



## Planning and Transportation Committee

**Date:** TUESDAY, 9 JANUARY 2018

**Time:** 11.00 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
Sir Mark Boleat	Deputy Brian Mooney
Mark Bostock	Sylvia Moys
Deputy Keith Bottomley	Barbara Newman
Henry Colthurst	Graham Packham
Peter Dunphy	Susan Pearson
Emma Edhem	Judith Pleasance
Sophie Anne Fernandes	Deputy Henry Pollard
Marianne Fredericks	Jason Pritchard
Graeme Harrower	James de Sausmarez
Christopher Hill	Oliver Sells QC
Alderman Robert Howard	Graeme Smith
Deputy Jamie Ingham Clark	Deputy James Thomson
Alderman Gregory Jones QC	William Upton

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**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 12 December 2017.  

**For Decision**  
(Pages 1 - 8)
4. **DELEGATED DECISIONS**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 9 - 28)
5. **VALID APPLICATIONS LIST FOR COMMITTEE**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 29 - 32)
6. **REPORTS RELATIVE TO PLANNING APPLICATIONS**
  - a) 54-58 Bartholomew Close (Pages 33 - 150)  

**For Decision**
  - b) Public Comments in Planning Reports (Pages 151 - 158)  

**For Decision**
7. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT**
  - a) Freight and Servicing Supplementary Planning Document - Consultation and Adoption (Pages 159 - 254)  

**For Decision**
  - b) Major Highway Works for 2018 (Pages 255 - 268)  

**For Information**
  - c) City of London Transport Strategy - Scope, Process and Programme (Pages 269 - 274)  

**For Decision**
8. **100 BISHOPSGATE CITY WALKWAY AGREEMENT**  
Report of the Director of the Built Environment.  

**For Decision**  
(Pages 275 - 282)

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 12 December 2017.

**For Decision**  
(Pages 283 - 284)

13. **SECURITY PROGRAMME**

Report of the Director of the Built Environment.

*This report was approved by the Policy and Resources Committee on 14<sup>th</sup> December 2017.*

**For Decision**  
(Pages 285 - 312)

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**

**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, 12 December 2017**

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

### **Present**

#### **Members:**

Christopher Hayward (Chairman)	Christopher Hill
Deputy Alastair Moss (Deputy Chairman)	Alderman Vincent Keaveny
Randall Anderson	Paul Martinelli
Alderman Sir Michael Bear	Andrew Mayer
Sir Mark Boleat	Barbara Newman
Mark Bostock	Graham Packham
Deputy Keith Bottomley	Susan Pearson
Peter Dunphy	Deputy Henry Pollard
Emma Edhem	James de Sausmarez
Marianne Fredericks	William Upton
Graeme Harrower	

#### **Officers:**

Amanda Thompson	- Town Clerk's Department
Jennifer Ogunleye	- Town Clerk's Department
Simon Owen	- Department of the Built Environment
Deborah Cluett	- Comptrollers & City Solicitor
Carolyn Dwyer	- Director of Built Environment
Annie Hampson	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Steve Presland	- Transportation & Public Realm Director
Ted Rayment	- Department of the Built Environment
Elisabeth Hannah	- Department of the Built Environment

### **1. APOLOGIES**

Apologies for absence were received from Deputy Jamie Ingham Clark, Oliver Lodge, Deputy Brian Moony, Sylvia Moys, Jason Pritchard, Graeme Smith and Deputy James Thompson.

A member stated that it was unacceptable for so many Committee members to be missing without having submitted apologies and this could leave the Committee open to criticism.

The Chairman advised that he would seek to address this.

2. **SIR MICHAEL BEAR**

On behalf of the Committee the Chairman paid tribute to Sir Michael Bear who was retiring from the Court of Aldermen and therefore the Planning and Transportation Committee.

The Chairman expressed his thanks to Sir Michael for his great contribution to the Committee, and to the City of London overall.

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

There were no declarations of interest.

4. **MINUTES**

RESOLVED – That the minutes of the meeting held on 14 November 2017 be approved subject to the following amendments:

The deletion of James de Sausmarez as having given apologies as he was present at the meeting.

Mr de Sausmarez had also expressed an interest in agenda items 6a) and 6b) by virtue of being a member of St Paul's Cathedral Council, and had abstained from the voting on those items.

**Matters Arising**

**Thames Court Footbridge**

In response to a question concerning what progress has been made since the last meeting, officers advised that the legal work in relation to the actual ownership of the bridge was continuing, and the additional information requested by the Chairman of the Projects Sub-Committee had been provided so there would be no delays.

**Death of a Pedestrian at Ludgate Circus**

The Committee was advised that a letter on behalf of the Chairman had now been drafted and would be sent to both TfL and the Walking and Cycling Commission requesting an urgent meeting which both the Chairman and Deputy Chairman would attend together with officers.

It was agreed that a copy of the letter be circulated to all Members of the Committee.

5. **STREETS AND WALKWAYS SUB-COMMITTEE**

RESOLVED – That the minutes of the Streets and Walkways Sub-Committee held on 17 October be received.

6. **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.

7. **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.

8. **REVENUE AND CAPITAL BUDGETS - 2018/19**

Members received a report detailing the annual submission of the revenue and capital budgets overseen by the Committee, and seeking approval to the latest revenue budget for 2017/18 and provisional revenue budget for 2018/19, for subsequent submission to the Finance Committee. Details of the Committee's draft capital budget were also provided.

In response to a question concerning improvement works at Blackfriars Bridge, something which the previous Chairman had undertaken to do, Members were advised that this would be incorporated into the parapet repairs which were due to commence in January/February 2018 and a Gateway report would come to the Committee then.

**RESOLVED** - to

- 1) Note the latest 2017/18 revenue budget;
- 2) Review the provisional 2018/19 revenue budget to ensure that it reflects the Committee's objectives and, if so, approve the budget for submission to the Finance Committee;
- 3) Review and approve the draft capital budget;
- 4) Review and approve the draft 50 year Bridges' Repairs, Maintenance and Major Works Fund budgets and the consequent required contributions;
- 5) Note the Building Repairs and Maintenance asset verification exercise being undertaken by the City Surveyor and agree that any minor changes for 2017/18 latest and 2018/19 original budgets arising from this exercise be delegated to the Chamberlain; and
- 6) Authorise the Chamberlain to revise these budgets for changes to the Building Repairs and Maintenance assets, and in respect of recharges.

9. **FREIGHT AND SERVICING SUPPLEMENTARY PLANNING DOCUMENT - CONSULTATION AND ADOPTION**

This item was withdrawn.

10. **PAY & DISPLAY MACHINES - EQUIPMENT REPLACEMENT**

The Committee received a Gateway 7 report in relation to equipment replacement for Pay and Display machines.

RESOLVED - To

Note that the project was now completed and no further machine upgrades were proposed; and

Agree that cashless parking be rolled out more widely across the City following the successful outcome of the trial, and the continuing rise of payments made by mobile phone payment technology.

11. **STREET LIGHTING STRATEGY**

The Sub-Committee received a report concerning the City Lighting Strategy which sought to improve the quality, efficiency, sustainability and consistency of lighting for the whole City, providing a holistic approach to lighting and helping to ensure a safe, vibrant and pleasant night environment for businesses, residents and visitors.

The Strategy also considered the negative consequences of artificial lighting and how a healthy and sustainable balance can be achieved between light and darkness within the City, maintaining safety and security considerations as paramount.

RESOLVED - That the draft City Lighting Strategy be approved for public consultation to be initiated in January 2018.

12. **INTRODUCTION OF EMISSION BASED TARIFFS FOR ON-STREET PARKING & CASHLESS PARKING**

The Committee received a report recommending the introduction of a new tariff for on-street parking charges based on variable charging according to their emissions, as well as the implementation of cashless parking across the majority of the City with a significant further removal of Pay & Display (P&D) machines, only retaining those machines at locations where cash continued to be a popular method of payment.

RESOLVED to agree to:

Emission Based Tariff- (Vote – 16 In Favour, 3 Against, 0 Abstentions)

- Commence the statutory process for the introduction of a new tariff structure for on-street parking charges based on vehicle type and emissions as outlined in paragraph 11 of the report.

Cashless Parking – (Vote – 18 In Favour, 0 Against, 0 Abstentions)

- Remove most of the Pay & Display machines for on-street parking payments in the City with the exception of those locations that continue to receive a relatively high level of cash payments, and commence the statutory process to remove the convenience fee of 20p currently applied to each mobile phone parking transaction
- Delegate to the Director of the Built Environment authority to consider all consultation responses and representations in response to the proposal to introduce a new tariff structure and to determine whether or not to make the necessary Order (subject to being satisfied that no major new issues or significant public concern has arisen during the consultation process). If major new issues or significant public concern have arisen the decision whether or not to introduce the new tariff structure and remove the convenience fee will be brought back to Planning & Transportation Committee.

### 13. **BANK ON SAFETY**

The Sub-Committee received an update on how the Bank on Safety experimental scheme was initially performing against the approved key success criteria.

The Chairman reported that the London Taxi Drivers Association (LTDA) had written to him again regarding the impact on the taxi trade, and they had also been monitoring ranks and journey times both before and after the scheme which they would be sharing with the CoL in due course.

The Chairman advised that he had agreed to meet with the LTDA together with officers, however he had stressed that the scheme was only half way through its trial period and was still subject to further monitoring to assess whether it had met its objectives.

Members raised a number of questions regarding possible exemptions for taxis carrying blue badge holders, whether or not the scheme had caused problems elsewhere, and how cyclists and buses could be made to reduce their speeds.

**RESOLVED** - To note the progress made to date on monitoring the Bank on Safety experimental scheme and that a further report on the consultation results be submitted when available.

### 14. **DRAFT DEPARTMENTAL BUSINESS PLAN 2018/19 - DEPARTMENT OF THE BUILT ENVIRONMENT**

The Committee received a report presenting for information the draft high-level business plans for the Department of the Built Environment for 2018/19, which

were presented alongside the departmental estimate report to enable the draft ambitions and objectives to be discussed in conjunction with the draft budget for the forthcoming year.

RESOLVED - That the draft high-level business plans for 2018/19 for the Department of the Built Environment noted.

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

Questions from Graham Harrower

“Does the Chairman agree that:

(a) the number of Members of this Committee attending most of this meeting so far is not less than half of the total number of 35, and is in fact 21;

(b) the higher than usual number of late arrivals is to be expected in the current weather conditions; and

(c) the number of Members attending has not impaired the usual vigorous debate on issues before this Committee.”

The Chairman’s answer to each of those questions was “yes”.

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

There were no items of urgent business.

**17. 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.

**18. FREIGHT PROGRAMME UPDATE**

The Committee received a report updating on progress delivering the Strategic Transportation team’s freight programme.

RESOLVED – That the report be noted.

**19. ANNUAL WAIVERS REPORT 2016/17**

The Committee received the Annual Waivers report for 2016/17.

**20. PLANNING & REGULATORY SERVICES CASEWORK MANAGEMENT SYSTEM (PRSCMS)**

The Committee considered a joint report of the Director of Markets and Consumer Protection and the Director of the Built Environment concerning the Planning and Regulatory Services Casework Management System.

**21. DEBT ARREARS - BUILT ENVIRONMENT**

The Committee received a report detailing the arrears of invoiced income as at 30<sup>th</sup> September 2017.

RESOLVED – That the report be noted.

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

There were no questions.

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

There were no items of urgent business.

**The meeting closed at 12.40 pm**

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Chairman

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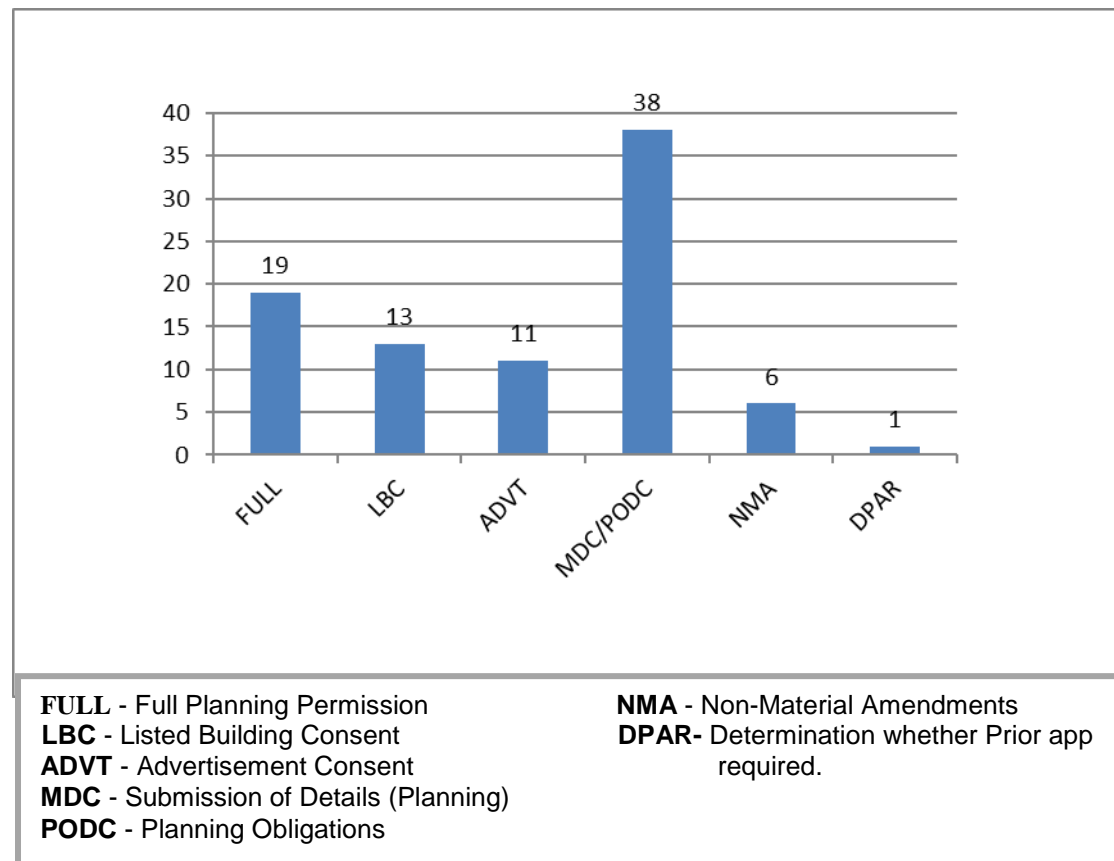
<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	9 <sup>th</sup> January 2018
<b>Subject:</b> Delegated decisions of the Chief Planning Officer and Development Director	<b>Public</b>
<b>Report of:</b> Chief Planning Officer and Development Director <b>Report author:</b> Annie Hampson	<b>For Information</b>

## 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, eighty-eight (88) 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. Eleven (11) express consent to display advertisements were decided. Nineteen (19) applications for development have been approved including six (6) change of use applications and 1004.5sq.m of created floorspace.

## Breakdown of applications dealt with under delegated powers



Any questions of detail arising from these reports can be sent to [plans@cityoflondon.gov.uk](mailto:plans@cityoflondon.gov.uk).

### Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision
17/00995/FULL Aldgate	80 Leadenhall Street London EC3A 3DH	Installation of two grilled louvred panels to the rear ground floor level facade.	Approved 30.11.2017
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]	Approved 30.11.2017
16/00835/MDC Aldgate	61 St Mary Axe, 80-86 Bishopsgate, 12-20 Camomile Street, 15-16 St Helen's Place And 33-35 St Mary Axe (North Elevation Only) London EC2N 4AG	Details of bicycle parking spaces pursuant to condition 19 of planning permission 12/00129/FULL dated 30.03.12	Approved 05.12.2017
17/01148/MDC Aldgate	52-54 Lime Street & 21-26 Leadenhall (Prudential House), 27 & 27A Leadenhall Street (Allianz Cornhill House) & 34-35 Leadenhall Street & 4-5 Billiter Street (Winterthur House) London, EC3	Details of a noise survey pursuant to condition 12 of planning permission (application no. 14/00027/FULMAJ) dated 30th June 2014.	Approved 05.12.2017
17/01176/MDC Aldgate	52-54 Lime Street & 21-26 Leadenhall (Prudential House), 27 & 27A Leadenhall Street (Allianz Cornhill House) & 34-35 Leadenhall Street & 4-5 Billiter Street	Details of a sound proofing report pursuant to condition 13 of planning permission (application no. 14/00027/FULMAJ) dated 30th June 2014.	Approved 12.12.2017

	(Winterthur House) London, EC3		
17/01015/LBC Aldersgate	131 Shakespeare Tower Barbican London EC2Y 8DR	Internal refurbishment works including reconfiguring of internal walls and doors.	Approved  30.11.2017
17/01132/LBC Aldersgate	308 Bryer Court Barbican London EC2Y 8DE	Internal alterations to flat including removal of door and partition between kitchen and living room.	Approved  13.12.2017
17/01005/LBC Broad Street	23 Great Winchester Street London EC2P 2AX	Installation of suspended raft ceilings incorporating lighting in rooms at first floor level.	Approved  12.12.2017
17/00649/MDC Broad Street	60 London Wall London EC2M 5TQ	Submission of a Site Survey and a Survey of the Highway (and other land to the perimeter of the site) pursuant to Condition 5 of planning permission 16/00776/FULMAJ (dated 27.04.17).	Approved  19.12.2017
17/00816/FULL Broad Street	15-18 Austin Friars London EC2N 2HE	Refurbishment of 15-18 Austin Friars, incorporating the restoration of the facade, an extension to the roof, the regrading of the existing forecourt to provide step-free access, public realm enhancements, and other associated works.	Approved  19.12.2017
17/01077/MDC Broad Street	60 London Wall London EC2M 5TQ	Submission of an Environmental Noise Survey and Plant Noise Assessment report pursuant to condition 30 (a) (in part) of planning permission dated 27th April 2017 (16/00776/FULMAJ).	Approved  19.12.2017
17/01056/FULL Bridge and Bridge Without	27 - 29 Eastcheap London EC3M 1DT	Installation of two external louvres on the rear elevation.	Approved  13.12.2017
17/00348/ADVT Bishopsgate	8 Eldon Street London EC2M 7LS	Installation and display of: (i) one fascia sign measuring 0.4m high by 2.3m wide at a height above ground of 2.4m	Approved  05.12.2017

		with internally illuminated lettering; and (ii) one projecting sign with internally illuminated lettering measuring 0.55m by 0.75m at a height above ground of 2.75m.	
17/01131/NMA Bishopsgate	1 Finsbury Avenue London EC2M 2PA	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 17/00831/FULL dated 21.09.17 to allow minor alterations within the atrium.	Approved 05.12.2017
17/00998/LBC Bishopsgate	Retail Unit 1 Andaz Hotel 40 Liverpool Street London EC2M 7QN	Erection of four retractable awnings on the Liverpool Street elevation.	Approved 07.12.2017
17/00999/ADVT Bishopsgate	Retail Unit 7 Andaz Hotel 40 Liverpool Street London EC2M 7QN	Installation and display of: (i) two externally illuminated projecting signs measuring 0.7m (high) by 0.6m (wide) located 2.75m above ground floor level; (ii) one externally illuminated fascia sign measuring 0.23m (high) by 1.4m (wide) located 2.4m above ground floor level; (iii) Three non-illuminated blackboards measuring 0.95m (high) by (0.55m (wide) located at a height of 1.48m above ground floor level; (iv) One internally illuminated menu board measuring 1.2m (high) by 0.6m (wide) located at a height of 1.2m above ground floor level	Approved 07.12.2017
17/01000/LBC Bishopsgate	Retail Unit 7 Andaz Hotel 40 Liverpool Street London EC2M 7QN	Installation and display of new signage and hanging baskets on the Liverpool Street and Bishopsgate elevations.	Approved 07.12.2017
17/01105/FULL Bishopsgate	1 Broadgate London EC2M 2QS	Installation of temporary art structure located above external terrace.	Approved 07.12.2017
17/01122/FULL	135 Bishopsgate London	Application under section 73 of the Town and Country	Approved

Bishopsgate	EC2M 3TP	Planning Act 1990 to vary condition 13 (approved drawings) of planning permission dated 30th August 2017 to enable the formation of new retail entrances and amendments to the proposed mix of uses to (i) ground floor: office (Class B1) and use as a shop (Class A1) and/or a mixed retail use comprising shop, restaurant and cafe and drinking establishment (Sui Generis) (ii) first floor: any use within Class A1 (shop), Class A3 (restaurant/café), Class B1 (offices) or mixed retail use comprising shop, restaurant and cafe and drinking establishment (Sui Generis), or any combination thereof.	12.12.2017
17/01094/MDC Bishopsgate	8 Devonshire Square London EC2M 4PL	Details of a noise level report and anti-vibration measures pursuant to conditions 7 and 8 of planning permission 15/00165/FULL dated 22/04/2015.	Approved 13.12.2017
17/01103/MDC Bishopsgate	119 - 121 Bishopsgate London EC2	Submission of a scheme for disabled people to gain access to the retail units and lift access between all floors of the retail units pursuant to condition 24 of planning permission dated 21st April 2017 (App No 17/00041/FULL).	Approved 13.12.2017
17/01126/ADVT Bishopsgate	Exchange Square Exchange Place London EC2A 2BR	Installation and display of two internally illuminated entrance signs each measuring 0.5m high by 3m wide at a height above ground of 2.84m.	Approved 13.12.2017
17/01125/LBC Bishopsgate	Andaz Hotel 40 Liverpool Street London EC2M 7QN	Internal refurbishment of public house including new lighting and finishes.	Approved 19.12.2017
17/00898/ADVT Bishopsgate	7 Artillery Lane London E1 7LP	Installation and display of: (i) one externally illuminated fascia sign measuring 0.6m high, 4.86m wide, at a height	Approved 22.12.2017

		above ground of 2.53m; (ii) one internally illuminated projecting sign measuring 0.52m high, 0.75m wide, at a height above ground of 3.37m.	
17/00960/FULL Bishopsgate	Unit 25 Upper Concourse Liverpool Street Station Liverpool Street London EC2M 7PY	Replacement of existing shopfront glazing to Hope Square with glazed double entrance doors, glazed side panels and glazed fan light.	Approved 22.12.2017
17/00961/ADVT Bishopsgate	Unit 25 Upper Concourse Liverpool Street Station Liverpool Street London EC2M 7PY	Installation and display of: (i) five internally hung internally illuminated logo signs measuring 0.74m high, 0.87m wide, at a height above ground of 2.4m; (ii) two internally hung internally illuminated sets of letters measuring 0.18m high, 1.64m wide, at a height above ground of 2.4m.	Approved 22.12.2017
17/00962/LBC Bishopsgate	Unit 25 Upper Concourse Liverpool Street Station Liverpool Street London EC2M 7PY	(i) Replacement of existing shopfront glazing to Hope Square with glazed double entrance doors, glazed side panels and glazed fan light; (ii) decoration of the shopfront window frames and installation of replacement entrance doors; (iii) installation of new and replacement signage behind the shopfront glazing.	Approved 22.12.2017
17/01096/LBC Bishopsgate	8 - 10 Brushfield Street London E1 6AN	Removal of internal entrance vestibule at ground floor level.	Refused 22.12.2017
17/01071/MDC Bread Street	1 - 3 St Paul's Churchyard London EC4M 8AJ	Details of proposed windows pursuant to condition 2(a) of planning permission 17/00890/FULL dated 12.10.17.	Approved 13.12.2017
17/01021/PODC Bassishaw	Land Bounded By London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw	Submission of the Second Interference Survey pursuant to Schedule 1 Clause 11.2 of the Section 106 Agreement dated 26 August 2011 related to the development at London	Approved 07.12.2017

	Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2	Wall Place (Planning Application 10/00832/FULEIA).	
17/01155/NMA Bassishaw	Land Bounded By London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2	Non-material amendment under Section 96a of the Town & Country Planning Act 1990 (as amended) to condition 34 of planning permission 14/002259/FULL dated 30/06/2014 to amend the minimum headroom heights in the refuse skip collection area.	Approved 12.12.2017
17/01049/MDC Billingsgate	3 Minster Court London EC3R 7DD	Details of new entrances, glazing, louvred screens and shopfronts at lower and upper ground floor levels pursuant to condition 2b (in part) of planning permission dated 16 February 2017 (ref: 15/01115/FULL).	Approved 13.12.2017
17/00993/MDC Castle Baynard	1 New Street Square London EC4A 3BF	Submission of details of servicing management plan and unloading and loading facilities pursuant to condition 19 and 20 of planning permission 15/01071/FULL dated 13th May 2016.	Approved 05.12.2017
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).	Approved 08.12.2017
17/01084/MDC Castle Baynard	Salisbury Square House 8 Salisbury Square London EC4Y 8AP	Details of plant equipment noise transmission pursuant to condition 9 of planning permission 14/01141/FULL dated 16.06.15	Approved 13.12.2017

17/01166/NMA Cripplegate	Golden Lane Community Centre Golden Lane Estate London EC1Y 0RJ	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission (16/01221/FULLR3) dated 02 February 2017 to enable minor internal alterations and the retention of the double doors at ground floor east elevation in their existing location.	Approved  12.12.2017
17/01108/LBC Cripplegate	404 Gilbert House Barbican London EC2Y 8BD	Internal alterations including replacement of internal doors.	Approved  22.12.2017
17/01160/LBC Cripplegate	104 Gilbert House Barbican London EC2Y 8BD	Refurbishment works including changes to non- structural walls.	Approved  22.12.2017
17/01014/MDC Cornhill	Royal Exchange Threadneedle Street London EC3V 3DG	Submission of a method statement for the cleaning of the existing granite base and alterations to the painted shop numbers pursuant to condition 2 of planning permission 15/01362/FULL and condition 4 of listed building consent 15/01363/LBC dated 22.09.16	Approved  30.11.2017
17/00224/MDC Candlewick	30-32 Lombard Street London EC3V 9BQ	Particulars and samples of materials pursuant to condition 9 (a) of planning permission dated 21st May 2015 (14/01103/FULL).	Approved  19.12.2017
17/01068/ADVT Candlewick	85 King William Street London EC4N 7BL	Installation and display of one internally illuminated (lettering only) projecting sign measuring 0.6 metres high, 0.6 metres wide displayed at a height of 2.88 metres above ground level.	Approved  22.12.2017
17/01033/NMA Coleman Street	20 Finsbury Circus London EC2M 1UT	Non material amendment under section 96A of the Town and Country Planning Act 1990 to planning permission 16/01084/FULL dated 16 December 2016 for	Approved  30.11.2017



		amendments to the internal layout at ground floor and lower ground floor levels.	
17/01041/MDC Coleman Street	56-60 Moorgate, 62-64 Moorgate & 41-42 London Wall London EC2	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 27 of planning permission 15/01312/FULMAJ dated 14th February 2017.	Approved  07.12.2017
17/01076/MDC Coleman Street	30 - 34 Moorgate London EC2R 6DA	Details of an acoustic report pursuant to condition 6(b) of planning permission 16/00560/FULL dated 19/08/2016.	Approved  13.12.2017
17/01137/MDC Coleman Street	55 Moorgate London EC2R 6PA	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to condition 3 of planning permission 16/00405/FULMAJ dated 11 October 2017.	Approved  13.12.2017
17/01139/MDC Coleman Street	20 Finsbury Circus London EC2M 1UT	Details of the cleaning of the facade pursuant to condition 24(e) of planning permission 16/01084/FULL dated 16 December 2016.	Approved  13.12.2017
17/01069/ADVT Coleman Street	City Point 1 Ropemaker Street London EC2Y 9AW	Installation and display of: one externally illuminated set of lettering measuring 0.28m high by 1.89m wide at a height of 1.6m above ground floor level and one externally illuminated set of lettering measuring 0.28m high by 1.79m wide at a height of 1.6m above ground floor level to the stairs pods No 12 and 13.	Approved  19.12.2017
17/01175/MDC Coleman Street	City Point 1 Ropemaker Street London EC2Y 9AW	Submission of details and particulars of materials and a scheme for the construction, planting irrigation and maintenance regime for the proposed soft landscaping, tree and tree pods pursuant to	Approved  19.12.2017

		conditions 2 and 3 of planning permission dated 28th September 2017 (App No 17/00268/FULL).	
17/01007/NMA Cheap	Becket House 81 - 90 Cheapside London EC2R 8DD	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission (application no. 15/01248/FULL) dated 18th February 2016 to reflect minor detail alterations to the entrance on Ironmonger Lane.	Approved 05.12.2017
17/01026/FULL Cheap	107 Cheapside London EC2V 6DN	Change of use from a mixed use of retail and skin treatment clinic (sui generis) to retail (Class A1). (146sq.m)	Approved 19.12.2017
17/01124/ADVT Cheap	State Bank of India 15 King Street London EC2V 8EA	Installation and display of: (i) 2 internally illuminated projecting signs measuring 0.41m high by 0.91m wide situated at a height above ground of 3.8m; and (ii) 2 etched and filled stainless steel panels fixed to the pilaster measuring 0.3m high by 0.6m wide situated at a height above ground of 1.8m.	Approved 22.12.2017
17/01120/MDC Dowgate	Cannon Green Building 27 Bush Lane London EC4R 0AN	Details of a plant noise commissioning report pursuant to condition 3(b) of planning permission 16/01098/FULL dated 14.12.16.	Approved 13.12.2017
17/01025/LBC Farringdon Within	St Bartholomew House 58-59 West Smithfield London EC1A 9DS	Installation of internal secondary glazed windows at first floor level.	Approved 30.11.2017
17/00731/MDC Farringdon Within	Livery Hall Butchers Hall 87 - 89 Bartholomew Close London EC1A 7EB	Submission of a Method Statement for Archaeological Watching/Stopping Brief and foundation design pursuant to conditions 5, 6 and 7 of planning permission 16/00328/FULL, dated 11th August 2016.	Approved 05.12.2017

17/00437/FULL  Farringdon Within	Newbury House 10 - 13 Newbury Street London EC1A 7HU	(i) Change of use at basement, ground, first, second and third floor levels from hotel (Class C1 use) to a flexible use for either Class C1 or Class C3 purposes to provide eight units of accommodation (ten bedrooms) (500sq.m). (ii) Erection of a roof extension for a flexible use for either Class C1 or Class C3 purposes to provide one unit of accommodation (two bedrooms) (100sq.m). (iii) External alterations comprising: retention and repair of Newbury Street facade, including installation of new windows / doors; demolition of the rear facade and its remodelling in brick; addition of a new (fourth) floor with amenity space enclosed by balustrades.	Approved  07.12.2017
17/00986/MDC  Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Submission of details for Phase 2A: (a) particulars and samples of the materials to be used on all external faces of the buildings; (b) alterations to the retained façade; (c) flank walls; (d) soffits, hand rails and balustrades; (e) integration of window cleaning equipment and other excrescences at roof level; (f) plant and ductwork for the retail uses; and (g) ventilation and air-conditioning for the retail uses pursuant to condition 30(a), (b), (c), (d), (e), (f), (g) of planning permission dated 16 March 2017 (ref: 16/00165/FULMAJ).	Approved  07.12.2017
17/01003/MDC  Farringdon Within	Central Criminal Court Old Bailey London EC4M 7EH	Details of new air handling unit at ground floor level and lift cars three, four and five pursuant to condition 4(c) and (j) [PART] of planning permission 14/00876/FULL	Approved  13.12.2017

		dated 20.11.14 and condition 2(c) and (j) [PART] of listed building consent dated 20.11.14.	
17/00620/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 EC1A 7BE	Submission of a construction logistics plan (phase 3) pursuant to the discharge of condition 42 of planning permission 16/00165/FULMAJ dated 16th March 2017.	Approved  22.12.2017
17/01081/ADVT  Farringdon Within	Unit 5 One New Ludgate 60 Ludgate Hill London EC4M 7AW	Installation and display of one internally illuminated (lettering and logo only) wall mounted sign measuring 0.56 metres wide, 1.88 metres high displayed at a height of 0.39 metres above ground level.	Approved  22.12.2017
17/01188/NMA  Farringdon Within	Land Bounded By Charterhouse Street, Lindsey Street, Long Lane And Hayne Street London EC1	Non-material amendment under Section 96a of the Town and country Planning act to planning permission 13/00605/FULEIA to amend conditions 4 and 9 to provide a roof terrace and allow access to the area identified as roof terrace on drawing 1472-A-100-06 Rev. T6.	Approved  22.12.2017
17/00685/MDC  Farringdon Without	Smithfield Poultry Market Central Markets Charterhouse Street London EC1A 9LH	Details of materials including the copper cladding material for the dome, the copper foil bitumen felt to the monitor roof, the polycarbonate and glazing to the East Poultry canopy; details of proposals to replicate the existing radial pattern of ribs and standing seams to the dome roof; details of the design of the replacement circular dome roof lights; details of new work and work in making good to the East Poultry canopy; details of the cleaning/maintenance gantry to the canopy; details of internal lighting including replacement or upgraded	Approved  07.12.2017

		lighting units and exposed cable or conduit runs; and details of the integration of plant, flues, fire escapes and other excrescences at roof level pursuant to parts a (in part), b, c, d and g of condition 2 of planning permission dated 30th December 2016 (application reference 16/01077/FULL) and parts a (in part), b, c, d, g, and h of condition 2 of listed building consent dated 24th May 2017 (application reference 16/01078/LBC).	
17/01085/LDC  Farringdon Without	St Bartholomews Hospital West Smithfield London EC1A 7BE	Further details of new internal openings pursuant to condition 2(h) of listed building consent dated 24.02.15 (reference: 14/01281/LBC).	Approved  07.12.2017
17/01111/PODC  Farringdon Without	Dewhurst House 24-30 West Smithfield London EC1	Submission of Travel Plan and Delivery and Servicing Management Plan pursuant to schedule 5 paragraphs 8 and 9 of the section 106 agreement dated 17 November 2016 planning application reference 16/00215/FULMAJ.	Approved  07.12.2017
17/01118/TCA  Farringdon Without	Snow Hill Court London EC1A 2EJ	Works to two trees (Bay Tree and Persian Ironwood).	No objections to tree works - TCA  12.12.2017
17/01138/LBC  Farringdon Without	78 - 81 Fetter Lane London EC4A 1EQ	Replacement of glazing in shopfront.	Approved  13.12.2017
17/01163/FULL  Farringdon Without	78 - 81 Fetter Lane London EC4A 1EQ	Replacement of glazing in shopfront.	Approved  13.12.2017
17/01087/FULL  Farringdon	General Markets Farringdon Street London	Retention of photographic artwork on existing hoardings on the General Market facade	Approved  22.12.2017

Without	EC1A 9NB	fronting on to Farringdon Street for a temporary period of one year.	
17/01088/FULL Farringdon Without	1A Smithfield Street London EC1A 9JQ	Retention of photographic artwork on existing scaffolding on the front elevation of the Red House facade for a temporary period of one year.	Approved  22.12.2017
17/01092/NMA Langbourn	Land Bounded By Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Application under section 96a of the Town and Country Planning Act 1990 (as amended) for a non-material amendment to planning permission 14/00237/FULMAJ dated 08/02/2016 for the introduction of louvres at Level 9 and replacement of a door to louvres at Level 10 on the west façade.	Approved  27.11.2017
17/00862/FULL Langbourn	141 - 142 Fenchurch Street London EC3M 6BL	Change of use at ground floor and basement levels from a barber shop (Class A1) to a sui generis use comprising wine bar at basement level with access from shop, and shop at ground floor level (97sq.m).	Approved  05.12.2017
17/01089/MDC Langbourn	Land Bounded By Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Submission of details of the facades and soffits to the north/south pedestrian route and central Hall pursuant to condition 18 (e) (in part) (excludes details of video screen displays) of planning permission (application no. 14/00237/FULMAJ) dated 8th February 2016.	Approved  05.12.2017
17/01090/MDC Langbourn	Land Bounded By Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Submission of details of the construction, planting irrigation and maintenance regime for the green walls/roofs pursuant to condition 24 of planning permission (application no. 14/00237/FULMAJ) dated 8th February 2016.	Approved  05.12.2017
17/01099/NMA Lime Street	6 - 8 Bishopsgate & 150 Leadenhall Street London EC2N 4DA & EC3V	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning	Approved  27.11.2017

	4QT	permission (application no. 15/00443/FULEIA) dated 17th December 2015 to vary the wording of conditions 12 and 13 to enable demolition to take place prior to the submission of details required specifically by each condition.	
17/00796/FULL Lime Street	42 - 44 Bishopsgate London EC2N 4AH	Installation of new cladding to the south elevation.	Approved  12.12.2017
17/00913/PODC Lime Street	6 - 8 Bishopsgate & 150 Leadenhall Street London EC2N 4DA	Submission of a Local Training, Skills and Job Brokerage Strategy (Demolition) pursuant to Schedule 3, Paragraph 2.1 of the Section 106 Agreement dated 17 December 2015, relating to the development at 6 - 8 Bishopsgate & 150 Leadenhall Street (Planning Permission Ref: 15/00443/FULEIA).	Approved  12.12.2017
17/01051/PODC Lime Street	6 - 8 Bishopsgate & 150 Leadenhall Street London EC2N 4DA & EC3V 4QT	Submission of a Television Interference Survey and Survey Map Area pursuant to Schedule 3 Paragraph 13.1.1 of the Section 106 Agreement dated 17.12.2015, related to the development at 6 - 8 Bishopsgate & 150 Leadenhall Street (Planning Permission Reference 15/00443/FULEIA).	Approved  12.12.2017
17/01149/PODC Lime Street	6 - 8 Bishopsgate & 150 Leadenhall Street London EC2N 4DA & EC3V 4QT	Submission of the Local Procurement Strategy pursuant to Schedule 3 Paragraph 1.1 of the Section 106 Agreement dated 17th December 2015, in relation to the development at 6-8 Bishopsgate and 150 Leadenhall Street (Planning Permission Reference 15/00443/FULEIA).	Approved  12.12.2017
17/01174/NMA Lime Street	6-8 Bishopsgate And 150 Leadenhall Street; London EC3V 4QT/EC2N	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission (application no.	Approved  12.12.2017

		15/00443/FULEIA) dated 17th December 2015 to vary the wording of condition 4 to enable demolition to take place prior to the submission of details required by the condition.	
17/00967/PODC Portsoken	9 -13 Aldgate High Street London EC3N 1AH	Submission of the Delivery and Servicing Management Plan pursuant to Schedule 3, Clause 8.1 of the Section 106 Agreement dated 08 April 2014 in relation to the development at 9-13 Aldgate High Street (13/00590/FULMAJ).	Approved  30.11.2017
17/00616/ADVT Portsoken	Dorsett City Hotel 9 - 13 Aldgate High Street London EC3N 1AH	Retention of two internally illuminated menu boards measuring 0.86m (h) by 0.67m (w) by 0.06m (d) at a height of 1.171m above ground.	Approved  05.12.2017
17/01113/DPAR Portsoken	85 Middlesex Street London E1 7DA	Determination under Part 3, Class J of Schedule 2 of the Town and Country Planning (General Permitted Development) (as amended) Order 2015 as to whether prior approval is required for a change of use from retail (Class A1) use to gymnasium (Class D2) use [73sq.m]. Prior Approval is required and APPROVED.	Prior Approval Given  13.12.2017
17/00969/FULL Queenhithe	City of London School 107 Queen Victoria Street London EC4V 3AL	(i) Installation of a modular pod for use as a drum room to the western school courtyard; (ii) Replacement of existing solid wood double access doors to the east elevation with new metal framed glazed double access doors.	Approved  22.12.2017
17/01186/PODC Tower	Emperor House 35 Vine Street London EC3N 2PX	Submission of Highway Schedule of Condition Survey pursuant to Schedule 3 Paragraph 7.1 of section 106 agreement dated 09 November 2017 related to the development at Emperor House, 35 Vine Street	Approved  05.12.2017



		(Planning Permission Reference 17/00239/FULMAJ).	
17/01142/MDC Tower	Emperor House 35 Vine Street London EC3N 2PX	Submission of a staged scheme of protective works for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects and a Deconstruction Logistics Plan pursuant to conditions 3 (in part) and 4 of planning permission dated 9th November 2017 (17/00236/FULMAJ).	Approved  12.12.2017
17/01150/PODC Tower	Emperor House 35 Vine Street London EC3N 2PX	Submission of Local Training, Skills and Job Brokerage Strategy (Demolition) pursuant to Schedule 3, clause 4.1.1 of Section 106 Legal Agreement dated 9th November 2017, in relation to the development at Emperor House, 35 Vone Street (Planning Reference: 17/00239/FULMAJ).	Approved  12.12.2017
17/01004/MDC Tower	Walsingham House 35 Seething Lane London EC3N 4AH	Details of particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces pursuant to condition 7(a) of planning permission dated 8 January 2016 (14/01226/FULL).	Approved  13.12.2017
17/01119/MDC Tower	America House 2 America Square London EC3N 2LU	Submission of external lighting details pursuant to condition 2 of planning permission 16/01366/FULL dated 17/02/2017.	Approved  22.12.2017
17/01156/ADVT Tower	Walsingham House 35 Seething Lane London EC3N 4AH	Installation and display of i) one non illuminated hoarding sign measuring 2.31m high by 2.51m wide; ii) one non illuminated hoarding sign measuring 2.38m high by 4.19m wide; iii) one non illuminated hoarding sign measuring 2.49m high by 3.6m wide and iv) one non	Approved  22.12.2017

		illuminated banner measuring 4m high by 5m wide at a height above ground of 3.2m.	
17/00983/FULL Vintry	Thames Exchange Building 10 Queen Street Place London EC4R 1BE	Alterations to the office entrance including: (i) replacement of existing entrance doors and glazing with new entrance doors and glazing; (ii) installation of new entrance canopy; (iii) recladding of the existing entrance columns; (iv) repaving of the existing entrance and steps.	Approved 07.12.2017
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.	Approved 08.12.2017
17/01114/LBC Vintry	Southwark Bridge Structure Southwark Bridge London EC4	Installation of four signs on the granite bridge piers.	Approved 12.12.2017
17/00974/FULL Vintry	1-3 College Hill London EC4R 2RA	Change of use of part fifth floor from residential use (Class C3) to office use (Class B1) (90sq.m).	Approved 22.12.2017
17/00861/MDC Walbrook	111 Cannon Street London EC4N 5AR	Details of particulars and samples of the materials to be used on all external faces of the building; proposed new facade(s) including typical details of the fenestration and entrances; typical details of stonework; windows; soffits, hand rails and balustrades; junctions with adjoining premises; integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level; plant and ductwork to serve the [A1] use(s); ventilation and air-conditioning for the [A1] use(s), pursuant to	Approved 07.12.2017

		condition 22 (a), (b), (c), (d), (e), (f), (g), (h) and (i) of planning permission 15/01368/FULL dated 24 November 2016.	
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# Agenda Item 5

<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	9 <sup>th</sup> January 2018
<b>Subject:</b> Valid planning applications received by Department of the Built Environment	<b>Public</b>
<b>Report of:</b> Chief Planning Officer and Development Director <b>Report author:</b> Annie Hampson	<b>For Information</b>

## 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](mailto:plans@cityoflondon.gov.uk).

## Details of Valid Applications

<b>Application Number &amp; Ward</b>	<b>Address</b>	<b>Proposal</b>	<b>Date of Validation</b>
17/01258/FULL Bassishaw	10 Aldermanbury, London, EC2V 7RF	Replacement of existing concertina doors with new insulated roller shutter and door.	12/12/2017
17/01221/FULL Billingsgate	51 Eastcheap, London, EC3M 1JA	Change of use at part ground floor from office (Class B1) use to retail (Class A1) use to create two shop units; new plant enclosure at roof level and creation of roof terrace and associated balustrade; making good of exterior elevations and stonework; replacement fenestration; rationalisation of the existing atrium opening at roof level and installation of a covering; alterations to main office entrance on Eastcheap; the provision of basement cycle parking; removal of car lift and creation of new lift and stair core to basement and other associated works (Total Uplift 174sq.m GEA).	01/12/2017
17/01225/FULL Bishopsgate	Liverpool Street Station, Liverpool Street, London EC2	External alterations to the western elevation of Liverpool Street Station and the provision of a public information kiosk within the	04/12/2017

		station concourse.	
17/01047/FULL Bridge And Bridge Without	52 - 54 Gracechurch Street, London, EC3V 0EH	Installation of a balustrade, removal of two windows and installation of door and glazed panel at fifth floor level.	22/11/2017
17/01233/FULL Bridge And Bridge Without	1 Lovat Lane, London, EC3R 8DT	Retention of use of ground floor entrance lobby and part basement level as a drinking establishment (Class A4). [322sq.m]	06/12/2017
17/01158/FULL Castle Baynard	14 New Bridge Street, London, EC4V 6AG	Alterations at roof level comprising: the formation of a new access enclosure and lift overrun, alterations to the roof pitch and formation of a new terrace, refurbishment of existing cupola, installation of new balustrading, new cladding to the roof edge and the insertion of two rooflights.	14/11/2017
17/01218/FULL Castle Baynard	The Old Deanery, Dean's Court, London, EC4V 5AA	Refurbishment of the Bishop of London's residence located on the top floor of the Old Deanery and the upgrading of facilities and services on the basement, ground and first floors. Improvement of level access into the house by the introduction of a new platform lift to the main entrance and associated works to the railings, steps and paving. Pruning works to the three London Plane trees.	30/11/2017
17/01106/FULL Cordwainer	1 Poultry, London, EC2R 8EJ	Installation of a plant deck and screen at roof level.	29/11/2017
17/01157/FULL Farringdon Within	Procession House , 55 Ludgate Hill, London, EC4M 7JW	Application under S73 of the Town and Country Planning Act 1990 (as amended) to allow variation of conditions 11 and 14 of planning permission 94-4696CV dated 28th February 1995 to allow the loss of car and motorcycle parking.	27/11/2017
17/01207/FULMAJ Farringdon Within	Creed Court, 3 - 5 Ludgate Hill, 1 - 3 Creed Lane And, 11 - 12 Ludgate Square, London, EC4M 7AA	Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 49 (approved drawings) of planning permission dated 06 October 2017 (ref: 14/00300/FULMAJ) to enable (i) removal of third basement level; (ii) internal reconfiguration to create 152 hotel rooms and associated alterations to the fenestration on Ludgate Square and Creed Lane; (iii) relocation of the UKPN sub-station from	12/12/2017

		basement to ground floor level; (iv) reduction in A3 (restaurant) floor area from 1,028sq.m to 478sq.m and relocation of the restaurant entrance door to Creed Lane; (v) reconfiguration of the waste storage facilities and service area; and (vi) other minor internal and external alterations.	
17/01210/FULL Farringdon Without	4 Staple Inn, London, WC1V 7QH	Change of use from B1(a) office to D1 therapy clinic (40 sq.m)	27/11/2017
17/00878/FULL Farringdon Without	46 - 47 Chancery Lane, London, WC2A 1JE	Installation of telecommunications equipment at roof level comprising nine antennae, one transmission dish, three cabinets, and associated ancillary development.	11/12/2017
17/01064/FULL Langbourn	New Moon Public House, 88 Gracechurch Street, London, EC3V 0DN	Removal of tongue and groove cladding, fascia board and dropped ceiling to the ground floor shopfront; installation of a new dropped ceiling with mouldings and new fascia board to the Gracechurch Street elevation and new architrave, dado rail, skirting board and window framing and Leadenhall Market decorations to the Leadenhall Market elevation.	22/11/2017
17/01173/FULL Tower	10 Trinity Square, London, EC3N 4AJ	Change of use of 30 permanent residential units (Class C3) on 3rd to 7th floors to short-term lets (less than 90 consecutive nights) (Class C3) use.	27/11/2017

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<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	9 January 2018
<b>Subject:</b> 54 - 58 Bartholomew Close London EC1A 7HP Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).	<b>Public</b>
<b>Ward:</b> Farringdon Within	<b>For Decision</b>
<b>Registered No:</b> 16/01017/FULL	<b>Registered on:</b> 7 October 2016
<b>Conservation Area:</b> Smithfield	<b>Listed Building:</b> NO

## Summary

Planning permission is sought for the refurbishment and extension of the existing office building, including the erection of an additional floor of office accommodation and the creation of an amenity terrace at fifth floor level, the refurbishment and replacement of existing glazing and ground floor entrances and other associated external alterations (total increase in floorspace 171sq.m GIA).

