

Simon Owen

Chamberlain's Department

T: 020 7332 1358

E: simon.owen@cityoflondon.gov.uk

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