51 objections have been received from 37 residents and / or their representatives regarding the proposed development. The objections relate to the design of the proposed extension and alterations, the impact on the Smithfield Conservation Area, increased traffic and congestion, the provision for people with disabilities and the potential impact of the development on residential amenity including loss of daylight and sunlight, loss of privacy from increased overlooking and increased noise from the proposed terrace and construction works.

The proposed alterations and extension are considered acceptable in terms of their bulk, height, massing and design and would enable the building to continue to make a positive contribution to the character and appearance of the Conservation Area.

The proposed disabled access arrangements are considered acceptable within the context of the existing building constraints and represent an improvement to the existing access arrangements.

The moderate increase in office floor area (171sq.m GIA) would not have a

material impact on traffic flows with the majority of trips undertaken by foot and bicycle.

The daylight and sunlight assessment demonstrates that the majority of windows and rooms in neighbouring properties would not experience noticeable reductions in daylight and sunlight. Whilst there would be a small number of impacts on daylight and sunlight as a result of the development the majority would be minor in nature and are considered to be acceptable given the densely developed urban nature of the site.

An existing roof terrace at fifth floor level would be removed and replaced by the proposed office accommodation and a smaller roof terrace. The proposed works at fifth floor level would not adversely impact on privacy or increase the level of overlooking over and above the existing situation.

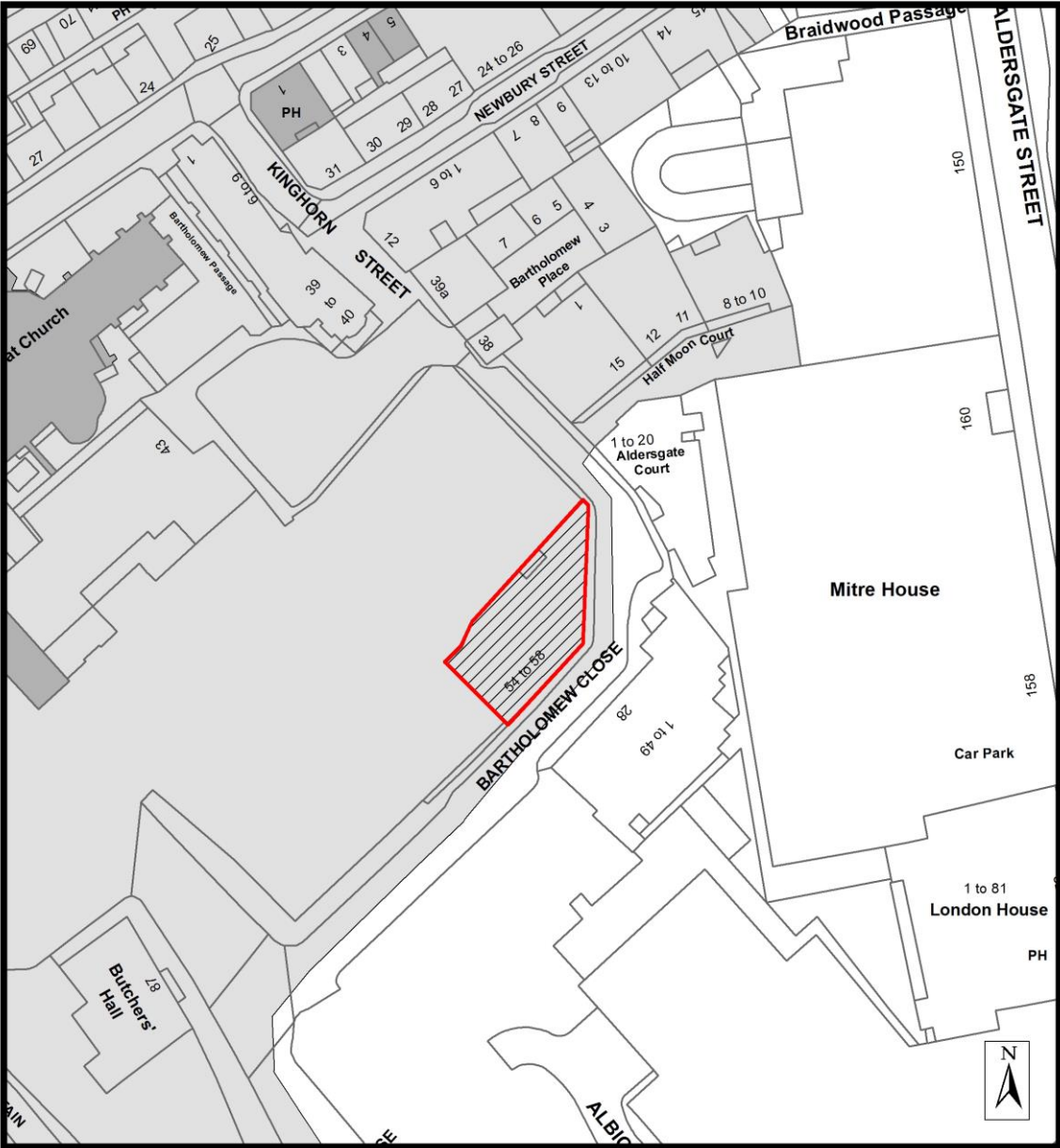
The proposed roof terrace at would be controlled by hours of use and music restrictions that do not currently apply to the existing terrace.

The proposed development would provide additional and upgraded office accommodation. It is considered to comply with the Development Plan as a whole and to be appropriate subject to conditions and Community Infrastructure Levy payments.

### **Recommendation**

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

# Site Location Plan



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ADDRESS:

54 - 58 Bartholomew Close

CASE No.

16/01017/FULL

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



View of south-east elevation

## **Main Report**

### **Application Site**

1. The site is a five-storey brick building located on the north-west side of Bartholomew Close. It occupies a corner plot on the street as it arcs towards the junction with Cloth Fair to the north. The established use of the building is office (Class B1). The building is currently vacant.
2. The building dates from the late 18<sup>th</sup> / early 19<sup>th</sup> century. It lies within the Smithfield Conservation Area, adjacent to its eastern boundary. The building has been altered and extended over time and displays a variety of fenestration patterns dating from the 19<sup>th</sup> and 20<sup>th</sup> centuries. The existing 4<sup>th</sup> floor and part of the 3<sup>rd</sup> floor are later additions.
3. To the north east of the site is Aldersgate Court, 30 Bartholomew Close, a part four-storey, part five-storey, purpose built residential block. To the east, is 160 Aldersgate Street, a nine-storey modern office building and car park, which has recently been refurbished and extended. To the south east, on the opposite side of Bartholomew Close, is Spencer Heights, 30 Bartholomew Close, a seven storey purpose built residential block.
4. Immediately to the south west of the site, is Dominion House, a five-storey residential conversion. Immediately to the north west is The Askew Building, a six-storey residential development including a penthouse floor. Both buildings form part of Phase 1 of the Barts Square development.

### **Proposal**

5. The proposal is for the refurbishment and extension of the existing office building, including:
  - Removal of the existing fifth floor lift motor room, rooftop access and roof terrace and the erection of a single floor of office accommodation at fifth floor level (160sq.m);
  - An addition at fourth floor level to provide a revised fourth floor layout and a new lobby around the existing stair core (10sq.m);
  - Alterations to the ground floor facade including the enlargement of the existing window openings, the addition of zinc reveals to the openings, new entrance doors and external light fittings;
  - Replacement of the existing glazing and glass roof at ground level with double glazing, at the rear of the building;
  - Replacement of the existing metal balustrading at roof levels with painted mild steel balustrading; and
  - Refurbishment of the existing fourth floor roof terrace and creation of a new terrace at fifth floor level.

## **Consultations**

6. The application has been advertised on site and in the local press. The residential premises of Spencer Heights, 28 Bartholomew Close and Aldersgate Court, 30 Bartholomew Close have been individually consulted.
7. There have been two separate consultations in respect of the scheme. It was first consulted on in October 2016. A second consultation was undertaken in November 2017 following revisions to the design of the proposed development.
8. A total number of 51 objections have been received across the two consultations periods (27 in 2016; 24 in 2017) from 37 residents and / or their representatives. The objections and responses are summarised in the table below:

Representation	No. of comments on this point		Response
	2016	2017	
Loss of daylight and sunlight as result of the proposed roof extension.	25	24	The impact on daylight and sunlight to surrounding residential properties is considered acceptable and in accordance with Local Plan policy. This is covered in more detail in this report.
Overlooking and loss of privacy as result of the roof extension and roof terrace.	20	19	The existing fifth floor roof terrace would be removed and replaced by a single floor of office accommodation and a smaller roof terrace. The proposed works at fifth floor level would not adversely impact on privacy or increase the level of overlooking over and above the existing situation.
More external noise as result of the proposed roof terrace.	18	20	The current building has existing roof terraces. The proposed new roof terrace at fifth floor would have a smaller area than the existing and would be controlled by hours of use and music restrictions that do not currently apply to the existing terrace.
The developer previously stated that the building would not be extended.	15	5	This is not a material consideration. Each development proposal should be assessed on its own merits.
The development would lead to an increase in traffic.	7	-	The moderate increase in office floor area (171sq.m GIA) would not have a material impact on traffic flows with the majority of trips undertaken by foot and

			bicycle.
The roof extension is out of character and disproportionately large.	4	1	<p>The proposed mansard roof parapet has been reduced in height. The proposed dormers have been reduced in number and in height.</p> <p>The roof design is a combination of a traditional form and modern detailing which complements the historic character of the domestic scaled early Victorian brick building and the neighbouring mansard roof extension to Dominion House.</p>
The lift overrun is unnecessary and objectionable.	2	-	The lift overrun has been significantly reduced in height and would have less of a visible impact than the existing full height lift motor room at fifth floor level.
The proposed roof terrace is unnecessary.	2	-	<p>Roof terraces are a common part of life in the City as they present an opportunity for amenity space.</p> <p>The current building has existing roof terraces. The proposed new roof terrace at fifth floor would have a smaller area than the existing and would be controlled by hours of use and music restrictions.</p>
The development would have a negative impact on the Conservation Area.	2	2	The proposed additions and alterations are considered acceptable in terms of bulk, height, massing and design. The historic fabric of the building would be retained and the building would continue to make a positive contribution to the character and appearance of the Smithfield Conservation Area.
Property values would be negatively affected.	2	1	This is not material planning consideration.
The proposed works at roof level would have a negative impact on outlook and views.	2	-	The proposed works at roof level are considered to be acceptable in terms of bulk, height, massing and design and would complement the historic character of the domestic scaled early Victorian brick building and the neighbouring mansard roof extension to Dominion House.
There would be further noise and disruption during	1	-	Conditions are included requiring a scheme of protective works from noise, dust, vibration and other environmental



development works.			effects and details of the facilities and methods to accommodate and manage all freight vehicle movements to and from the site throughout the development process.
The proposals for disabled access are not up to standard for a modern building.	-	5	The proposed disabled access arrangements are considered acceptable within the context of the existing building constraints and represent an improvement to the existing access arrangements.
The full height glazing at ground floor is out of character.	-	1	The alterations at ground floor include the removal of modern double-glazed windows and uPVC doors. The new full height glazing would be set within the existing and extended stone architraves. The alterations would enhance the appearance of the building.

### **Policy Context**

9. The development plan consists of the London Plan 2016 and the City of London Local Plan 2015. The London Plan sets out the Mayor's vision for London up to 2036. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A of this report.
10. There is relevant City of London supplementary planning guidance in respect of: Planning Obligations and the City of London Community Infrastructure Levy Charging Schedule. There is relevant Mayoral supplementary planning guidance in respect of Sustainable Design and Construction, Control of Dust and Emissions during Construction and Demolition, and Use of Planning Obligations in the funding of Crossrail and the Mayoral CIL.
11. Government Guidance is contained in the National Planning Policy Framework (NPPF) and the NPPF Practice Guide. Chapter 12 of the NPPF sets out key policy considerations for applications relating to designated and non-designated heritage assets. Other relevant guidance is provided by English Heritage including the documents Conservation Principles, and The Setting of Heritage Assets. Building in Context (EH/CABE) and the PPS5 Practice Guide in respect of the setting of heritage assets.

### **Considerations**

12. The Corporation, in determining the planning application has the following main statutory duties to perform:-



- to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
- to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
- For development 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);

#### Principal Issues to be considered

13. The principal issues to be considered in the determination of this planning application are:
  - The extent to which the proposals comply with Government policy advice (NPPF) and with the relevant policies of the Development Plan.
  - The appropriateness of the bulk, massing and design of the proposals in the context of the local area and local views;
  - The impact on the character and appearance of the Smithfield Conservation Area;
  - The provision of refurbished and additional office accommodation.
  - Servicing, transport and impact on public highways;
  - The impact on residential amenity and specifically:
    - a) The impact of the proposals on the daylight and sunlight enjoyed by neighbouring residential properties;
    - b) The impact of the proposals on privacy and overlooking;
    - c) The impact of the proposed roof terraces;
    - d) The potential impact of construction works.

#### Design and Heritage Considerations

14. The proposals include an extension at roof level to provide a fifth floor office space, new terrace and an addition at fourth floor to form a new lobby around the existing escape stair core. Alterations are proposed to the ground floor facade including enlargement of window openings, addition of zinc reveals to the openings, new entrance doors and external light fittings.
15. The proposals have been amended to address concerns regarding the design, bulk and form of the roof extension and the loss of stone architraves at ground level. The amendments comprise:

- Roof bulk and mass reduced by stepping back from the corner that abuts Dominion House;
  - The number of dormers reduced from 6 to 5 and their height reduced by 0.4m;
  - Reduced height of lift over run;
  - Omission of raised parapet wall to corner of building abutting Dominion House;
  - Reduced height of the roof line to front elevation; and
  - Retention of the existing stone architraves at the ground floor front facade.
16. The design considerations in this case are whether the height, bulk, form and detailed design of the proposed roof extension and alterations to the facades would detract from the appearance of the building or would be harmful to the character and appearance of this part of the Smithfield Conservation Area, a designated heritage asset. The site does not fall within the setting of any listed buildings. It is adjacent to Dominion House, 59 Bartholomew Close, a non-designated heritage asset that makes a positive contribution to the character and appearance of the Smithfield Conservation Area.
  17. The proposed roof extension at fifth floor level is limited to the southern half of the building. It incorporates dormer windows set within a mansard type form, clad in zinc, then sets back further to a brick element. The design is a combination of a traditional form and modern detailing which complements the historic character of the domestic scaled early Victorian brick building and the adjacent Dominion House. The roof additions would be sloped back at an angle and stepped back behind the brick parapet of the front facade so to not appear overly prominent in views from street level. Due to the narrowness of Bartholomew Close, views of the extension from street level would be limited.
  18. The proposed additions at 5<sup>th</sup> floor level are considered acceptable in design terms and would not detract from the appearance of the building or that of neighbouring developments.
  19. The 10sq.m addition at fourth floor level would be located towards the rear of the existing terrace and clad in stock brick to match the existing brickwork. The new windows to the splayed wall at 4<sup>th</sup> floor level would replace modern windows. The windows, whilst being of modern proportions, are considered appropriate in design terms as they would be set back from the front facade and would not appear conspicuous when viewed from street level. The existing windows at third and fourth floor level display a range of fenestration styles reflecting the evolution of the building over the centuries.
  20. The new and refurbished terrace would be enclosed by metal balustrades to match the existing.

21. The alterations to the front facade at ground level include the removal of modern double-glazed windows and uPVC doors and the lowering of window sills to ground level. New frameless glazing would be set within the enlarged openings, set within the existing and extended stone architraves. The reveals of the architraves would be clad in zinc to provide a contemporary definition to the openings. The existing brickwork to the upper facades would be cleaned and repaired. These alterations would enhance the appearance of the building.
22. At the rear, the proposed glazed and metal framed ground floor lean-to addition would replace an existing lean-to structure. This rear infill would abut a garden boundary wall. It's modest size and simple design would not detract from the appearance of the building.
23. The proposed additions and alterations are considered acceptable in terms of their bulk, height and massing subject to conditions reserving details and materials. The historic fabric would be retained and the building would continue to make a positive contribution to the character and appearance of the Smithfield Conservation Area. The proposals would preserve the significance of the heritage assets and respect the local context and character of this part of the Smithfield Conservation Area.

#### Provision of Additional and Refurbished Office Accommodation

24. Policy CS1 of the City of London Local Plan seeks to ensure the City of London provides additional office development of the highest quality to meet demand from long term employment growth and strengthen the beneficial cluster of activities found in and near the City that contribute to London's role as the world's leading international financial and business centre and encourages the supply of a range of high quality office accommodation to meet the varied needs of City office occupiers.
25. The proposal would provide a modest addition of 171sq.m (GIA) to the City's office stock and would refurbish and upgrade the existing office accommodation within the building, in accordance with Local Plan Policy CS1. The juxtaposition of offices, other uses and residential is characteristic of the City and the Smithfield area in particular.

#### Access and Inclusive Design

26. Policy DM10.8 Access and Inclusive Design seeks to achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished).
27. Access to the building is via the main office entrance on Bartholomew Close. There is an existing 240mm level difference between the pavement immediately outside the main entrance door and the finish floor level within the existing building. Due to structural restrictions within the building, it is proposed to provide a portable threshold ramp that would be made available as required to enable wheelchair access into the building.

28. The existing door would be replaced with an automatic full height glass door with a clear opening of 1050mm. Clear signage would be provided to advise both users and visitors of the access arrangements.
29. Level access would be provided inside the building. The existing lifts would be refurbished and sufficient space would be provided for wheelchair movement and turning circles. New disabled toilets would be provided at basement and ground floor levels.

#### Transport and Servicing

30. The existing building has no dedicated / assigned parking bays or taxi drop off points. This would remain unchanged.
31. There is currently no cycle parking provision within the building. A separate cycle access entrance would be provided at ground floor level. 16 cycle stands would be provided at basement level with unisex showers and lockers. A cycle ramp would be added to the existing stairs between ground and first floor to provide easier access to the basement cycle store from ground level.
32. The moderate increase in office floor area (171sq.m GIA) would accommodate an additional 12 occupants. This would not lead to a material impact on traffic flows, with the majority of trips undertaken by public transport, foot and bicycle.
33. Deliveries would be provided through the main office entrance. Conditions have been included requesting the submission of details of servicing management plan and to ensure that the building is not serviced between 23:00 and 07:00 Monday to Saturday and not all on Sundays and Bank Holidays.
34. Waste would be stored within a dedicated bin store at ground floor level and placed outside the building for collection in accordance with the City of London's time banding scheme.

#### Sustainability and Energy

35. The sustainability statement submitted with the application confirms that the development would minimise carbon emissions through energy efficient design and connection to the Citigen CHP network. The reuse and refurbishment of the existing building would reduce embodied carbon emissions compared with demolition and redevelopment.
36. A condition is included requiring the submission of a post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) as soon as practicable after practical completion.

#### Impact on Residential Amenity

37. The site is on the edge of the Smithfield Residential Area as identified within the City of London Local Plan. Local Plan Policy DM21.3 Residential Environment states that "the amenity of existing residents within identified residential areas will be protected by resisting other

uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance and requiring new development near existing dwellings to demonstrate adequate mitigation measures to address any potential detrimental impact.”

38. It requires development proposals to be designed to avoid overlooking and seek to protect the privacy, daylighting and sunlighting levels to adjacent residential accommodation.

#### Daylight and Sunlight

39. Local Plan Policy DM10.7 ‘Daylight and Sunlight’ resists development which would reduce noticeably the daylight and sunlight available to nearby dwellings to unacceptable levels, taking account of the Building Research Establishment’s (BRE) guidelines. Paragraph 3.10.41 of the Local Plan indicates that BRE guidelines will be applied consistent with BRE advice that ideal daylight and sunlight conditions may not be practicable in densely developed city centre locations. The BRE guidelines consider a number of factors in measuring the impact of development on the daylight and sunlight of existing residential properties:
- Daylight to windows: Vertical Sky Component (VSC): a measure of the amount of sky visible from a centre point of a window. The VSC test is the main test used to assess the impact of a development on neighbouring properties. A window that achieves 27% or more is considered to provide good levels of light, but if with the proposed development in place the figure is both less than 27% and reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable.
  - Daylight Distribution: No Sky Line (NSL): The distribution of daylight within a room is measured by the no sky line, which separates the areas of the room (usually measured in sq. ft) at a working height (usually 0.85m) that do and do not have a direct view of the sky. The BRE guidelines states that if with the proposed development in place the level of daylight distribution in a room is reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable. The BRE advises that this measurement should be used to assess daylight within living rooms, dining rooms and kitchens; bedrooms should also be analysed although they are considered less important.
  - Sunlight: sunlight levels are calculated for all main living rooms in dwellings if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are considered less important although care should be taken not to block too much sun. The BRE explains that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5%

APSH between 21 September and 21 March; and receives less than 0.8 times its former sunlight hours as result of a proposed development; and has a reduction in sunlight hours received over the whole year greater than 4% of annual probable sunlight hours.

- Average Daylight Factor (ADF): can be used to calculate light levels within new residential developments. It is a measure of the daylight level in a room as percentage of the outdoor daylight level, taking account of: (i) the diffuse visible transmittance of the glazing to the room in question (i.e. how much light can pass through the glass); ii) the net glazed area of the window in question; (iii) the total area of the room surfaces (ceiling, walls, floor and windows) and their average reflectance; and (iv) the angle of visible sky reaching the window(s) in question. 5% ADF provides a well daylight space; 2-5% provides good daylighting though electric lighting may occasionally be needed. BS 8206 Part 2 gives minimum values for rooms of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.

#### Daylight and Sunlight Assessment

40. The application is supported by a daylight and sunlight assessment, which has assessed the impact of the proposed development on the daylight and sunlight received by the neighbouring residential properties at Spencer Heights, 28 Bartholomew Close and Aldersgate Court, 30 Bartholomew Close. The assessment also looks at the daylight and sunlight impact on the adjacent residential accommodation that is being built as part of Phase 1 of the Barts Square development (planning reference: 16/00165/FULMAJ). The daylight and sunlight results of the assessment are set out below.

#### Spencer Heights, 28 Bartholomew Close

41. This property is located to the south east of the site. The daylight analysis indicates that two of the 190 windows assessed would experience minor reductions in VSC as a result of the proposed development. One window would experience a loss of 20.6%, which is just above the 20% BRE threshold considered to be noticeable. The other window, which is at ground floor level, experiences a very low existing VSC value of 1%, to which any change in mass on the development site would result in a reduction which, while minor in absolute terms would demonstrate a disproportionately high percentage change. This window would lose 0.3% absolute VSC, which would be imperceptible to the human eye; but given the existing value of 1%, would represent a 30% reduction. The other 188 windows in the property would experience either no or small reductions in VSC that would be within the 20% BRE threshold.
42. The daylight distribution analysis (NSL) indicates that six of the 135 rooms assessed would experience more than a 20% reduction in their No Sky Line as a result of the proposed development. Three of the six rooms are bedrooms, three are living / kitchen / dining rooms. The

three bedrooms would experience minor reductions in daylight distribution of 21.25%, 24.79% and 28.93%. All of the three bedrooms would retain over 60% of their floor area receiving direct sky visibility, which can be considered good for an urban location. Each of these three bedrooms would not experience a noticeable change in their VSC value as the reductions would be well below the 20% BRE threshold.

43. The three living / kitchen / dining rooms (LKDs) would experience reductions in daylight distribution of 28.00%, 21.07% and 48.77%. All of LKDs are deep rooms of over 7m. The BRE guide states, "If an existing building contains rooms lit from one side only and greater than 5m deep, then a greater movement of the no sky line may be unavoidable." If the rooms were no more than 5m deep then the impacts would be reduced, with reductions of daylight distribution of 28.00%, 4.53% and 36.11% respectively. In this scenario, the rooms would retain 65%, 95% and 64% of their floor areas receiving direct sky visibility, which can be considered good for an urban location. Each of these three rooms would not experience a noticeable change in their VSC value as the reductions would be well below the 20% BRE threshold.
44. The proposed development stands to the north west of the north west facing front elevation of this property and therefore a sunlight assessment is not required by reference to the BRE Guidelines.

#### Aldersgate Court, 30 Bartholomew Close

45. This property is located to the north east of the site. The daylight analysis indicates that there would be no noticeable loss of sky visibility (VSC) from the 38 windows to this property as a result of the proposed development. Where there would be reductions in sky visibility, they would be no greater than 11.5%, which is below the BRE 20% threshold.
46. The daylight distribution analysis (NSL) indicates that two of the 38 rooms assessed would experience minor losses in the area in which there would be a view of the sky, with reductions of 20.63% and 21.86% respectively. The retained total area of these rooms that would have a view of the sky would be 60.53% and 61.58% respectively, which indicates that there would still be good daylight penetration into these rooms following the implementation of the proposed development. The remainder of the rooms in the property would experience either no or small reductions in daylight distribution that would be within the 20% BRE threshold considered to be noticeable.
47. The sunlight analysis indicates that although there would be some small reductions in sunlight as a result of the proposed development, none would exceed the guidelines set by the BRE.

#### Barts Square Development

48. The residential accommodation in Phase 1 of the Barts Square development that has been assessed for daylight and sunlight is immediately to the west and north of the site.

49. The daylight levels of the rooms in the development with windows that face onto the lightwell that is shared with the site have been assessed using the Average Daylight Factor (ADF) methodology. The results of this assessment show that the majority of rooms within the Bart's Square courtyard will retain levels of ADF in excess of those recommended by the BRE. Where impacts can be seen in rooms with lower levels of ADF, the absolute losses are considered to be minimal and generally imperceptible. Overall, it is considered that the proposed development would not represent any material harm or threat to the quality of daylight within the permitted Bart's Square scheme.
50. The sunlight assessment of the windows to the living rooms within the Barts Square development that face onto the lightwell indicates that 14 of the 15 windows assessed would comply with BRE guidelines for sunlight (APSH). One window would experience a 5% reduction in winter probable sunlight hours from 8% to 3% (a reduction of 63%). It is noted that the window would still receive 29% of annual probable sunlight hours, which is greater than the 25% set by the BRE, and that the room that the window serves is served by two other windows that would be within BRE guidelines for sunlight.

#### Daylight and Sunlight Conclusions

51. The daylight and sunlight assessment demonstrates that the majority of windows and rooms assessed would not experience noticeable reductions in daylight and sunlight with high compliance rates for VSC (99% overall), NSL (97%), APSH (98%) and ADF (79%).
52. Whilst there will be a small number of noticeable impacts on the daylight and sunlight received by neighbouring properties, the majority of these impacts would be minor in nature. Where there are incidences of moderate impacts on daylight these are partially attributable to single aspect deep rooms, which the BRE acknowledges are likely to experience disproportionately greater reductions in daylight distribution.
53. Overall, the daylight and sunlight impact for neighbouring properties are considered to be acceptable given the densely developed urban nature of the site and to be in accordance with the requirements of Local Plan Policy DM10.7 and DM21.3.

#### Roof Terraces

54. Policy DM10.3 Roof Gardens and Terraces seeks to encourage high quality roof gardens and terraces where they do not immediately overlook residential premises.
55. The current building has existing roof terraces at fourth and fifth floor levels. The existing fifth floor roof terrace would be replaced by the proposed fifth floor roof extension. The existing fourth floor roof terrace would be refurbished with a new timber deck, boxed planting and a new painted metal balustrade. A new smaller terrace is proposed at fifth floor roof level with access from the new office floor.
56. The proposed new and refurbished terraces are intended to be used as break out spaces during office hours. The applicant has confirmed that



they would accept restrictions on the hours of the use of the terraces. Conditions have been included to restrict the use of the terraces to 08:00 to 21:00 Monday to Saturday, with no use on Sundays or Bank Holidays and requiring no amplified or other music shall be played on the roof terraces. The existing terraces are not controlled by such conditions.

57. The size and location of the terraces and the planning conditions will help to ensure that the amenity of the surrounding residential properties is protected in accordance with Local Plan Policy DM10.3 and DM21.3.

#### Privacy and Overlooking

58. The proposal includes the replacement of the existing fifth floor roof terrace with a single floor of office accommodation and the creation of a smaller adjacent roof terrace.
59. The proposed additional floor of office accommodation would be set back behind the existing brick parapet with five dormer windows, which have been reduced in height by 0.4m to 2.2m. Access to the proposed roof terrace at fifth floor level and the refurbished terrace at fourth level would be restricted by condition.
60. The proposed works at fifth floor level are not considered to adversely impact on privacy or to increase the level of overlooking over and above the existing situation in accordance with Local Plan Policy DM21.3.

#### Mitigating the Impact of Construction Noise

61. A condition has been included requiring the submission of details of a scheme for the protection of nearby residents and commercial occupiers from noise, dust and other environmental effects during the different stages of the development process. The scheme would be required to adhere to the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites.
62. A further condition has been included requiring the submission of details of the facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the different stages of the development process. The details will be required to include relevant measures from 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.

#### Planning Obligations and Community Infrastructure Levy

63. Mayoral and City Community Infrastructure Levy (CIL) would apply to development over 100sq.m. In this case of Mayoral CIL a charge of £50 per sq.m would be applied. A City CIL a charge of £75 per sq.m would apply to an uplift in gross internal area (GIA) of 100sq.m.

64. The Mayoral CIL charge has been calculated to be £8,550. The City CIL charge has been calculated to be £12,825. The total CIL charge would be £21,375.
65. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income and 5% of the City CIL income as an administration fee.
66. The proposed development would not attract a planning obligation as the uplift in floor space would be less than 500sq.m (GIA).

### **Conclusion**

67. The proposed development would provide additional and upgraded office accommodation in accordance with Local Plan Policy.
68. The proposed fifth floor extension and associated alterations to the building are considered appropriate in terms of their bulk, height, massing and design and would enable the building to continue to make a positive contribution to the character and appearance of the Smithfield Conservation Area.
69. The proposed access arrangements are considered acceptable within the context of the existing building constraints and represent an improvement to the existing arrangements.
70. The moderate increase in office floor area (171sq.m GIA) would not have a material impact on traffic flows with the majority of trips undertaken by foot and bicycle.
71. The daylight and sunlight assessment demonstrates that the majority of windows and rooms in neighbouring properties would not experience noticeable reductions in daylight and sunlight. Whilst there would be a small number of impacts on daylight and sunlight as a result of the development the majority would be minor in nature and are considered to be acceptable given the densely developed urban nature of the site.
72. The existing roof terrace at fifth floor level would be removed and replaced by the proposed office accommodation and a smaller roof terrace. The proposed works at fifth floor level would not adversely impact on privacy or increase the level of overlooking over and above the existing situation.
73. The proposed development is considered to comply with the Development Plan as a whole and to be appropriate subject to conditions and Community Infrastructure Levy payments.

## **Background Papers**

### **Internal**

Memo 17 October 2016 Vimal Varma

Memo 20 October 2016 Department of Markets and Consumer Protection

### **External**

Letter 02 November 2016 City of London Conservation Area Advisory Committee

## **Residents' Objections**

### **October 2016 Consultation Responses (27 objectors)**

Online 23 October 2016 Miss Varuni Dharma

Online 24 October 2016 Mr Stephen Newell

Online 24 October 2016 Mr David Woodley

Online 25 October 2016 Mr Danny Brower

Online 25 October 2016 Mr Jonathan Brower

Online 27 October 2016 Mr Edward Ng-Cordell

Online 27 October 2016 Mr Ralph Marshall

Online 28 October 2016 Mr John Weeks

Online 28 October 2016 Mrs Susan Weeks

E-mail 28 October 2016 Professor Raymond P. Clark, OBE

Online 29 October 2016 Mr Charles Colbourne

Online 29 October 2016 Dr Anita Menon

Online 30 October 2016 Ms Emily Evans

Online 30 October 2016 Ms Yit Ho Tang

Online 30 October 2016 Dr Ferdinand Chu

Online 30 October 2016 Dr Ferdinand Chu

Online 30 October 2016 Mr Patrick Gutmann

Online 30 October 2016 Mr Colman Treacy

Online 30 October 2016 Mr Kevin Swann

Online 30 October 2016 Mrs Diana Dickinson

Online 30 October 2016 Mrs Caroline Colbourne

Online 31 October 2016 Mr Nicholas Grosse

Online 31 October 2016 Mrs Judith Payne (x3)  
Online 02 November 2016 Mr Rupom Pal  
Online 02 November 2016 Mr Kurt Pollington  
Online 06 November 2016 Dr Alistair Gordon-Brown  
E-mail 07 November 2016 Anne Holmes  
Online 17 November 2016 Mr Stephen Levy

November 2017 Consultation Responses (24 Objectors)

Online 03 November 2017 Mrs Helen Clifford (nee Hudson)  
Online 03 November 2017 Mr Paul Clifford  
E-mail 07 November 2017 Mr Colman Treacy  
Online 07 November 2017 Mrs Diana Dickinson  
Online 07 November 2017 Mr Tom Gardner  
E-mail 08 November 2017 Paul Disley-Tindell  
Online 08 November 2017 Mrs Lindsay Cullen  
Online 09 November 2017 Mr Rod Gautrey  
Online 09 November 2017 Dr Anita Menon  
E-mail 11 November 2017 Professor Raymond P. Clark, OBE  
E-mail 13 November 2017 Stephen Levy  
E-mail 14 November 2017 Dr Alistair Gordon-Brown  
Online 16 November 2017 Miss Varuni Dharma  
Online 16 November 2017 Dr Ferdinand Chu  
Online 17 November 2017 Mr Volf Frishling  
Online 17 November 2017 Mr Ralph Marshall  
Online 17 November 2017 Mr Muhammad Asim Shaikh  
Online 18 November 2017 Mr Jonathan Brower  
Online 18 November 2017 Mr Danny Brower  
Online 19 November 2017 Mr Kevin Swann  
E-mail 19 November 2017 Miss Varuni Dharma  
Online 20 November 2017 Mr Kurt Pollington  
Online 21 November 2017 Miss Varuni Dharma  
Online 21 November 2017 Mrs Clare James  
Online 25 November 2017 Mrs Helen Clifford  
Online 30 November 2017 Mr Julian Payne  
Online 02 December 2017 Mrs Judith Payne

Application Documents

Letter 29 September 2016 DP9

Existing Drawings

Heritage Statement September 2016 Heritage Collective

Daylight and Sunlight Report 20 October 2017 GIA

Design and Access Statement 12 December 2017 Morey Smith

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

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

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

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

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
- provide parking for disabled people in line with Table 6.2
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

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

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

Policy 7.6 Buildings and structures should:

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

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

## Relevant Local Plan Policies

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

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

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

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

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

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

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

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

### ***CS16 Improving transport and travel***

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

### ***DM10.1 New development***

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;



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

### ***DM10.3 Roof gardens and terraces***

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

### ***DM10.7 Daylight and sunlight***

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

### ***DM10.8 Access and inclusive design***

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

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

### ***DM12.2 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.

### ***DM15.6 Air quality***

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

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

#### ***DM15.7 Noise and light pollution***

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

#### ***DM16.1 Transport impacts of development***

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:
  - a) road dangers;
  - b) pedestrian environment and movement;
  - c) cycling infrastructure provision;
  - d) public transport;
  - e) the street network.

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

#### ***DM16.3 Cycle parking***

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

#### ***DM16.4 Encouraging active travel***

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

#### ***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.

#### ***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: 16/01017/FULL

**54 - 58 Bartholomew Close London EC1A 7HP**

**Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).**

## CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 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 demolition and construction of the building(s) 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

demolition or construction shall be carried out other than in accordance with the approved details and methods.

REASON: To ensure that demolition and 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 demolition and construction work commencing in order that the impact on the transport network is minimised from the time that demolition and construction starts.

- 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 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 ground floor elevations;

(c) details of the ground floor office entrance(s);

(d) details of windows, external joinery and architraves;

(e) details of new dormer windows;

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

(g) details of all alterations to the existing facade;

(h) details of junctions with adjoining premises.

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

- 5 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.

- 6 (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.

- 7 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.
- 8 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.  
REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1.
- 9 No doors, gates or windows at ground floor level shall open over the public highway.  
REASON: In the interests of public safety
- 10 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 16 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.
- 11 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.
- 12 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.

- 13 There shall be no promoted events on the premises. A promoted event for this purpose, is an event involving music and dancing where the musical entertainment is provided at any time between 23:00 and 07:00 by a disc jockey or disc jockeys one or some of whom are not employees of the premises licence holder and the event is promoted to the general public.

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

- 14 The roof terraces on levels 4 and 5 hereby permitted shall not be used or accessed between the hours of 21:00 on one day and 08:00 on the following day and not at any time on Sundays or Bank Holidays, other than in the case of emergency.

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.

- 15 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.

REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2.

- 16 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.

- 17 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: Site Plan, Drawing Nos. MS200.0B Rev.C, MS200.00 Rev.F, MS200.01 Rev.C, MS200.02 Rev.C, MS200.03 Rev.C, MS200.04 Rev.D, MS200.05 Rev.G,

MS200.06 Rev.D, MS300.01 Rev.F, MS300.02 Rev.E, MS300.03 Rev.E, MS.400.00 Rev.E, MS.400.01 Rev.F, MS.400.02 Rev.A, MS.400.03 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 The Mayoral Community Infrastructure Levy is set at a rate of J50 per sq.m on "chargeable development" and applies to all development over 100sq.m (GIA) or which creates a new dwelling.

The City of London Community Infrastructure Levy is set at a rate of J75 per sq.m for offices, J150 per sq.m for Riverside Residential, J95 per sq.m for Rest of City Residential and J75 on all other uses on "chargeable development".

The Mayoral and City CIL charges will be recorded in the Register of Local Land Charges as a legal charge upon "chargeable development" when development commences. The Mayoral CIL payment will be passed to Transport for London to support Crossrail. The City CIL will be used to meet the infrastructure needs of the City.

Relevant persons, persons liable to pay and owners of the land will be sent a "Liability Notice" that will provide full details of the charges and to whom they have been charged or apportioned. Please submit to the City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil)).

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Section106 Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.

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

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

a full pre application advice service has been offered;

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

- 3 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.
- 4 The Department of the Built Environment (Transportation & Public Realm Division) must be consulted on the following matters which require specific approval:
  - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.
  - (b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City. Early discussion with the Department of the Built Environment Transportation and Public Realm Division is recommended to ensure the design of the building provides for the inclusion of street lighting.
  - (c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window sill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway).

You are advised that highway projection licences do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. Please contact the Corporate Property Officer, City Surveyor's Department.
  - (d) Servicing arrangements, which must be in accordance with the City of London Corporation's guide specifying "Standard Highway and Servicing Requirements for Development in the City of London".

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Miss Varuni Dharma

Address: 28 Spencer Heights 28 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I strongly object to the plans proposed for 54-58 Bartholomew Close.

I reside at 28 Bartholomew Close and live directly opposite 54-58 Bartholomew Close. The proposed addition of an extra floor plus a roof terrace will:

- a) limit the sunlight entering into my apartment. Sadly, the sunlight entering my apartment has already been diminished owing to the additional Helical Bar owned buildings which have recently been erected / are under construction in Bartholomew Close;
- b) cause my residence to be overlooked and invade my privacy, as I have three windows which will directly face the proposed extension to 54-58 Bartholomew Close; and
- c) create more external noise (owing to the proposed roof terrace) in a previously quiet and pleasant neighbourhood which will sadly affect the tranquillity of this historic close in the City of London.

I am very disheartened by this proposal and am afraid I may be forced out of my home due to the concerns above.

I also note that a number of years ago when Helical Bar presented their Barts Square plans to us, they gave us many assurances that 54-58 Bartholomew Close would not be increased in size/height.

I hope these comments are taken into serious consideration in evaluating whether to approve this application. I sincerely hope this application will not be approved.

# Comments for Planning Application 16/01017/FULL

## Application Summary

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Case Officer: Liam Hart

## Customer Details

Name: Mr Stephen Newell

Address: Flat 4, Spencer Heights 28 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I live on the ground floor of the building immediately opposite the proposed extension of 54-58 Bartholomew Close. There is very little natural light in the flat at the moment and the proposed height extension would reduce substantially the little light we have.

I also query why an office block would require a roof garden!

On a general note, very little has been done for the existing residents of Bartholomew Close with regard to the noise and general chaos that we have had to put up with for the past year or so. 54-58 is currently used as a site office, so not only do we have to put up with all the works and road closures, but also with the men/vehicles noisily meeting outside our flat way before and after the agreed working hours. Would anyone put up with that for years?

# Comments for Planning Application 16/01017/FULL

## Application Summary

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Case Officer: Liam Hart

## Customer Details

Name: Mr David Woodley

Address: Flat 27 28 Bartholomew Close London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I live on the fourth floor opposite the proposed development.

I wish to object to the proposal on the following grounds:

1. I have read the daylight analysis undertaken by GIA and take issue with a number of its findings. I request the details of the results specifically for my flat (27). The so called "technical transgressions" nonetheless afflict 12 rooms which would see a >20% reduction in visible Skylight.

I request that the planning authorities base their decision on the facts rather than the opinion of GIA technicians who have no knowledge of my own flat. Standing in the middle of my living room I can assure you that I would lose visibility of the sky if the proposed development were approved.

I would be happy for the planning department to visit my flat if it aids the decision making process.

2. In addition to daylight analysis there are of course a number of other issues to address and which I object to below:

- Outlook: ruined from both my bedroom and living room windows which overlook 54 Bartholomew close.

- Sense of enclosure: The addition of another floor and the resulting impact to visible skyline and sunlight. I note that a sunlight assessment has not been undertaken but my balcony will lose the sunlight that it currently receives in the afternoon. I therefore therefore request that a full sunlight analysis is undertaken (as it has been for neighbouring properties)
- Privacy: A significant increase in the number of windows which will look down into my property.
- Access to outdoor space i.e. roof garden: leading to loss of privacy and an increase in noise in what hitherto was a quiet residential corner of Bartholomew close.



# Comments for Planning Application 16/01017/FULL

## Application Summary

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Case Officer: Liam Hart

## Customer Details

Name: Mr Danny Brower

Address: Flat 40 28 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: During the consultation process the builders said there would not be any further extension. Any further extension will block my right to light. It will also invade my privacy. It will create extra noise and cause an increase in traffic in a narrow road. The development is already overbuilt.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mr Jonathan Brower

Address: Flat 40 28 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: During the consultation process the builders said there would not be any further extension.

Any further extension will block my right to light. It will also invade my privacy.

It will create extra noise and cause an increase in traffic in a narrow road.

The development is already overbuilt.

# Comments for Planning Application 16/01017/FULL

## Application Summary

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Case Officer: Liam Hart

## Customer Details

Name: Mr Edward Ng-Cordell

Address: Flat 38 28 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I live on the 6th floor of Spencer Heights, 28 Bartholomew Close. I object to (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level for the following reasons:-

1. The proposed additional floors will reduce light to the apartments in Spencer Heights, reducing their amenity and value;
2. The proposed additional floors will reduce privacy to the apartments in Spencer Heights, in particular to the 4th - 7th floors that will be overlooked by the additional floor and roof terrace;
3. The proposed roof garden will generate additional noise, this is a particular concern given the increased number of flats and retail units that are part of the Barts Square development;
4. When Helical Bar originally proposed the Barts Square works, residents at Spencer Heights were given assurances that the height of 54-58 Bartholomew Close would not be increased; and
5. The increased numbers of office, retail and residential units that are part of the Barts Square development will have and have already had a significant impact on all of the above and the proposed extensions would further increase this, in particular as they are directly opposite Spencer Heights.

I hope my objection will be taken into account and planning permission for the proposed extension rejected.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mr Ralph Marshall

Address: 22 Spencer Heights 28 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment:1) This development will severely limit the sunlight that I will receive in my flat. The sunlight I receive has already been limited by other developments in this very small area.

2) I believe that this proposed new development will further restrict my privacy as the extension directly faces all the windows in my flat.

3) This development will severely impact on noise and the general welfare of the existing properties in this very restricted area.

4) I strongly oppose this proposal.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mr John Weeks

Address: Flat 41 28 Spencer Heights London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:1 Firstly, I recall that the owners of the Bartholomew Close residential scheme (the same owners of this building) declared that they would not seek to extend 54-58 . This commitment was made at a residents meeting whilst the developer was trying to get planning permission for the Bartholomew Close development. Gemma Delves of City of London planning will have notes.

2 The proposed additional floor is not materially set back from the street, has no architectural merit, and has higher ceilings than the rest of the building which looks disproportionate, and is invasive. Nor does it fit in architecturally with the building next door, where the windows are mansarded.

3 The proposed lift shaft that protrudes above the building is unnecessary, and objectionable for those looking onto the building. The lift should stop on the 4th floor, and then other means of disabled access should be investigated to allow access to the new 5th floor. Or else there should be no protuberance with a lift to the 5th.

4 The new proposed floor (and terraces) invade the privacy of those opposite.

5 There is no need for an additional roof terrace.

6 I read that other residents are questioning the lighting report that accompanied the development of the Barts residential project. Until the accuracy of the previous scheme lighting scheme report is

proven, I suggest that it would be unwise to accept this one.

7 Further noise and pollution is undesirable. The current site office is not being monitored by the City of London, where construction staff congregate noisily from 06.30 onwards, in flagrant breach of the permissions granted.

8 The developer applied for (and was granted) out of hours working recently, contrary to promises made to residents about working hours, and noise.

I would ask that if City Planning do permit any aspect of this extension, that they require, and then enforce, the restrictions so imposed, including no cranes/road restrictions, and no noisy period

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mrs Susan Weeks

Address: 96 Harmer Green Lane Welwyn Herts

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I am an owner of Flat 32, Spencer Heights. This flat is opposite the proposed additional floor, on the 5th floor.

I have inspected the plans for 54-58, and this additional proposed floor appears to add unnecessary volume to an area where additional volume has already been permitted, contrary to neighbours' interest. The new floor seems to have an excessive floor to ceiling height.

The proposed lift shaft will simply be an eyesore.

Further, I object to having an additional roof terrace to encourage office workers from across the street to peer into my flat.

Bartholomew Close is a very narrow street, and any development opposite will inevitably decrease the light in my flat.

It is not possible to see clearly what is proposed, as the plans submitted appear inconsistent with one another at the top floor level when comparing elevations.

In my view, this developer, and their chosen building contractors, have a very poor track record in adhering to any planning conditions attached to an approval- their workers do not start making a



noise at 8.00am- they start well before. This area can do without further disruption.

I recommend if the developer has to be allowed another floor, it is told to go away and produce accurate and consistent plans, in keeping with the original building, maybe with frosted glass windows in any additional floor, with no lift shaft extension, with the floor set substantially back from the street, with much smaller windows.

And that new application be proposed for further public consultation.

**Hassall, Pam**

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**From:** Raymond Clark, OBE [REDACTED]  
**Sent:** 28 October 2016 13:57  
**To:** PLN - Comments  
**Subject:** 54-58 Bartholomew Close, EC1A 7HP

Dear Mr Hart,

We should like to object to the proposal Re: 54-58 Bartholomew Close, London EC1A 7HP (16/01017/FULL)

At the start of the Barts Close development Mr Gerald Kaye of Helical Bar gave an undertaking to the residents of Spencer Heights that 54-58 Bartholomew Close would remain unchanged. This planning application therefore comes as an unwelcome surprise and further undermines the genuineness of Helical Bar.

We object to the proposal on the following grounds:

1. The developments in the Close so far have not impacted directly on the main façade of Spencer Heights (our residence). However the current proposal does directly face this façade.
2. Raising the building by one storey and providing a roof terrace would directly affect the privacy of Spencer Heights residents particularly as the road narrows at this point. Increased noise from a roof terrace is likely to become a nuisance. New (and bigger) windows would further affect privacy.
3. The building is an asset as it is and is representative of the architectural features of recent times and the mix of roof lines adds to these features.
4. Daylight and sunlight would inevitably be restricted for Spencer Heights residents.
5. The development is likely to have an unfavourable impact on the conservation area and this is likely to have a negative effect on property prices in Spencer Heights.

Yours faithfully

Professor Raymond P. Clark, OBE, DSc, CEng, CEnv

Professor Mervyn L. de Calcina-Goff StJ, PPSEE, CEnv, FRSA

48 Spencer Heights, EC1A 7ES.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mr Charles Colbourne

Address: Flat 44 28 Batholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: Dear Sirs

I would like to register my objection to the proposed development, in particular the additional height being added to the building. This addition will significantly reduce the light available to apartment owners in our building and hence amenity and general quality of life. Furthermore the additional floor will lead to loss of privacy given the proposed windows and terraces that will directly overlook our flats.

Regards

Charles Colbourne

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Dr Anita Menon

Address: 26 Spencer Heights London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The extension to 54 - 58 Bartholomew Close will significantly impact the views, privacy, light and sunlight hours of the Spencer Heights apartments facing Bartholomew Close.

In consequence, there may also be an impact on Spencer Heights property values.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Ms Emily Evans

Address: Flat 7, Spencer Heights 28 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I am the owner of a flat in 28 Bartholomew Close which is directly opposite 54-58 Bartholomew Close. I have looked at the proposal for an additional floor and an additional roof terrace and strongly object on the following grounds.

a) The presence of roof terraces on the fourth and fifth floors will create more noise and spoil what was, before all the construction, a quiet and peaceful area. I notice that in the developers design and access statement that they say these terraces will only be used during office hours. "Office hours" could mean any time anyone is in the office i.e. 3 a.m! If this proposal does go ahead & for the avoidance of any doubt please can this be conditioned for use during "normal" office hours i.e. 9 a.m. to 5 p.m. Monday to Friday.

b) The additional floor will reduce the natural light coming into my flat and those of the other residents in 28 Bartholomew Close.

c) The additional floor will allow office workers to directly overlook and invade the privacy of the flats in 28 Bartholomew Close that face the proposed extension.

I hope that you will take on board my serious concerns and not approve this application.



# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Ms Yit Ho Tang

Address: Flat 18 28 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Traffic or Highways

Comment: Barts square development is already fairly big and will have implications for the noise and traffic in Bartholomew close. The proposed addition will only exacerbate the issue.



# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Dr Ferdinand Chu

Address: unit 38, 33, Bartholomew's Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: Reduced privacy, reduced sunlight and reduced value

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Dr Ferdinand Chu

Address: Flat 33, 28 Bartholomew Close, London EC1A 7ES

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: The Bart Square under construction has already overbuilt the area. The proposed extension is going to make the situation worse.

the sunlight that we will get is to be reduced, due to the proposed extension. Traffic is also going to be adversely affected.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mr Patrick Gutmann

Address: 28 Bartholomew Close Apartment 26 London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I object to the plans proposed for 54-58 Bartholomew Close.

I temporarily reside at 28 Bartholomew Close and live directly opposite 54-58 Bartholomew Close.

The proposed addition of an extra floor plus a roof terrace will impact the ambiance and negatively impact all residence in the 28 Bartholomew Close building, by:

- a) limiting the sunlight entering into the apartments;
- b) impacting privacy in the apartments; and
- b) creating more external noise (owing to the proposed roof terrace).

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mr Colman Treacy

Address: Flat 17 28 Bartholomew Close LONDON

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I wish to object. I live directly opposite the proposed development. The extra floors will significantly diminish my privacy. I have 3 windows facing No 54-58 and 2 more face it obliquely. In addition the extra height will block additional light and sun in an already narrow street whose light and sunlight are already reduced by the recent Helical Bar developments in the street. A roof terrace will create particular noise and intrusion on privacy. Surely there must be limits to Helical Bar's proposals. At the outset of their noisy, dirty, highly inconvenient building programme they gave assurances that they had no plan to alter this building. This proposal smacks of greed and profiteering without a thought for the amenity of residents who once enjoyed a quiet private street long before the property developers moved in.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mr Kevin Swann

Address: Flat 12 Spencer Heights 28 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I strongly object to the plans proposed for 54-58 Bartholomew Close.

I live at 28 Bartholomew Close.

The proposed addition of an extra floor plus a roof terrace to 54-58 Bartholomew Close will:

- a) Diminish further the light available for 28 Bartholomew Close, which has already been diminished owing to the additional Helical Bar owned buildings which have recently been erected / are under construction in Bartholomew Close;
- b) Increase the noise in a previously quiet and tranquil neighbourhood due to the proposed roof terrace
- c) Be invasive to the privacy of residents occupying flats facing the proposed development.

When Helical Bar presented their Barts Square plans to us a number of years ago, they gave us many assurances that 54-58 Bartholomew Close would not be increased in size/height.

I hope these comments are taken into serious consideration regarding this application. I feel strongly that this application should not be approved.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mrs Diana Dickinson

Address: 23 Spencer Heights Bartholomew .Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment:1. Assurances were given by the developer that no increase in square footage of this building would be sought

2. The dirt, noise and inconvenience imposed upon residents by the developer have been intolerable

3. This application further seeks to impose -

Diminution of privacy

Diminution of access to light

Imposition of extra noise

Imposition of extra traffic -

thus denying residents the right to quiet enjoyment of their homes.

I most strongly object to this application.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mrs Caroline Colbourne

Address: Flat 44 28 Bartholomew Close london

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I am objecting to the proposed development for the following reasons;

-the addition of the extra floor and ancillary shafts etc will reduce sunlight to our block of flats generally and substantially in some places. Bartholomew Close is not a wide street, and ever higher building creates a dark "canyon" effect.

-the new floor and attached terrace reduces our privacy with extremely large overlooking windows and a balcony staring directly into our flats.

-there will be an increase in general noise levels, both from the roof terrace, and the incremental traffic/people generated by this additional piece of unnecessary development.



# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mr Nicholas Grosse

Address: Flat 11, Spencer Heights 28 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I would like it recorded and taken into account that I strongly object to the plans proposed for 54-58 Bartholomew Close.

I reside at 28 Bartholomew Close in Flat 11 which directly fronts 54-58 Bartholomew Close at 1st floor level. The proposed addition of an extra floor plus a roof terrace will:

- limit the sunlight entering my apartment. Sadly, the sunlight entering my apartment has already been diminished owing to the additional Helical Bar owned buildings which have recently been erected / are under construction in Bartholomew Close;
- cause my residence to be overlooked and invade my privacy, as I have five windows which will directly face the proposed extension to 54-58 Bartholomew Close; and
- create more external noise (owing to the proposed roof terrace) in a previously quiet and pleasant neighbourhood which will sadly affect the tranquillity of this historic close in the City of London.

I am very disheartened by this proposal due to the concerns above.

I also note that a number of years ago when Helical Bar presented their Barts Square plans to us,

they gave us many assurances that 54-58 Bartholomew Close would not be increased in size/height.

I hope these comments are taken into serious consideration in evaluating whether to approve this application. I sincerely hope this application will not be approved.

Yours Sincerely,

Mr Nicholas H. Grosse and Mrs Katherine R. Taylor

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mrs Judith Payne

Address: flat 15 28 bartholomew close london

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I wish to object to the proposals for 54-58 Bartholomew Close.

Firstly I should like to point out that at a meeting with the developers some time ago we, the residents of Spencer Heights, were given an absolute assurance by the developer that no alterations would be made to the building in question. Was this to try and pacify us because of the enormous disruption we were about to face .....?

Being on the second floor of Spencer Heights with the addition of a further floor on 54-58 it will reduce our light and sunshine considerably added to which we will be even more overlooked and privacy compromised.

The plans for the additional floor do not look at all in keeping with the adjacent buildings in this conservation area.

The road is rather narrow at this point and undoubted additional traffic will cause more congestion and pollution and I fear that the entrance to our car park could be used as a turning space which is unacceptable.

With the Doctors practice very near and many elderly patients using the road additional vehicular traffic could be a hazard to them.

This is a conservation area and the plans envisaged are just unacceptable.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mrs Judith Payne

Address: flat 45 28 bartholomew close london

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise

Comment: I wish to object to the Application for 54-58 Bartholomew Close.

Some time ago we, the residents of 28 Bartholomew Close, were given an assurance by the developer that no changes would be made to the building in question. This seems to be not true.

An additional floor as shown on the plans is not in character with the rest of the building in this conservation area and will reduce light and privacy to flats opposite.

There are already two large roof spaces for staff on the top of 54-58. Any additional roof space with no specific time restrictions for use will pollute the environment with more noise in what has up to now been one of the City's oasis of tranquility. Undoubtedly vehicular traffic will increase in a street which was never intended for such and with a doctors practice near by could have serious consequences. I strongly object to the plans.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mrs Judith Payne

Address: Flat 45, 28 Bartholomew Close, London EC1A 7ES

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise

Comment: I object to the application for 54-58 Bartholomew Close.

At a meeting with the developers residents of Spencer Heights were assured that no alterations would be made to 54-58.

The plans submitted are not in any way complimentary to the existing building and not in keeping with a conservation area.

There are already two large roof terraces on the top of the building.

By adding another floor the noise from the new roof terraces will be unacceptable in this tranquil part of the city and cause a noise nuisance to residents opposite including me. Hours of use are not clear.

By increasing the size of the building traffic will increase in volume in this already small road and could present a hazard to elderly patients visiting the doctors surgery.

I strongly hope this application will be rejected.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mr Rupom Pal

Address: Flat 10 28 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: The revised plans for extensions to 54-58 Bartholomew Close would reduce privacy and natural light. I live on the first floor and natural light levels are already very low, especially given how narrow the road is. There are already extensive works being carried out on the road causing disruption and noise, and this proposition goes against the initial plans where we were given assurances that there would be no development on these buildings. This could also impact traffic adversely.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mr Kurt Pollington

Address: 3 Spencer Heights 28 Bartholomew Close London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I object most strongly to the proposed development. The Corporation of London should have sufficient knowledge that the developer gave categorical assurances that there would be no changes to the building in question. The developer's demands now to add an additional floor and roof terrace should be rejected outright as this will be in complete contradiction to their original assurances and, if approved, will reduce the light to Spencer Heights to all of those properties facing 54-58, including my own which has very little natural light as it is. My light has already been reduced by the existing development and the additional height to 54-58 will reduce this further. In addition even more disruption and noise would result. I sincerely hope that the Corporation will give due and proper consideration to the residents that have had to endure living in the middle of a building site due the Barts Square development and any increased or additional development is quite frankly not acceptable.

**From** PLN - Comments

**Date** 06 November 2016 18:32:37

**To** PLN - Comments

**Cc**

**Subject** Comments for Planning Application 16/01017/FULL

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

Comments were submitted at 6:32 PM on 06 Nov 2016 from Dr Alistair Gordon-Brown.

## Application Summary

**Address:** 54 - 58 Bartholomew Close London EC1A 7HP

**Proposal:** Refurbishment and extension of the building including:  
(i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

**Case Officer:** Liam Hart

[Click for further information](#)

## Customer Details

**Name:** Dr Alistair Gordon-Brown

**Email:** [REDACTED]

**Address:** Flat 12 Aldersgate Court 30 Bartholomew Close London

## Comments Details

**Commenter Type:** Neighbour

**Stance:** Customer objects to the Planning Application

**Reasons for comment:** - Residential Amenity

**Comments:** I have only received the notice of the above planning application today.  
I would like to add my objections to those already lodged.  
The refurbishment in principal is acceptable but the additional height proposed would reduce my ambient light by a further 20% over the loss already experienced by the current new buildin  
In addition the retention of the existing facade with no change is a vital part of the aesthetic of the current development as originally planned and agreed by the developer.  
The proposed extra height would present a solid and unattractive cliff face and pay no respect to the original building which was presumably the intention of keeping it in the first place.  
Yours sincerely  
Alistair Gordon-Brown



**Adjei, William**

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**From:** Hart, Liam  
**Sent:** 07 November 2016 15:07  
**To:** DBE - PLN Support  
**Subject:** FW: Planning Application 16/01017/FULL 54-58 Bartholomew Close

-----Original Message-----

From: Ann Holmes [REDACTED]  
Sent: 07 November 2016 13:16  
To: Hart, Liam  
Subject: Planning Application 16/01017/FULL 54-58 Bartholomew Close

Dear Liam

I am writing to object to this proposal, and am writing primarily as a ward member for Farrington Within.

I think the proposed additional height will cause problems of overlooking, loss of light and noise nuisance to residents of Spencer Heights and Aldersgate Court, as well as to residents of the new development, significant numbers of whom will have purchased units off plan, when properties at 54-58 Bartholomew Close were to have remained at their original height.

It seems that the daylight and sunlight studies demonstrate that there will be some loss of light.

I am also concerned regarding the potential noise nuisance of the proposed roof terrace. In practice, this terrace is likely to be used by groups of smokers. In practice, groups of smokers tend to chat and create a noise nuisance to nearby neighbours. Although not directly affected by this terrace, as a resident of 43 Bartholomew Close, I am concerned such terraces do not become a feature in a predominantly residential neighbourhood.

Ann Holmes  
Flat 1, 43 Bartholomew Close, EC1A 7HN  
Sent from my iPad

  
ACKNOWLEDGED

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

Case Officer: Liam Hart

## Customer Details

Name: Mr Stephen Levy

Address: Flat 35, Spencer Heights London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I object very strongly to the plans proposed for 54-58 Bartholomew Close.

I live opposite 28 Bartholomew Close

The proposed work at the top of the building will:

- limit the sunlight entering my apartment.;
- cause my flat to be overlooked and invade my privacy - I have three windows which will directly face the proposed extension to 54-58 Bartholomew Close; and
- create more external noise (owing to the proposed roof terrace) in a previously quiet and pleasant and historic close in the City of London.

I am very disheartened by this proposal due to the concerns above.

I believe that a number of years ago when Helical Bar presented their Barts Square plans to us, they gave us many assurances that 54-58 Bartholomew Close would not be increased in size/height. They should not be permitted to go back on that

I hope these comments are taken into serious consideration in evaluating whether to approve this application.

I sincerely hope this application will be refused.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mrs Helen Clifford (nee Hudson)

Address: 15 Aldersgate Court 30 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Having lost a lot of light from the additional floors on Aldersgate, my kitchen is the only place I can see the sky or receive any direct light. If this development goes ahead then I will lose significant light (very significant). I very much object.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mr paul Clifford

Address: 15 Aldersgate Court 30 Bartholomew Close London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I object strongly to the plans proposed for the works at 54-58 Bartholomew Close.

I live opposite 54-58 in Aldersgate Court

The planned work in the building will:

Limit sunlight

Lead to a loss of privacy

Have the potential to increase noise.

I believe that a number of years ago when Helical Bar presented their Barts Square plans to us, they gave us many assurances that 54-58 Bartholomew Close would not be increased in size and or height. They should be held accountable to these assurances.

We have suffered enough with the Barts Square development and the refurbishment on Aldersgate Street. We now even have work being carried out on Sundays.

This application should be refused.

## Wells, Janet (Built Environment)

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**From:** PLN - Comments  
**Subject:** FW: 54-58 BartholomewClose Your ref 16/01017/FULL

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**From:**  
**Sent:** 07 November 2017 09:14  
**To:** PLN - Comments; Nick Grosse; Varuni Personal  
**Subject:** 54-58 BartholomewClose Your ref 16/01017/FULL

Dear Mr Hart,

I refer to your letter of 31/10/17.

I wish to object to the proposed application. This proposal was made in slightly different form a year or so ago. I also objected then.

I object to (1) the erection of an additional floor and (2) the creation of a roof terrace at 5th floor level.

My flat at 28 Bartholomew Close is directly overlooked by the proposed extensions. There will be both loss of natural light and a serious invasion of privacy. The proposed roof terrace will create the likelihood of noise nuisance in addition. The wholesale developments which have taken place in the vicinity already represent considerable loss of amenity to occupants of 28 Bartholomew Close. There is no good reason for further incursions. This application represents typically opportunistic behaviour by developers who, having gained planning permission, derogate from beneficial aspects of their proposals and seek to squeeze yet further profits by apparently minor additional proposals. They ignore the incremental effects on others. I urge you to refuse this application.

Please acknowledge receipt and keep me informed.

Sincerely,

Colman Treacy

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mrs Diana Dickinson

Address: Seaford Grange, Seaford Pershore

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I have only today (7.11.2017) been alerted to this application by another resident. I did not receive any written notification. My objections are:

- 1 The application is contrary to the assurances given to us by Helical Bar
- 2 This development would limit the light, and sunlight, reaching the flats in 28 Bartholomew Close
- 3 A roof terrace for recreational use would impact on the quality of life of residents and cause unacceptable noise
- 4 The development of this area has caused untold misery and inconvenience already to residents over several years, to the financial gain of others. Do not allow something which along with the above, will also impact on our property values.



# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mr Tom Gardner

Address: Flat 24 53 Britton Street London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: We wish to object the current application to extend 54-58 Bartholomew Close on the following grounds

The proposed additional floor will cause problems of overlooking, loss of light and noise nuisance to residents of Spencer Heights and Aldersgate Court, as well as to residents of the new development, significant numbers of whom will have purchased units off plan, when properties at 54-58 Bartholomew Close were to have remained at their original height.

The daylight and sunlight studies demonstrate that there will be some loss of light. This will be compounded by the fact that Spencer Heights is at the narrowest part of the road and therefore the distance between Spencer Heights and 54-58 is some 3.5m less than the separation of the new buildings to the west of Spencer Heights. We do not believe this has been taken into account in the determination of loss of light which will clearly be made significantly worse by this greater closeness.

There is the potential noise nuisance of the proposed roof terrace (again enhanced by the closeness of the buildings as described above). In practice, this terrace is likely to be used by groups of smokers. The reality is that such groups tend to chat and create a noise nuisance to nearby neighbours. There is a general concern that such terraces do not become a feature in a predominantly residential neighbourhood. There will be no restriction on use of a terrace during working hours when many residents will be in their flats, and would have to suffer the inevitable

noise nuisance caused by groups of people gathering to chat, smoke and talk on their mobile phones

The proposals for disabled access are not up to modern standards and should be re-visited.

**Broughton, Helen**

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**From:** PLN - Comments  
**Subject:** FW: 54-58 Bartholomew Close - Planning Application 16/01017/FULL - Objection  
**Attachments:** View From 16 Aldersgate Court.jpg

**From:** Disley-Tindell, Paul [REDACTED]  
**Sent:** 08 November 2017 17:17  
**To:** PLN - Comments  
**Subject:** 54-58 Bartholomew Close - Planning Application 16/01017/FULL - Objection

Dear Mr Hart,

I refer to your recent letter regarding the proposed refurbishment and extension of 54-58 Bartholomew Close, EC1A 7HP. I am writing to advise you of my OBJECTIONS to the proposals to add an additional floor and roof terrace to the existing period building and request that the application be refused.

I own and occupy a flat on the third floor of Aldersgate Court which is directly opposite the subject property. Like many of the flats in the **four** storey block, this is a small studio. The attached picture shows the view of 54-58 Bartholomew Close from the single window within my flat's main studio living area, from which it is clear that increasing the height of the building will have a significant impact on the quality of light within my home and the openness of the current views. The picture also shows how the additional floors on the previously consented development have already had a detrimental impact on the amount of sky visible from my flat, and the latest proposals would erode this yet further.

The daylight/sunlight report accompanying the application cannot be considered to be an objective assessment of the impact on my property and those of my neighbours. Instead, the report is blatantly pro-development, makes numerous convenient assumptions, and fails to consider the disproportionate impact that the loss of light would have on the occupants of small flats with only one or two windows.

In addition to the impact of the development on the quality of light within my home, I further object to the proposals for the following reasons:

- There is no reason to extend the existing attractive period building aside from adding capital value to the developer's asset. A high quality refurbishment of the existing structure will maintain the historic character of the building and enhance the streetscape of the conservation area, whereas the addition of a utilitarian extension and new roof terrace would diminish these benefits as well as being contrary to Local Plan Policies DM 10.1 New Development and DM 12.1 Managing Change affecting all heritage assets and spaces
- The overall design is not sympathetic to its context, adjacent buildings and the local environment as claimed in the Design & Access Statement, and is contrary to Policy DM 12.2 Development in conservation areas
- The creation and use of a new roof terrace will have a detrimental impact on my privacy and that of my neighbours, and is contrary to Local Plan Policy DM 10.3 Roof gardens and terraces
- The use of the roof terrace could potentially create noise and disturbance to local residents. Given the narrowness of the street at this point, any noise outside reverberates and can be clearly heard inside the flats
- The proposed full height glazed windows on the ground floor are not in keeping with the character of the building and other ground floor windows in the street. The existing windows should be replaced in a style appropriate for the period of the building, those probably being sash windows from the original town houses.

I trust that my comments will be noted in your consideration of this application and look forward to receiving confirmation that it has been refused.

Should you wish to visit my flat to see the subject property from my viewpoint then please do let me know.

Your sincerely,

Paul Disley-Tindell MRICS

Flat 16 Aldersgate Court, 30 Bartholomew Close, EC1A 7ES  
[REDACTED]

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# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mrs Lindsay Cullen

Address: Flat 16 Spencer Heights 28 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: Please accept this note as my objection to the proposed plans for 54-58 Bartholomew Close.

Our apartment is located opposite 54-58 Bartholomew Close and the proposed addition of an extra floor, plus a roof terrace will not only limit the sunlight entering into our apartment, but will also invade privacy as our apartment will be overlooked. The roof terrace in particular will create a lot of noise disruption in what is now a quiet and pleasant area.

I hope these comments are taken into serious consideration in evaluating whether to approve this application.

Thank you,

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mr Rod Gautrey

Address: Flat 1, Spencer Heights 28, Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I wish to object the current application to extend 54-58 Bartholomew Close on the following grounds

- The proposed additional floor will cause problems of overlooking, loss of light and noise nuisance to residents of Spencer Heights and Aldersgate Court, as well as to residents of the new development, significant numbers of whom will have purchased units off plan, when properties at 54-58 Bartholomew Close were to have remained at their original height.
- The daylight and sunlight studies demonstrate that there will be some loss of light
- This will be compounded by the fact that Spencer Heights is at the narrowest part of the road and therefore the distance between Spencer Heights and 54-58 is some 3.5m less than the separation of the new buildings to the west of Spencer Heights. We do not believe this has been taken into account in the determination of loss of light which will clearly be made significantly worse by this greater closeness.
- There is the potential noise nuisance of the proposed roof terrace (again enhanced by the closeness of the buildings as described above). In practice, this terrace is likely to be used by groups of smokers. The reality is that such groups tend to chat and create a noise nuisance to nearby neighbours .

In summary, the additional floor will create problems of overlooking and loss of light for residents of Spencer Heights and Aldersgate Court, as well as residents of apartments in the new scheme.



Many of these will have been bought off plan where an increase in height will not have been envisaged.

I consider that the application for extending is a "greedy" application and that it is rejected and that the building be left as it is with the 5th floor and roof terrace abandoned and that it undergoes a sensitive refurbishment. Residents are suffering disruption from the current redevelopment and should be spared yet more interference.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Dr Anita Menon

Address: 26 Spencer Heights Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I object to the plans proposed for 54-58 Bartholomew Close.

I own a flat at 28 Bartholomew Close. The proposed addition of an extra floor plus a roof terrace at 54-58 Bartholomew Close will:

- limit the sunlight entering my apartment. As it is, the sunlight entering my apartment has already been diminished due to the additional Helical Bar buildings which have recently been erected in Bartholomew Close;
- cause my residence to be overlooked and invade my privacy, as I have windows which will directly face the proposed extension to 54-58 Bartholomew Close; and
- create more external noise (owing to the proposed roof terrace) in a previously quiet and pleasant neighbourhood.

I am very disheartened by this proposal due to the concerns above.

I also note that a number of years ago when Helical Bar presented their Barts Square plans to us, they gave us many assurances that 54-58 Bartholomew Close would not be increased in

size/height.

I hope these comments are taken into serious consideration in evaluating whether to approve this application.

I sincerely hope this application will not be approved.

## Wells, Janet (Built Environment)

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**From:** PLN - Comments  
**Subject:** FW: 54-58 Bartholomew Close, EC1A 7HP

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**From:** Raymond Clark, OBE [  
**Sent:** 11 November 2017 10:42  
**To:** PLN - Comments  
**Subject:** 54-58 Bartholomew Close, EC1A 7HP

Dear Mr Hart

We wish to object to the current application to extend 54-58 Bartholomew Close, EC1A 7HP ((16/01017/FULL) on the following grounds.

- The proposed additional floor will cause problems of overlooking, loss of light and noise nuisance to residents of Spencer Heights and Aldersgate Court, as well as to residents of the new development, significant numbers of whom will have purchased units off plan, when properties at 54-58 Bartholomew Close were to have remained at their original height.
- The daylight and sunlight studies demonstrate that there will be some loss of light. This will be compounded by the fact that Spencer Heights is at the narrowest part of the road and therefore the distance between Spencer Heights and Nos 54-58 is some 3.5m less than the separation of the new buildings to the west of Spencer Heights. We do not believe this has been taken into account in the determination of overlooking and loss of light which will clearly be made significantly worse by this greater closeness.
- There is the potential noise nuisance of the proposed roof terrace (again enhanced by the closeness of the buildings as described above). In practice, this terrace is likely to be used by groups of smokers and the reality is that such groups tend to chat and create a noise nuisance to nearby neighbours. There is a general concern that such terraces do not become a feature in a predominantly residential neighbourhood. There will be no restriction on use of the terrace during working hours when many residents will be in their flats, and would have to suffer the inevitable noise nuisance caused by groups of people gathering to chat, smoke and talk on their mobile phones
- The proposals for disabled access are not up to modern standards and should be re-visited.

In summary, the additional floor will create problems of overlooking and loss of light for residents of Spencer Heights and Aldersgate Court, as well as residents of apartments in the new scheme. The closeness of the roof terrace will create additional overlooking and noise and further degrade the neighbourhood.

We consider that this application for extending is a "greedy" application and that it is rejected and that the building be left as it is with the 5th floor and roof terrace plans abandoned and that the building undergoes

a sensitive refurbishment. In addition residents are suffering considerable disruption from the current redevelopment and this will continue for several more years. In this constricted conservation area enough is enough.

We are happy to attend a meeting to speak but will not be available on 12<sup>th</sup> December.

Yours sincerely

Professor Raymond P. Clark, O.B.E, PhD, DSc, CEng, CEnv, Hon.FSEE, Hon.FRPS, Hon.FSE

Professor Mervyn L. de Calcina-Goff, StJ, PPSEE, ASIS, CEnv, FBPA, FSEE, Hon. FSEE, FRPS, FRSA

## Wells, Janet (Built Environment)

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**From:** Levy, Stephen. (UK) [REDACTED]  
**Sent:** 13 November 2017 21:19  
**To:** PLN - Comments  
**Subject:** Town & Country Planning Act 1990 - 54-58 Bartholomew Close, London EC1A 7HP - Objection

Dear Sir/Madam

I wish to object to the current application to extend 54-58 Bartholomew Close on the following grounds:

- The proposed additional floor will cause problems of overlooking, loss of light and noise nuisance to residents of Spencer Heights and Aldersgate Court, as well as to residents of the new development, significant numbers of whom will have purchased units off plan, when properties at 54-58 Bartholomew Close were to have remained at their original height.
- The daylight and sunlight studies demonstrate that there will be loss of light.
- This will be compounded by the fact that Spencer Heights is at the narrowest part of the road and therefore the distance between Spencer Heights and 54-58 is some 3.5m less than the separation of the new buildings to the west of Spencer Heights. We do not believe this has been taken into account in the determination of loss of light which will clearly be made significantly worse by this greater proximity.
- There is a likelihood of noise nuisance from the proposed roof terrace, again enhanced by the closeness of the buildings as described above. In practice, this terrace is likely to be used by groups of smokers. Such groups tend to chat and create a noise nuisance to nearby neighbours. There is a general concern that such terraces do not become a feature in a predominantly residential neighbourhood. There will be no restriction on use of the terrace during the day and evening, and possibly night, when many residents will be in their flats and would have to suffer the inevitable noise nuisance caused by groups of people gathering to chat, smoke and talk on their mobile phones.
- The proposals for disabled access are not up to modern standards and should be re-visited.

In summary, the additional floor will create problems of:

- Overlooking
- loss of light; and
- Noise nuisance;

for residents of Spencer Heights and Aldersgate Court, as well as residents of apartments in the new scheme.

I also understand that a commitment was given by Helical Bar previously that it would not seek to increase the height of this building and that residents nearby may have failed to object to other development on the basis of that assurance.

Yours faithfully,

Stephen Levy

Flat 35  
Spencer Heights  
28 Bartholomew Close  
London EC1A 7ES

 **DENTONS**

**Stephen Levy**  
Partner

[REDACTED]

[Website](#)

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One Fleet Place, London, EC4M 7WS

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## Wells, Janet (Built Environment)

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**From:** PLN - Comments  
**Subject:** FW: 16/01017/FULL 54-58 Bartholomew Close EC1A 7 HP

-----Original Message-----

From: David Gordon-Brown  
Sent: 14 November 2017 16:55  
To: PLN - Comments  
Subject: 16/01017/FULL 54-58 Bartholomew Close EC1A 7 HP

Dear Liam Hart,

I have had an opportunity to look at the revised plans for the above proposed development and would like to make the following comments.

Firstly, on grounds of heritage, it seems a retrograde step to change the only historical building left on Bartholomew Close. The height and facade represents a clear picture of the nature of the space before the new development started.

The skyline needs a discontinuity to prevent what otherwise appears to be a cliff face of buildings which is out of context with the surrounding streets in this historical medieval grid.

Secondly with regard to the daylight/sunlight studies undertaken by GIA.

I live in Aldersgate Court, directly opposite the proposed development denoted by R7 112 in their study.

In 2012 before any development started I had a clear view of skyline over the street approach, numbers 54-58 and 50-52 Bartholomew Court.

Phase 1 of the development raised the height of 50-52 to 37.675m and 34.750m in a stepped fashion, which effectively took 25% of my VSC. (my estimation viewed from my window facing the development).

The GIA study took not the 2012 position but the current position in 2017 to delineate it's calculations. In R7 112 I have apparently lost 17.98 sq ft which equates to a further 16.6% in addition to the aforementioned 25% from phase 1.

My point is that since I started living here there has been a cumulative and now very significant loss in light, with developments in Aldersgate behind my flat, Phase 1 Bartholomew Close and now this next proposal.

Each development on it's own appears insignificant but when added together then have made a very serious impact on my quality of living.

The calculations suggest that there has been no significant loss of amenity but this is not my experience.

Dr Alistair Gordon-Brown



# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Miss Varuni Dharma

Address: 28 Spencer Heights 28 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I wish to object the latest application to extend 54-58 Bartholomew Close ("BC") on the following grounds:

- As an owner / resident of an apartment in Spencer Heights ("SH"), my bedrooms and living room all directly face 54-58 BC. I will definitely lose light and all these rooms will become darker as a result of the proposed extension to 54-58 BC. SH is at the narrowest part of the road and therefore the distance between SH and 54-58 Bartholomew Close is some 3.5m less than the separation of the new buildings to the west of SH - this closeness will exacerbate the loss of light.
- Furthermore, SH will become significantly overlooked owing to the additional floor.
- Also, a more formal roof terrace (to the one currently in existence) will most definitely create noise nuisance so close to my apartment and many other apartments at SH (again enhanced by the closeness of the buildings as described above).
- Notwithstanding the direct impact on my apartment and SH, the proposed additional floor will also cause problems of overlooking, loss of light and noise nuisance to residents of Aldersgate Court, as well as to residents of the new development (Barts Square), significant numbers of whom will have purchased units off plan, when properties at 54-58 Bartholomew Close were to have remained at their original height.
- In particular The Askew Building of Barts Square will certainly be affected. I suspect they will be completely unaware of the proposal for 54-58 BC as they will not have received news of this proposal from City of London / the developer as they are not yet residing in the new buildings. I

would urge the City of London to contact all buyers of The Askew Building (as a minimum) to seek their views on this proposal.

We consider that the application for extending 54-58 BC is a "greedy" one that should be rejected. The building should be left as it is with the fifth floor and roof terrace abandoned and that it undergoes a sensitive refurbishment.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Dr Ferdinand Chu

Address: Unit 33, 28 Bartholomew CI London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Dear Sir/Madam,

I strongly object to item (i) and (ii) of the above proposed extension. my building spencer heights is at the almost narrowest part of the street. An extension of one extra floor and roof terrace is going to decrease significantly to the natural light of my living room and my bedroom. The additional floor can overlook into my apartment and I am going to lose privacy. I also consider this extension greedy and should not be approved.

Ferdinand Chu

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mr volf frishling

Address: Flat 29, 28 Bartholomew close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment:I wish to object the latest application to build an extra floor at 54-58 Bartholomew Close:

I am a resident of an apartment in 28 Bartholomew close. My bedrooms and living room all directly face 54-58 BC. As is, the new development behind 54-58 Bartholomew close has already reduced the amount of light entering the apartment. We are forced to keep the light on most of the day. The proposed development will surely exacerbate the problem even further.

The terrace in the extension will most likely create a noise problem. The terrace will be directly opposite the apartment and will create privacy issues. We'll be forced to keep curtains down, further reducing the amount of light.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mr Ralph marshall

Address: 93 bath hill court bath road bournemouth

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I object to the latest application to extend 54-58 Bartholomew Close (BC) on the following grounds.

As an owner of an apartment in Spencer Heights my flat immediately faces the proposed extension. As a result I will lose light, making my flat lose important amounts of light.

The extension will create additional noise because of the closeness of the building to Spencer Heights.

The proposed extension will not only cause problems of noise, loss of light to me but also to the owners of the new development, Barts Square, who will have bought their properties off plan and not be aware of the consequences that the extension will have on their properties.

I believe that the buyers of The Askew Building, which I believe will be affected by this plan should be advised by the City Of London/developer advising about this new proposal.

We consider that the application to extend 54-58 BC one that should be rejected.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mr Muhammad Asim Shaikh

Address: Flat 25 Spencer Heights London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I wish to object the latest application to extend 54-58 Bartholomew Close ("BC") on the following grounds:

SH is at the narrowest part of the road and therefore the distance between SH and 54-58 Bartholomew Close is some 3.5m less than the separation of the new buildings to the west of SH - this closeness will exacerbate the loss of light.

Furthermore, SH will become significantly overlooked owing to the additional floor.

Also, a more formal roof terrace (to the one currently in existence) will most definitely create noise nuisance so close to my apartment and many other apartments at SH (again enhanced by the closeness of the buildings as described above).

The proposed additional floor will also cause problems of overlooking, loss of light and noise nuisance to residents of SH, Aldersgate Court, as well as to residents of the new development (Barts Square), significant numbers of whom will have purchased units off plan, when properties at 54-58 Bartholomew Close were to have remained at their original height.

In particular The Askew Building of Barts Square will certainly be affected. I suspect they will be completely unaware of the proposal for 54-58 BC as they will not have received news of this proposal from City of London / the developer as they are not yet residing in the new buildings. I would urge the City of London to contact all buyers of The Askew Building (as a minimum) to seek their views on this proposal.

We consider that the application for extending 54-58 BC is a "greedy" one that should be rejected.

The building should be left as it is with the fifth floor and roof terrace abandoned and that it undergoes a sensitive refurbishment.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mr Jonathan Brower

Address: Flat 40 Spencer Heights 28 Bartholomew Close

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I am an owner occupier in Spencer Heights (SH) and I wish to object to the latest application to develop 54-58 Bartholomew Close (BC), which would be directly facing SH.

During the consultation period for the main development, the developers assured the neighbours that they would not be extending 54-58 BC upwards. They have clearly gone back on those assurances with this application. They left this development out of the original plans as they knew they would have a severe impact on neighbours and the environment in this conservation area.

My bedrooms and living room directly face 54-58 BC. I will definitely lose light with the proposed extension upwards. The distance between SH and 54-58 BC is 3.5m less than the buildings to the west, and this will exacerbate the loss of light to my apartment.

My apartment will be overlooked by the additional floor and terrace, reducing my privacy.

The proposed roof terrace will create more noise and nuisance just a few metres away from my windows. There will be people chatting with each other and on mobile phones as well as groups of smokers. The smoke will be able to enter my apartment windows when they are open.

The residents have been suffering disruption for years from this development and this application



will extend this disruption even further. In this conservation area, the 5th floor and roof terrace plans should be abandoned.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mr Danny Brower

Address: Flat 40 Spencer Heights London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I am an occupier in Spencer Heights (SH) and I wish to object to the latest application to develop 54-58 Bartholomew Close (BC), which would be directly facing SH.

During the consultation period for the main development, the developers assured the neighbours that they would not be extending 54-58 BC upwards. They have clearly gone back on those assurances with this application. They left this development out of the original plans as they knew they would have a severe impact on neighbours and the environment in this conservation area.

My bedrooms and living room directly face 54-58 BC. I will definitely lose light with the proposed extension upwards. The distance between SH and 54-58 BC is 3.5m less than the buildings to the west, and this will exacerbate the loss of light to my apartment.

My apartment will be overlooked by the additional floor and terrace, reducing my privacy.

The proposed roof terrace will create more noise and nuisance just a few metres away from my windows. There will be people chatting with each other and on mobile phones as well as groups of smokers. The smoke will be able to enter my apartment windows when they are open.

The residents have been suffering disruption for years from this development and this application

will extend this disruption even further. In this conservation area, the 5th floor and roof terrace plans should be abandoned.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mr Kevin Swann

Address: 12 Spencer Heights 28 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I wish to object the latest application to extend 54-58 Bartholomew Close ("BC") on the following grounds:

- Spencer Heights will become significantly overlooked owing to the additional floor.
  - In addition, a more formal roof terrace (to the one currently in existence) will most definitely create noise nuisance so close to apartments at Spencer Heights
  - The proposed additional floor will also cause problems of overlooking, loss of light and noise nuisance to residents of Aldersgate Court, as well as to residents of the new development (Barts Square), significant numbers of whom will have purchased units off plan, when properties at 54-58 Bartholomew Close were to have remained at their original height.
  - In particular The Askew Building of Barts Square will certainly be affected. It is possible that they will be completely unaware of the proposal for 54-58 BC as they will not have received news of this proposal from City of London / the developer as they are not yet residing in the new buildings. I would urge the City of London to contact all buyers of The Askew Building (as a minimum) to seek their views on this proposal.
- I consider that the application for extending 54-58 BC is a "greedy" one that should be rejected. The building should be left as it is with the fifth floor and roof terrace abandoned and that it undergoes a sensitive refurbishment.

## Wells, Janet (Built Environment)

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**From:** PLN - Comments  
**Subject:** FW: Planning application 01017/Full - statement of objection

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**From:** Varuni Personal  
**Sent:** 19 November 2017 21:28  
**To:** PLN - Comments  
**Cc:** Dharma Varuni  
**Subject:** Planning application 01017/Full - statement of objection

FAO: Liam Hart

Dear Liam

Further to the planning application 01017/Full, I wish to object the latest application to extend 54-58 Bartholomew Close ("BC") on the following grounds:

- As an owner / resident of an apartment in Spencer Heights ("SH"), my bedrooms and living room all directly face 54-58 BC. I will definitely lose light and all these rooms will become darker as a result of the proposed extension to 54-58 BC. SH is at the narrowest part of the road and therefore the distance between SH and 54-58 Bartholomew Close is some 3.5m less than the separation of the new buildings to the west of SH – this closeness will exacerbate the loss of light.
- Furthermore, SH will become significantly overlooked owing to the additional floor.
- Also, a more formal roof terrace (to the one currently in existence) will most definitely create noise nuisance so close to my apartment and many other apartments at SH (again enhanced by the closeness of the buildings as described above).
- Notwithstanding the direct impact on my apartment and SH, the proposed additional floor will also cause problems of overlooking, loss of light and noise nuisance to residents of Aldersgate Court, as well as to residents of the new development (Barts Square), significant numbers of whom will have purchased units off plan, when properties at 54-58 Bartholomew Close were to have remained at their original height.
- In particular The Askew Building of Barts Square will certainly be affected. I suspect they will be completely unaware of the proposal for 54-58 BC as they will not have received news of this proposal from City of London / the developer as they are not yet residing in the new buildings. I would urge the City of London to contact all buyers of The Askew Building (as a minimum) to seek their views on this proposal.

We consider that the application for extending 54-58 BC is a "greedy" one that should be rejected. The building should be left as it is with the fifth floor and roof terrace abandoned and that it undergoes a sensitive refurbishment.

Please acknowledge receipt of this.

Best

Varuni

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mr KURT POLLINGTON

Address: 3 SPENCER HEIGHTS 28 BARTHOLOMEW CLOSE LONDON

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise

Comment:I live at 28 Bartholomew Close directly opposite the building in question. I have endured the construction of Barts Square development for the last 3/4 years (with its disruption, noise and great inconvenience living in the middle of a building site) and I object most strongly to yet another application by these developers for a change/addition to their original planning request. The addition of another floor will cause less light available to me and all the front facing flats in our block, and the roof terrace will create unwanted noise and pollution to the area. We live in a very small and quiet close and to have this application approved will be cause an intrusion into our homes in addition to the extra noise and pollution. Please consider for once the existing residents of this area and not the greed of the developers whose development in St Barts Close looks absolutely hideous and a great disappointment to our great City. I hope whoever makes the decision will visit Bart Close to view what the new development looks like and I am sure you will consider this new application most carefully and hopefully for our sakes it will be rejected.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Miss Varuni Dharma

Address: Flat 28 Spencer Heights 28 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I wish to object the latest application to extend 54-58 Bartholomew Close ("BC") on the following grounds:

- As an owner / resident of an apartment in Spencer Heights ("SH"), my bedrooms and living room all directly face 54-58 BC. I will definitely lose light and all these rooms will become darker as a result of the proposed extension to 54-58 BC. SH is at the narrowest part of the road and therefore the distance between SH and 54-58 Bartholomew Close is some 3.5m less than the separation of the new buildings to the west of SH - this closeness will exacerbate the loss of light.
- Furthermore, SH will become significantly overlooked owing to the additional floor.
- Also, a more formal roof terrace (to the one currently in existence) will most definitely create noise nuisance so close to my apartment and many other apartments at SH (again enhanced by the closeness of the buildings as described above).
- Notwithstanding the direct impact on my apartment and SH, the proposed additional floor will also cause problems of overlooking, loss of light and noise nuisance to residents of Aldersgate Court, as well as to residents of the new development (Barts Square), significant numbers of whom will have purchased units off plan, when properties at 54-58 Bartholomew Close were to have remained at their original height.
- In particular The Askew Building of Barts Square will certainly be affected. I suspect they will be completely unaware of the proposal for 54-58 BC as they will not have received news of this

proposal from City of London / the developer as they are not yet residing in the new buildings. I would urge the City of London to contact all buyers of The Askew Building (as a minimum) to seek their views on this proposal.

We consider that the application for extending 54-58 BC is a "greedy" one that should be rejected. The building should be left as it is with the fifth floor and roof terrace abandoned and that it undergoes a sensitive refurbishment.



# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mrs Clare James

Address: Members Room, PO Box 270 Guildhall London

## Comment Details

Commenter Type: Councillor

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I object to this planning application on the grounds it will cause loss of light and overlooking to neighbouring properties.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mrs Helen Clifford

Address: 15 Aldersgate Court 30 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I have already objected, but could someone from the City please come and investigate immediately because it looks to me as if they have already started the 6th floor. I am also concerned that the building work is continuing over the weekends.

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mr Julian Payne

Address: flat 45 28 bartholomew close london

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment:To: PLN - Comments

Subject: Town & Country Planning Act 1990 - 54-58 Bartholomew Close, London EC1A 7HP - Objection

Dear Sir/Madam

I wish to object to the current application to extend 54-58 Bartholomew Close on the following grounds:

- The proposed additional floor will cause problems of overlooking, loss of light and noise nuisance to

residents of Spencer Heights and Aldersgate Court, as well as to residents of the new development,

significant numbers of whom will have purchased units off plan, when properties at 54-58 Bartholomew

Close were to have remained at their original height.

- The daylight and sunlight studies demonstrate that there will be loss of light.

- This will be compounded by the fact that Spencer Heights is at the narrowest part of the road and therefore the distance between Spencer Heights and 54-58 is some 3.5m less than the separation of the

new buildings to the west of Spencer Heights. We do not believe this has been taken into account in the

determination of loss of light which will clearly be made significantly worse by this greater proximity.

- There is a likelihood of noise nuisance from the proposed roof terrace, again enhanced by the closeness of the buildings as described above. In practice, this terrace is likely to be used by groups of smokers.

Such groups tend to chat and create a noise nuisance to nearby neighbours . There is a general concern

that such terraces do not become a feature in a predominantly residential neighbourhood. There will be

no restriction on use of the terrace during the day and evening, and possibly night, when many residents

will be in their flats and would have to suffer the inevitable noise nuisance caused by groups of people

gathering to chat, smoke and talk on their mobile phones.

- The proposals for disabled access are not up to modern standards and should be re-visited.

In summary, the additional floor will create problems of:

- Overlooking

- loss of light; and

- Noise nuisance;

for residents of Spencer

# Comments for Planning Application 16/01017/FULL

## Application Summary

Application Number: 16/01017/FULL

Address: 54 - 58 Bartholomew Close London EC1A 7HP

Proposal: Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA) (RE-CONSULTATION: REVISED DESIGN).

Case Officer: Liam Hart

## Customer Details

Name: Mrs Judith Payne

Address: Flat 15 28 Bartholomew Close London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment:To: PLN - Comments

Subject: Town & Country Planning Act 1990 - 54-58 Bartholomew Close, London EC1A 7HP - Objection

Dear Sir/Madam

I wish to object to the current application to extend 54-58 Bartholomew Close on the following grounds:

- The proposed additional floor will cause problems of overlooking, loss of light and noise nuisance to

residents of Spencer Heights and Aldersgate Court, as well as to residents of the new development,

significant numbers of whom will have purchased units off plan, when properties at 54-58 Bartholomew

Close were to have remained at their original height.

- The daylight and sunlight studies demonstrate that there will be loss of light.

- This will be compounded by the fact that Spencer Heights is at the narrowest part of the road and therefore the distance between Spencer Heights and 54-58 is some 3.5m less than the separation of the

new buildings to the west of Spencer Heights. We do not believe this has been taken into account

in the

determination of loss of light which will clearly be made significantly worse by this greater proximity.

- There is a likelihood of noise nuisance from the proposed roof terrace, again enhanced by the closeness

of the buildings as described above. In practice, this terrace is likely to be used by groups of smokers.

Such groups tend to chat and create a noise nuisance to nearby neighbours . There is a general concern

that such terraces do not become a feature in a predominantly residential neighbourhood. There will be

no restriction on use of the terrace during the day and evening, and possibly night, when many residents

will be in their flats and would have to suffer the inevitable noise nuisance caused by groups of people

gathering to chat, smoke and talk on their mobile phones.

- The proposals for disabled access are not up to modern standards and should be re-visited.

In summary, the additional floor will create problems of:

- Overlooking

- loss of light; and

- Noise nuisance;

for residents of Spencer

Committee(s):			Date(s):
Planning & Transportation Committee		For decision	9 January 2017
Subject: Public Comments in Planning Reports			Public
Report of: Chief Planning Officer			For Decision
<p style="text-align: center;"><b>Summary</b></p> <p>Some Members had queried whether it is necessary to attach comments at the end of each report and expressed concern at the volume of paper that this generated, whilst others had appreciated that the information is readily available to them.</p> <p>In July 2017 Members were advised about the various methods of reporting comments received in respect of planning applications reported to committees in other London planning authorities.</p> <p>A table summarising the methods used by other local authorities on further investigation has proved to be incorrect arising out of the misinterpretation of replies to a questionnaire submitted by those authorities for which I apologise.</p> <p>Members resolved to maintain the Committee's current practice. However further investigation has revealed that the Committee's practice is at variance with most other local planning authorities in London and a revised system is therefore recommended to you which removes the volume of papers in the report bundle but still provides Members with the full comments.</p>			
<p><b>Recommendation</b></p> <p>Members are asked to agree that reports will include a fuller summary of comments received but copies of the actual documents will be provided as a separate bundle. Members will receive the Committee papers as per their current arrangement with the Town Clerk in electronic form and in addition where agreed, in paper form.</p>			

## Main Report

### **Background**

1. In July Members were advised about the various methods of reporting comments received in respect of planning applications reported to committees in other London planning authorities.
2. A table summarising the methods used by other local authorities on further investigation has proved to be incorrect arising out of the misinterpretation of replies to a questionnaire submitted by those authorities.

### **Current Position**

3. The City Corporation's approach is to summarise the comments in the body of the report and to attach the emails/letters received.

4. The Statement of Community Involvement (July 2016) at para. 3.26 states

*When an application is referred to the Planning and Transportation Committee, a summary of all relevant comments or objections are included in the report and the comments are attached or placed in the Members' Reading Room. In the case of delegated decisions, the comments are summarised in the report and held on the planning file.*

5. The comments are included in the report itself rather than placed in the Members' Reading Room as a separate bundle, as being the better way to ensure that they are available to Members.
6. Members will be aware that one of the grounds for reporting cases to Committee is that 5 or more objections have been received. This threshold means that there maybe 5 or many hundred representations. While this may be burdensome to read, this approach makes it transparent so that if there were a judicial review of the Committee's decision it is clear that Members have had the relevant information available to them.

#### **Practice in other authorities**

7. Officers undertook to review the position, particularly in relation to practice at other London Planning Authorities and to report back. A questionnaire was sent to approximately a dozen other London planning authorities, including those surrounding the City.
8. A more detailed review has now been undertaken of the report formats prepared by the local planning authorities which returned the questionnaires. An updated table is attached as Appendix 1
9. Westminster and Camden make the original comments available in a bundle for the councillors at the committee.
10. Newham reproduces the comments verbatim in the report in a table matched with the section of the report in which the comments are dealt with.
11. Richmond directs councillors to the website where the comments have been uploaded.
12. In all other reports that have been reviewed there is no reference to how the councillors would access the original comments, although they may have that information from their general knowledge of how their local planning authority operates.
13. The practice of other London planning authorities is typically to summarise the comments. In some cases this is quite detailed but in some the comments are simply summarised by topic or use few words.



14. Some have a consultation section at the front of the report either in table or text format which deal with all the comments at that point. Some have the consultation section in the body of the report and deal with the comments at that point.

### **Proposals and recommendation**

15. It is inevitable that both objectors and supporters will make points that repeat the points of others. Complaints are received when commentators consider that their comments have not been adequately summarised in the body of the report.
16. However, if Members wish to adopt a different approach, the Statement of Community Involvement (SCI) would need to be altered to reflect the Committee's decision. While there is no legal requirement to consult on the proposed amendment, it is best practice and the City Corporation has always done so in the past.
17. It is recommended that there will be an improved and consistent system of summarising comments in the body of the report.
18. Copies of comments will be provided in a separate bundle. The comments will be in date order received and will differentiate between supporters and objectors. Some comments may cover both for and against and these will be added to a mixed section, if appropriate.

### **Appendices**

- Appendix 1 – Amended table

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## London local planning authority responses to questionnaire on how they deal with public comments on planning applications in a planning report

Local Planning Authority	Summarise comments only	Summarise and include comments in the report	Summarise with a separate bundle of comments	Summarise comments In report and refer Members to a website	Same approach whether 10 or 500	When comments are in a petition Summarise content and numbers
Brent	x				Yes	Yes
Wandsworth	x				Yes	Yes
Richmond	x			x	Yes	Yes
Westminster			x		Yes	Yes
Ealing	x				No	Yes
Lambeth	x				Yes	Yes
Newham		x			Yes	Yes
Barnet	x				Yes	Yes
London Legacy	x				Yes	Yes
Greenwich	x				Yes	Yes
Camden		x			Yes	Yes
Tower Hamlets	x				Not known	Not known

### Comments from the boroughs/format of reports

#### Brent

Comments are listed in a table at the front of report under 'points raised' and 'responses'

#### Wandsworth

We publish all comments online prior to decision, with the exception of comments made relating to a Planning Committee report. For these we summarise on the addendum and if required we add our responses to these.

The **number** of comments are summarised in a table. The comments are broken into general headings and then into further details which are commented on.

#### Richmond

The comments are briefly summarised in the consultation section in text with a reference to the full comments on the website with the response in text below.

#### Westminster

Consultee comments and comments from general public are summarised in a 'consultation' section at the beginning of the report. All responses received are listed as background papers at the end of the report, and published online (only once the committee report is published - 5 days in advance of the committee meeting) as well as Cllrs who are sitting on the committee getting paper copies (as we only have a committee made up of 4 councillors).

### **Camden**

All comments received during the course of the application until the report is finalised are summarised in the report. Once on an agenda residents can make further written representations or a request for a deputation to committee. All written reps received are published in full on the supplementary agenda circulated ahead of the meeting.

The **number** of comments are summarised in a table at the beginning of the report, followed by a summary of the comments which are dealt with in the relevant sections of the report.

### **Newham**

Comments are typed out verbatim from the original in the left hand table column, the right hand column states where the comment is dealt with in the report.

### **Ealing**

We do get the odd complaint about the 'misrepresentation' of complaints resulting from the summary heading. However, my experience has shown that in terms of the level of risk from a complaint or challenge it is not worth the resource to reproduce the complaints (which are all on line in any case) either within the report or as an appendix.

The report summarises the comments in the consultation section followed by a brief response

### **Barnet**

The comments are summarised in the consultation section and are responded to in the report 'planning related objections have been generally address in the report'. Comments that do not fall with the layout of the report are commented on separately, the comment summarised with a response.

### **Lambeth**

We usually have a 'consultation section' at the start of each report, which includes a summary of all comments received followed by an officer response to these comments. Sometimes the officer response simply refers to other sections of the report where the issues raised in the comments are discussed. However, if the issues raised they are responded to in the 'consultation section'.

The reports use different formats, either a consultation section at the front of the report summarising the comments in text but without an immediate response and no obvious reference to the comments in the body of the report or a table summarising the comments under headings 'comments' and 'officer response' in the consultation section.

### **London Legacy**

For a petition we summarise the comments (objections, or representations in support), and state how many have signed it.

No report found on the website

### **Greenwich**

Reps are summarised on the committee reports and the assessment then deals with them. Petitions are referred to and the issues raised also dealt with as per above. We don't include in full but summarise. If members wished to see them they could but not asked yet.

The report summarises the comments in the consultation section in a table under headings Summary of Comments and Officers comments and specifically refers councillors to the website for the full comments.

**Lambeth**

The report summarises the comments in a table under the relevant headings eg, Land use/amenity/CIL and provides the responses beneath

**Southwark**

The report summarises the comments in the consultation section under the relevant headings in text and provides the responses beneath

**Tower Hamlets**

The report summarises the comments in the consultation section very shortly 'noise objection', 'windows too large' and provides the responses beneath

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<b>Committee(s)</b> Planning and Transportation – For Decision	<b>Dated:</b> 09/01/2018
<b>Subject:</b> Freight and Servicing Supplementary Planning Document – Consultation and Adoption	<b>Public</b>
<b>Report of:</b> Steve Presland, Director of Transportation and Public Realm	<b>For Decision</b>
<b>Report author:</b> Eddie Jackson, Department of the Built Environment	

## Summary

This report presents the outcomes of the consultation on the draft Freight and Servicing Supplementary Planning Document (SPD) and recommended revisions to the document.

The Freight and Servicing SPD has been produced to provide additional guidance on policies in relation to deliveries and servicing of new developments. The SPD aims to reduce the negative environmental impact of freight and servicing on the City, while allowing the City to flourish and avoiding negative impacts beyond the City's boundaries.

The draft SPD was subject to a period of public consultation ending in September 2017. The consultation led to several minor changes to the document, which have been incorporated into the final document. The draft Strategic Environmental Assessment (SEA) which accompanied the draft document has been updated to reflect the outcomes of the consultation.

## Recommendation(s)

Members are asked to:

- Subject to comments received from your committee agree the adoption of the Freight and Servicing SPD.

## Main Report

### Background

1. The volume of freight traffic on City streets is closely linked to land use. Estimates suggest that nearly 50% of freight traffic on City streets is destined for the Square Mile, so there is a significant opportunity to manage freight generated by City businesses through the planning process.
2. As agreed by the Planning and Transportation Committee in December 2015, one of the ways to manage freight movement in the City is through the introduction of a Supplementary Planning Document on Freight and Servicing.

## **Consultation Process**

3. The draft Freight and Servicing SPD and draft SEA were approved by Committee on 25 July 2017 and published for consultation between 7 August 2017 and 30 September 2017. The draft documents were published on the City Corporation website, with hard copies provided in all City libraries and at the DBE Planning Enquiry Counter at Guildhall.
4. The consultation was emailed directly to all Local Plan stakeholders and members of the City Freight Forum. The consultation was also promoted through the City Freight Forum meeting on 19 September, the Freight Newsletter and an item was included in the July Member Briefing. A short news item on the consultation appeared in Local Transport Today – a leading transport industry publication.
5. Internally, an officer workshop was held on 23 August and was attended by 14 officers from the Departments of the Built Environment and Markets and Consumer Protection.
6. Responses to the consultation were received from 15 organisations or individuals – in line with expectations for a technical planning document of this type. Responses were received from a diverse range of stakeholders, including several residents.

## **Consultation Outcomes**

7. The consultation responses received were broadly supportive of the City Corporation's efforts to proactively manage freight and servicing in the City. Several respondents expressed a wish to see more ambition in the document, with more stringent restrictions on freight movements in the City during the day and greater use of alternative modes of transport. Some respondents expressed concern at the deliverability of the ambition, and the potential for additional costs from providing consolidation centres and taking deliveries out of normal working hours.
8. All responses to the external consultation are included in Appendix 1, and outcomes of the officer workshop are included in Appendix 2. The responses include the City Corporation responses to each comment.
9. Several minor changes have been made to the draft document in response to the comments received. The Adoption Statement (Appendix 3) sets out all changes made to the draft document, cross-referenced to the relevant comment. The updated SPD document is attached as Appendix 4.

## **Proposals**

10. It is proposed that, subject to comments received from the Planning and Transportation Committee that the revised Freight and Servicing SPD is adopted and published.



## **Corporate & Strategic Implications**

11. The SPD provides further guidance on the implementation of policies in the City of London Local Plan. It supports other policies and SPDs adopted by the City Corporation, particularly on Air Quality.
12. The SPD aligns with the Mayor of London's policies on the management of freight, as set out in the draft Mayor's Transport Strategy. It also support Key Policy Priority 3 of the Corporate Plan; "Engaging with London and national government on key issues of concern to our communities such as transport, housing and public health".

## **Health Implications**

13. The SPD will contribute to improved air quality and reduced road danger in the City, providing potential health benefits for the City population.

## **Conclusion**

14. The Freight and Servicing SPD provides additional guidance on Local Plan policies on delivering to, and servicing new development in the City. The document aims to reduce the negative impact on the City of freight and servicing traffic, while allowing the City to flourish.
15. Subject to the recommendation from the Streets and Walkways Sub Committee and approval from the Planning and Transportation Committee, the SPD will be adopted and made available on the City Corporation website.

## **Appendices**

- Appendix 1 – Consultation Report
- Appendix 2 – Officer Workshop Report
- Appendix 3 – Adoption Statement
- Appendix 4 – SPD Document

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## Appendix 1 - Freight and Servicing SPD Consultation Report

### List of Respondents

Comment Ref.	Organisation	Name
1	Cambridge Heath and London Fields Rail Users	Ray King
2	Resident	Richard Latto
3	Resident	Gerald Hine
4	Environment Agency	Scott Hawkins
5	Historic England	Richard Parish
6	Resident	David Coleman
7	Port of London Authority	Michael Atkins
8	City of London – DBE Major Projects [Internal]	Leah Coburn
9	Resident	Jane Northcote
10	Barbican Association	Helen Kay
11	Freight Traffic Control 2050 project academic team	Professor Tom Cherrett et al
12	GLA & TfL	Juliemma McLoughlin
13	City Access Advisor	Lydia Morley
14	Cross River Partnership (CRP)	Susannah Wilkes
15	City Property Association	Charles Begley
16	Road Haulage Association	Chrys Rampley

For brevity, longer responses have been summarised in this document. Full responses are available on request.

Ref	Comment (Summarised comments indicated with *)	City Corporation Response
1.1	The City of London should encourage moves to get more freight carried by rail. Although rail cannot deliver to final destinations in the City, there are several terminus stations in the City and even more close by.	Noted
1.2	Measures to encourage use of freight deliveries to those terminus stations would help to reduce overall road traffic. Rail franchisees should be encouraged to carry freight in passenger trains.	Noted
1.3	In the City itself, many deliveries are small packages which could easily be delivered by cycle (including from rail stations). Many European cities allow cycling contra-flow along one-way streets. This would make life easier for cycle couriers and cycle commuters.	The City encourages cycle freight, already permits contraflow cycling on most one way streets.
1.4	The network of bus routes in the City is extensive and buses could also be used to deliver packages to the majority of addresses in the City.	This is acknowledged, although the carrying capacity of an individual on a public bus is unlikely to be competitive for most deliveries.
1.5	The City should aim to reduce car traffic (currently 26% of total traffic) to nil. There are plenty of public transport and taxi alternatives for both able-bodied and mobility-impaired pedestrians in the City. This would reduce pollution levels and create a more pleasant environment for cyclists and pedestrians.	The elimination of car traffic is beyond the scope of this SPD.  The City Corporation intends to produce a long term transport strategy in the next two years where policies of traffic reduction will be considered in detail.
1.6	More of the City's narrow streets should be restricted to cycle and pedestrian use only.	Noted. This is beyond the scope of the SPD, but policies on managing the use of City streets will be considered in the forthcoming transport strategy.
1.7	Light goods vehicles (currently 18% of total traffic) should be encouraged by physical and fiscal measures to operate as electric vehicles (non-polluting at the point of use). An early date should be fixed to ban petrol and diesel-engined light goods vehicles from the City.	Noted. The SPD encourages the use of low and zero emission vehicles through procurement, and electric vehicle charging points installed in loading bays and car parks should be suitable for commercial electric

		<p>vehicles (para 73).</p> <p>Banning petrol/diesel LGVs is beyond the scope of the SPD, but policies on managing the use of City streets will be considered in the forthcoming transport strategy.</p>
2.1	Waste disposal in Cloth Fair, where I live, is not satisfactory. Domestic collection is fine and the electric vehicles are excellent. The only problem is that transient residents are often not aware of the system, leaving rubbish out at odd times and in the wrong bags.	This comment has been passed to the Cleansing team.
2.2	However commercial collection is more problematic. There are something eight different vehicles collecting the rubbish each. (Several Long Lane and West Smithfield establishments have their rubbish collected via Cloth Fair.) Because they are competing on price, they often use large old polluting diesel vehicles to collect wheelie bins. They arrive at all times of day - sometimes in the middle of the night and their collection technique, obviously under time pressure, is messy and noisy. To save time they sometimes reverse the wrong way down the one way straight. The noise and pollution are particularly bad in the narrow parts of the street making it impossible to leave windows open.	This comment has been passed to Environmental Health.
3.1	There is scant mention about freight in respect of City residents. Many more deliveries are being made to home addresses, especially in respect of online food shopping. This is likely to grow exponentially as the number of residential properties increases in the Square Mile. This emphasises the need for such deliveries to be by electric vehicles, and it is noticeable that such deliveries are often now made in electric vehicles, and are largely ahead of deliveries to heavy industrial commercial concerns.	Noted
3.2	There needs to be a dramatic decrease in building development. Over the last decade this sector has increased markedly, and most construction lorries are large, noisy and air polluting. This must be addressed urgently, but unfortunately the next decade seems to be likely more and more of the same.	<p>Noted.</p> <p>The City of London is the world's leading international business centre, and is constantly evolving to ensure that there is sufficient and high quality building stock for current and future business needs.</p>

		Construction Logistics Plans are required for all major development in the City, requiring construction sites to minimise the impact of works on residents and businesses. The City of London Air Quality Strategy sets out the City Corporation's position on minimising the impact of construction work on pollution.
3.3	Because so many deliveries to private residents are directly personal, I would be against central holding areas. As many of these are via Royal Mail, would it not be against their regulations that post should normally be delivered direct to the addressee's door?	Para 92 of the SPD refers to central delivery points – this is intended to be for parcel deliveries with the aim of avoiding failed deliveries if the recipient is not at home. Re-worded to clarify this.
3.4	There needs to be greater development towards miniaturisation of electric vehicle batteries, which are both capable of saving vehicle space, and providing longer distances between charging. This has been done in other sectors such as mobile telephony: I see no reason not to believe that it will come about with vehicular traffic.	Noted. This is beyond the scope of the SPD, but the City Corporation encourages the development of technology that will facilitate cleaner, more efficient freight.
4.1	**We have reviewed the SPD and support the aim of the SPD to reduce the amount of freight movement within the City and the encouragement to use low emission vehicles to improve air quality.	Noted.
4.2	The SPD should acknowledge the potential impacts that increased boat movement in the River Thames may have on biodiversity and on the flood defences.	Para 66 updated to require operators to work with the EA and PLA to minimise biodiversity and flood defence impacts.
5.1	**We have reviewed these documents against the National Planning Policy Framework (NPPF) and its core principle that heritage assets be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.	Noted
5.2	**Historic England responded to the SEA Scoping consultation on 1st June 2017, considering the document to be thorough and supporting the inclusion of cultural heritage within the SEA. We note the conclusion that the selected option will have minor positive uncertain effects on the	Comments are noted.  Monitoring of the impacts will primarily be done through the Delivery and Servicing Plan

	<p>historic environment.</p> <p>We would consider the measures set out in the proposed SPD are most likely to have environmental benefits through the reduction the movement of freight and services and associated road traffic. Whilst it is hard to quantify or predict the likely impacts on heritage assets measures which reduce unnecessary travel and pollution are most likely to be beneficial. Additionally the impacts of development on the historic environment will be assessed and controlled through the large number of Local Plan policies that protect the historic environment. As such we do not consider it necessary to comment in detail. We would however encourage the City to consider how the impacts of changes to routes and volumes of freight and servicing can be monitored.</p>	<p>requirements, but it is acknowledged that attributing network-wide changes (eg a drop in traffic volumes on a particular street) to a particular intervention will be difficult. As the SPD applies to new developments, the DSP monitoring must show that the impact of the development on the transport network is within the tolerances of the planning consent.</p>
5.3	<p>Finally, it must be noted that this advice is based on the information provided by you and for the avoidance of doubt does not reflect our obligation to advise you on, and potentially object to, any specific development proposal which may subsequently relate to this or later versions of the Guidance, Appraisals and Management Plans, and which may have adverse effects on the environment.</p>	<p>Noted.</p>
6.1	<p>I support the strategy. Deliveries and other servicing are having an increasing impact on the City environment.</p>	<p>Noted</p>
6.2	<p>The potential conflict between the interests of businesses and residents, especially in relation to night-time and early morning noise, is well acknowledged.</p>	<p>Noted. The SPD aims to strike an appropriate balance between maintaining residential amenity, and allowing deliveries at off peak times in some locations.</p>
6.3	<p>In particular, I support paragraphs 70-72 and 99 which recognise that simply asking businesses to commit to quiet operation outside normal working hours is not enough. Securing a quiet environment is 20% policy; 80% operational management. Promoting ambitious DSPs, encouraging, cajoling and ultimately enforcing agreements is an essential role for the City.</p>	<p>Noted. The enforcement of the Delivery and Servicing Plans will be a fundamental part of improving freight and servicing in the City.</p>
6.4	<p>I am very glad to see a specific reference to waste bottle collections (87). It is staggering how audible they are across the City.</p>	<p>Noted.</p>

6.5	I would like to have seen mention of talking vehicles ("this vehicle is turning left" repeated endlessly while it waits in a queue). They are growing in popularity (including among the City's own fleet) and having an increasingly negative noise impact on the City environment. Is there hard evidence that they reduce accidents? With a possible exception for bin lorries, I would like to see them banned.	Turning alarms on larger vehicles are increasingly a requirement to reduce danger for pedestrians and cyclists, to whom left-turning vehicles present a significant danger. Excessive noise from vehicle alarms associated with particular premises can be reported to the City Corporation's Pollution Control Team for investigation.
6.6	At a strategic level, I would like to see more ambition in the approach to consolidation (64). If last mile delivery on foot cannot be made to work in the City, where could it? Do we not have a sector specific consolidation centre in Smithfield with all the infrastructure needed? The introduction of electric hand carts to the City streets would also have an excellent traffic calming effect.	The SPD is a guidance document which cannot introduce a requirement of consolidation within the current policy framework, but aims to encourage new developments to reduce the impact of freight movement on the transport network, air quality and noise. The use of hand carts would be one way in which this could take place.
7.1	**The PLA is the Statutory Harbour Authority for the Tidal Thames between Teddington and the Thames Estuary. The PLA's functions also include for promotion of the use of the river as an important strategic transport corridor to London.	Noted.
7.2	Generally, the PLA support the aims of the SPD, particularly the aspiration to encourage the use of low emission river transport for goods and services, this aligns with the Thames Vision document, which encourages the uptake of new and green technologies to reduce the environmental impact of river transport.	Noted
7.3	The PLA also supports the encouragement of waste management companies to make use of the safeguarded Walbrook Wharf, to increase the amount of waterborne freight/materials to/from this site. However we believe that this should go further, and that the increased use of Walbrook Wharf for more than just transporting waste should also be strongly encouraged. The PLA would welcome a discussion on the capacity of Walbrook Wharf, and any opportunities to increase capacity here, for a	Updated para 66 to reference other logistics uses.



	wider range of freight/materials. This is supported by the PLAs Thames Vision document, which aims to see more goods and materials routinely moved between wharves on the river, taking over 400,000 lorry trips off the regions roads by 2035.	
7.4	The PLA would also like to work with the City of London to understand what uses might be possible with a re-instated Swan Lane Pier, which is supported in the City of London's Thames Strategy SPD to be reinstated for passenger or freight use.	This offer is welcomed, and has been passed to the City Surveyor(????) to take forward.
8.1	Background – para 2: note the new economic document for the city on the intranet. Some of these figures might need to be revised.	This data comes from GLA, rather than City Economic Development Office
8.2	Page 12 – para 44 – isn't the RDR plan being revised this year?	The RDR plan is being revised in 2018. Added text to reflect this.
8.3	Page 12 – para 45 – minor typo 'sets out'.	Corrected
8.4	Page 15 – para 60 – should this read for new developments? This would not affect a large % of deliveries into the City over say a 5 year period (i.e new development must only contribute a small % overall).	The SPD will affect new development and alterations to existing buildings that require planning consent.
8.5	Page 15 – para 64 – Is it worth setting taretts for consolidation – ie reduce to 10% of deliveries pre consolidation?	The SPD aims to retain flexibility in the approaches for managing deliveries. Consolidation is likely to be a part of this for some sites, but may not be suitable for all development, so a target may not be appropriate.
8.6	Page 15 – para 66 – can this be enforced by planning condition for new developments? It would be good to see as part of this, or other Strategic work, an understanding of actual vehicle numbers generated by offices and hotels. Often in planning applications this is based on that Trips? Database which I don't believe is particularly accurate.	Data collection on trips generated by particular sites is not always robust, but improved monitoring and enforcement of DSPs through this SPD will improve understanding of typical trip generation.
9.1	I am a resident of the City of London and recognise the problems you list at the beginning of this document. I am very glad to see progress towards addressing congestion, pollution, and road traffic danger, and all measures to declutter the streets are welcome. Many of the City's roads are narrow, and we share the space. This document is an admirable basis	Noted

	<p>by which to manage this difficult problem.</p> <p>The Vision and Aims are laudable, and I'm glad that the City aspires to reduce the number of freight and delivery vehicles.</p>	
9.2	<p>It is disappointing, however, that the vision and aims are described in purely relative terms. By 'relative terms' I mean that they are stated in terms of "reduce" or "minimise". There are no clear objectives, and no measurements are specified in the document. A business in the City could assert that they <i>already</i> "minimise" freight and delivery trips: they can then safely ignore the rest of the document.</p> <p>I would like to see the Vision expressed in measurable terms. If it is a Vision, it should be truly ambitious and visionary. For example a Vision could be that, ultimately, there will be <i>no</i> polluting delivery vehicles in the City of London during the day. This is a real vision which would motivate businesses to take action.</p> <p>For Aims, I would be interested to see some measurable objectives. As stated in the document, the aims are described in terms like "maximise", "minimise" and "reduce". (56, 57, 58) It is not possible to measure whether these aims have been achieved or not. Could we have some measurable aims? How many motorised delivery vehicles are there per day now? How many do we want to see in 1 year's time? What proportion of these are non-polluting?</p>	<p>The SPD is a planning guidance document that supports the City's Local Plan. The document aims to guide developers to make planning applications that are acceptable to the City, but does not apply to buildings that are not going through the planning process.</p> <p>The City Corporation will be producing a Transport Strategy which is likely to set out clearer objectives and aims in the way described.</p>
9.3	<p>The useful and important policies described (62,64,67 and others) are all in terms of "to be encouraged" or "should be considered". It is easy for businesses to ignore these encouragements, given the greater demands placed on them by their shareholders and regulators. I would feel more optimistic about this document if there was a greater level of compulsion.</p>	<p>The SPD's status as a guidance document means that it provides more detail on existing policies in the City's Local Plan. The Local Plan is currently under revision, and will consider policies on freight and servicing.</p>
9.4	<p>In particular I would like to see the use of Direct Vision vehicles (74) made compulsory, for the safety of pedestrians and cyclists.</p> <p>The statement on "micro-consolidation" (64) should be more ambitious</p>	<p>While the City Corporation can encourage the use of vehicles that adhere to the Direct Vision standard, it is not possible to compel</p>

	and have a greater element of compulsion. It currently says: <i>"A system of 'micro-consolidation' within the City which enables the use of last mile deliveries by foot, cycle or zero emission van could be considered."</i> The City can have more ambition than that. It's only a square mile, so surely we can have a policy to mandate the use of electric handcarts, or bicycles, for the many small packages that are currently carried by van. This would also lead suppliers to reduce packaging.	organisations to use these vehicles.  The SPD must consider all types of building in the City, and while micro-consolidation is likely to be part of the solution for some businesses, it may not be suitable for all deliveries.
9.5	No mention is made in the document of the use of smart technology to help suppliers and businesses make good use of public streets. Using GPS, digital mapping and data, in the future it might be possible for the City to notify suppliers about current roadworks and blocked streets, and even about congested streets and recommended routes. This would prevent delivery vehicles circulating looking for parking spaces.  It might also be worth the City collaborating more closely with the suppliers of drivers' maps (GoogleMaps, TomTom etc) so as to enable drivers to get to the correct destination by the shortest possible route. I know that there is currently a problem because Tesco delivery drivers phone me, frustrated by unexpected route closures. Further use of smart technology could guide suppliers to make efficient use of parking spaces, make use of empty space in other vehicles, co-ordinate with last-mile delivery systems of bikes and hand-carts, and only enter the City when the route to their destination is clear.	Text added to para 72 on use of intelligent route planning.
9.6	Number plate recognition systems could also be used by enforcement officers in the City to verify if businesses are adhering to their commitments.	The monitoring techniques for DSPs will be based on the individual site. ANPR technology may form part of this.
9.7	A common nuisance is delivery vehicles parking on footways or using footways for temporary storage of their deliveries. This routinely occurs outside Tesco on Aldersgate, for example. This is addressed tangentially in the document (35, reference to Policy DM 16.5 Parking and servicing standards). Clearly it is very difficult for suppliers to conform to those standards. Smart technology might help - to guide them to available spaces. Other measures are evidently also needed, including	A ban on pavement parking exists throughout London. In the City, pavement parking can be reported via the Parking Helpline. Other Highway obstructions can be reported via the Contact Centre.  A City-wide review of parking will form part of

	enforcement (99).	the forthcoming transport strategy.
9.8	<p>The delivery vehicle problem is exacerbated by roadworks and construction works. These important and necessary developments often take up huge amounts of roadway which they don't always use efficiently. For example currently in Aldersgate chunks of empty roadway are condoned off.</p> <p>So perhaps a feature of strategic transportation would be collaboration between construction works and road works and delivery vehicles, so that the areas of road and footway appropriated by construction workers could be used by others, especially during non-working hours.</p>	<p>Street works carried out by the City Corporation, utility companies and developers aim to cause as little disruption as possible to the street network. It may not always be immediately clear why parts of the carriageway are cordoned off, but the City employs inspectors whose job it is to inspect the works to ensure that sites are safe, works are to time and meet permit conditions.</p>
9.9	<p>No consideration was given in the document to the prospect of using the railways for freight, including Crossrail and the underground railways. For example:</p> <ul style="list-style-type: none"> <li>- Tube trains are often partially empty off peak hours and at night. Could this spare capacity be used for freight?</li> <li>- Crossrail will likewise have spare capacity off peak</li> <li>- there are other underground railways in London, and unused stations. The postal railway has been opened up as a tourist attraction. Would it be possible to use this and other underground rail links, currently used and unused, for shifting freight.</li> <li>- overground railways can also be used to bring freight into London, and also, potentially to remove waste, building materials, packaging, and other items.</li> </ul>	<p>Text added to para 73 to refer to rail.</p>
10.1	<p>Comments in italics from the Barbican Association to some points in the document:-</p> <p>65. Agreements to prohibit personal deliveries to workplaces, especially those associated with online shopping, are strongly encouraged.</p> <p><i>And 79. Mentions prohibition but how will this be monitored in so many work places? And 76. States that monitoring will usually take place through the DSP. Is this enough? What exactly is being prohibited? We suggest a reference to an active policy of promoting click and collect hubs. One</i></p>	<p>A DSP forms part of the planning consent, so building managers are obliged to comply with the monitoring requirements.</p> <p>Prohibition of personal deliveries to work is one tool that may be employed to reduce vehicle movements associated with a development, but occupiers cannot be compelled to do this. The City Corporation is promoting a Click and Collect website to</p>

	<i>Canada Square reportedly received 450 a day back in 2015 likely to be many more now and other companies are offering workplace deliveries as a perk so strong statements are required to bring about change. Val Shawcross at TfL recently announced plans to ban the practice.</i>	encourage people to have personal deliveries sent to collection hubs near their home, rather than to work.
10.2	<p>70. Unless there are restrictions regarding noise or other considerations at the premises, evening, night time or weekend delivery and servicing should be the default outside residential areas.</p> <p><i>Suggest adding - Restrictions need to be in place in the buffer streets around the densely residential Barbican Estate. We suggest these streets are named to make it clear. Silk Street, Moor Lane, Moorfields, Fore Street, Wood Street (west), Aldersgate Street, corner where Silk Street, Chiswell Street, and Whitecross Street meet.</i></p>	The Barbican, Golden Lane and surrounding streets are defined as residential areas in the Local Plan (Figure X) and would therefore overnight servicing is unlikely to be appropriate in these areas, with the focus of DSPs on reducing and re-moding deliveries as appropriate.
10.3	<p>72. The London Lorry Control Scheme controls the movement of larger goods vehicles taking place at night and at weekends. A similar approach <u>may be suitable</u> for route planning of smaller goods vehicles to reduce the noise impact on residential amenity.</p> <p><i>'May be suitable' is this language strong enough to protect residential amenity? Suggest replacing with 'should be devised'.</i></p>	<p>Para 72 text updated</p> <p>The LLCS has some advantages in routeing away from residential areas, but is not necessarily the best approach for reducing noise.</p>
10.4	<p>75. 'The promotion of a no idling policy is encouraged'.</p> <p><i>This needs to be strengthened. Idling engines are a City byelaw offence, punishable by fixed penalty notice.[see also 87] and we suggest that 'is encouraged' be replaced by 'is enforced' and reference made to the punishable offence. All that work on the switching off/clean air initiative showed that there are very few cases when engines need to be left on (refrigeration), idling is not necessary for charging of phones and i-Pads which is the frequent excuse from drivers.</i></p>	Para 75 text updated to strengthen wording.
10.5	87. Particular care should be taken with regard to more noisy deliveries/servicing e.g. waste bottle collections, to avoid disturbance to	Para 93 text updated to refer to quiet servicing.

	<p>nearby residents. DSPs should employ quiet delivery agreements to reduce noise and disturbance on-street. Engines should be turned off unless absolutely necessary for deliveries to reduce noise and air pollution.</p> <p>93. Where servicing of a building is carried out by a management agent, a commitment to carry out routine servicing out of hours where possible is encouraged and consolidation of any required deliveries is encouraged.</p> <p><i>Please add that "out of hours" should not include night time, early mornings, late evenings, or weekends in residential areas in order to protect residential amenity.</i></p>	
10.6	<p><i>Please add a section on "the final few metres" of any delivery. Much really irritating noise (to residents, office workers, pedestrians) comes from hand pushed carts carrying materials from lorries to buildings along walkways and pavements even in the early hours of the morning, which are of noisy metal construction and with ill fitting wheels.</i></p> <p><i>An insistence on high quality trolleys with pneumatic rubber tyres and quiet construction materials would help reduce the noise at the last leg of the delivery.</i></p>	A key part of any quiet delivery agreement will include the 'last metre' transfer from vehicle to building and may include a requirement for quiet trolleys or similar. Adherence to the quiet delivery agreement would form part of a DSP.
11.1	**The Freight Traffic Control Programme is an Engineering and Physical Sciences Research Council (EPSRC) funded project investigating the impacts of freight journeys, and evaluate methods to improve efficiencies in the freight sector.	Noted.
11.2	Whilst we support the points made in the Consultation Draft, it would have more impact going forward if the requirements were made more stringent, so that rather than offering guidance and recommendations which are 'strongly encouraged', 'should be considered' etc. these were made compulsory with monitoring and enforcement. Without a greater degree of compulsion, the longer term impact of the document on the sustainability of freight and servicing operations in the City of London remains uncertain, with companies that wish to ignore the recommendations being free to do so in most cases (unless subject to a	Noted. The SPD, as a guidance document cannot introduce policies to compel particular delivery and servicing activities, but can direct developers to provide acceptable DSPs, which should contain commitments to reduce and mitigate the impact of freight on the transport network, air quality and road danger.

	compulsory Delivery and Servicing Plan (DSP) or Construction Logistics Plan (CLP).	
11.3	<p><b>**Research into the parcel sector shows that walking is an intrinsic part of the job of delivery personnel, with drivers spending more time walking than driving, and walking on average 5 miles per vehicle journey.</b></p> <p>Our research suggests that new methods of delivery, including revised vehicle routeing, portering (ie a third party delivering goods on foot) micro-consolidation and mobile depots could all reduce the impact of freight on the City, but would require the City Corporation to facilitate by providing infrastructure or space on-street.</p> <p>A key area requiring attention is the role of land use in encouraging efficient freight transport. This may include safeguarding land for logistics, providing appropriate infrastructure on the road and kerbside, and improving trip generation capabilities to assess future impacts.</p> <p>Consolidation can ensure that the same quantity of goods and services are provided but with less freight activity. Different types of consolidation can suit different needs.</p> <p>Freight transport operators can collaborate to consolidate last-mile despatch in urban areas. It should be noted that much consolidation of goods already takes place in many sectors.</p> <p>Factors affecting intensification of freight activity in London include:  A reduction in storage space in office and retail development as a result of rising land values.  Under-pricing of delivery services as a means of gaining market share.  Customer demand for fast response times.  Lack of availability of land for logistics, especially in central and inner London.</p>	<p>A City-wide review of parking will form part of the forthcoming transport strategy. This will include looking at all street uses including the potential for servicing space on street.</p> <p>Separate workstreams looking at the potential for City-led micro-consolidation are ongoing.</p>

	<p>The Corporation should take urgent steps to investigate these sources of freight transport intensification that threaten to undo good work carried out to improve freight sustainability, and then take appropriate action to limit their impact and growth.</p> <p>Many of the ideas outlined above will require engagement with a wider range of freight partners than those businesses receiving goods and services. These include freight transport operators, service providers, shippers, and retailers.</p> <p>There is also an important role that the Corporation can take in advising and educating those working and living in the City of London about the impact of the freight transport and delivery decisions that they take when ordering and purchasing goods and services, and promoting changes in these people's behaviour in order to reduce freight transport intensity and its undesirable impacts.</p> <p>It is also important that the Corporation thinks beyond the intensity and sustainability of freight and servicing operations provided to buildings in the City of London. As many trips originate outside the City, the Corporation should consider the potential negative impacts on other boroughs. This issue could be addressed through closer working between the Corporation and London boroughs to improve the traffic and environmental sustainability of freight and service transport across the whole of London, rather than individually within their own political and geographical boundaries.</p>	<p>The City Corporation has undertaken research looking at the causes and effects of freight intensification. While many aspects – particularly consumer demand and delivery pricing tactics – are beyond the City's control, the SPD does address aspects such as storage space on site.</p> <p>This SPD and the supporting Delivery and Servicing Plan guidance aims to encourage businesses and individuals to consider the impact of delivery and servicing techniques through procurement and purchasing. Work to date suggests that few organisations or individuals consider delivery method when ordering goods. Initiatives such as the Click and Collect website currently being promoted by the City can help change behaviour in these areas.</p>
11.4	<p>Paragraph 63: the requirement to achieve freight consolidation should perhaps come before the discussion of using out-of-town consolidation centres, as out-of-town consolidation centres are simply one means by which the consolidation of goods can be achieved, and will not be suitable for all supply chains and product types. Further relevant</p>	<p>Text added to para 62 to refer to emphasise that procurement-led management is a form of consolidation.</p> <p>Out-of-town reworded as 'out of central</p>



	<p>publications about urban consolidation centres and their associated operational issues can be provided if desired.</p> <p>The use of the term 'out-of-town' in relation to consolidation centres may be somewhat misleading given that at the start of the paragraph it is stated that the consolidation centre should be in Greater London.</p>	London'
11.5	<p><b>**Paragraph 64:</b> The organisation producing the DSP may well not be aware of the specific routing to be used [from a micro-consolidation centre], as this will be decided by a freight operator once the scheme is in existence – so may not be appropriate to request as part of the DSP submission. Also, the vehicle type to be used may not be known at the time of writing the DSP – the key point should be the requirement of the use of cleaner vehicles. Obtaining suitable sites for micro-consolidation is likely to prove challenging in the City of London given the limited land available and its cost.</p>	Para 64 updated to require the DSP to commit to clean, safe, efficient vehicles, and efficient routing rather than specify these details upfront.
11.6	<p>Paragraph 65 (and 79): In terms of personal deliveries to workplaces, the FTC 2050 academic team are unaware of the necessary research having been carried out to demonstrate that this is definitively the most sustainable and efficient solution to the problem of online shopping. There is a need to study the range of ecommerce delivery systems (to home, to locker bank, to collection point, and where these should be located – near home or work – and to workplace either direct or to nominated carrier for final movement in a consolidated load) before it is possible to determine the best solution.</p>	<p>Acknowledged. Personal deliveries to places of work will be considered as part of the delivery and servicing of the premises.</p> <p>The promotion of click and collect options for deliveries to be deposited outside the City – particularly at public transport hubs is likely to form part of the solution for some businesses.</p>
11.7	<p>Paragraph 67: The reduction of on-site storage space in retail stores and offices over time, as a result of rising land values, has led to smaller, more frequent deliveries and thereby more intensive freight transport systems. Therefore the provision of adequate on-site storage space for goods is a positive step. However, is greater compulsion than encouragement possible and could the Corporation play a role in providing shared storage space?</p>	<p>Para 67 reworded to strengthen the need for storage on-site.</p> <p>The provision of shared storage space for smaller businesses is not currently being considered by the City Corporation, but may form part of a future workstream.</p>
11.8	<p>Paragraph 70: Does the Corporation therefore have a 'quiet delivery agreement' and what does a 'commitment to minimise noise and pollution impacts' mean in practice? It would be useful if these points</p>	The City Corporation generally uses the TfL Code of Practice for Quieter Deliveries as a basis for agreements. This can be used as the

	<p>were clarified in the Guidance.</p> <p>As commented on in relation to paragraph 64, it is likely to be difficult for the developer to know details of delivery and servicing timings and their management to minimise noise impacts at the point of submitting the DSP.</p>	<p>basis of a quiet delivery agreement, and should be updated as required to ensure that it addresses the main sources of noise.</p> <p>Para 70 text updated to specify a commitment rather than details of delivery timings/noise reduction.</p>
11.9	<p>Paragraphs 71-74: It is not clear what powers, if any, the Corporation can use to ensure/enforce these preferred delivery times and booking systems. The same is true for vehicle routing guidance (72); vehicle selection (73); and vehicle and driving standards (74).</p>	<p>The main tool available for enforcement is the DSP, and monitoring and enforcement will be key (see comment in 11.11)</p> <p>Monitoring will require evidence of booking records, vehicle type and routing as specified in the DSP. Some aspects, particularly around vehicle management and driver behaviour may be evidenced by FORS or similar accreditation.</p>
11.10	<p>Paragraph 75: It would be useful to include guidance on measures to 'ensure that the movement and safety of pedestrians, cyclists and other road users is not adversely affected and there is no adverse impact on the amenity of nearby residents' if they are available. In terms of engine-idling – is any restriction/enforcement possible?</p>	<p>Additional detail on highway obstruction added to para 75.</p> <p>The City Corporation has the ability to issue Fixed Penalty Notices to drivers who refuse to switch off their engine while stationary.</p>
11.11	<p>Paragraph 76: At present, the monitoring and enforcement of DSPs in London is weak. The Corporation could take a lead in insisting on the submission of monitoring reports, and the enforcement of infringements of DSP agreements in London.</p>	<p>Agreed. As set out in section 7, additional resource is being made available for enforcement of DSPs.</p>
11.12	<p>Paragraphs 77-83: The Corporation could consider applying a requirement to consolidate deliveries of goods inward to small and medium sized office developments as well as larger ones – again this would lead the way in London and nationally.</p> <p>Compulsory internal logistics/concierge systems should be considered by the Corporation for large multi-tenanted (and single tenanted) buildings without plans for such operations. This would remove the need for delivery drivers to travel upstairs and goods lifts to make deliveries to tenants inside</p>	<p>While physical consolidation is likely to be suitable for many buildings, the City recognises that for some organisations, other methods of reducing the number and impact of delivery and servicing trips may be more suitable.</p> <p>Text added to para 83 section to</p>

	the building, while their vehicles occupy kerbside or off-street space and affect road vehicle traffic flow. Instead, these drivers would make their deliveries to staff employed by the building in the loading bay/door, thereby allowing the drivers to depart quickly and free up parking space for other road users.	recommend internal logistics systems
11.13	Paragraphs 84-94: Considerations concerning compulsory internal logistics/concierge systems should also be given by the Corporation for retail operations, the hotel and hospitality sector, residential and student accommodation. Similar consideration should be given to any other larger buildings that currently require drivers to penetrate the building to find the consignee and make deliveries including public sector buildings, healthcare facilities and educational establishments.	Text added to para 83 section to recommend internal logistics systems
11.14	Paragraphs 95-98: The Corporation needs to ensure that adequate monitoring and enforcement of Construction Logistics Plans (CLP) takes place.	<p>All construction site activities are regularly monitored by the City's Highways Team, as part of our Considerate Contractors Scheme. Any activities within the public highway are licenced (e.g. hoardings, scaffolds, pit lanes, road/lane closures), and the need for such provisions should be included within the CLP. Failure to follow the procedures stated in the CLP, or agreed as a condition of issuing the licence, could result in the licence being rescinded and the Developer being referred to Planning Enforcement for a breach under Section 187 A of the Town and Country Planning Act 1990.</p> <p>In reality, this is not required as early engagement with the Highways Team is positively encouraged, to assist in developing the CLP, liaison with adjoining businesses, reviewing potential conflicts, agreeing changes and maintaining that contact</p>

		throughout the construction period.
11.15	Paragraph 99: As explained in responses to paragraphs 76 and 95-98, the Corporation of London could take a lead in London, and nationally, in insisting on the submission of DSP and CLP monitoring reports, and the enforcement of infringements of DSP and CLP agreements. In addition, the Corporation should consider the application of DSPs and CLPs to smaller sites subject to development, as well as to existing buildings.	Noted. As set out in section 7 the City Corporation is allocating resources to enforcement. The requirement for DSPs at smaller sites will be considered in the Local Plan review.
12.1	<p>**Overall the Mayor and TfL welcome this document and strongly support the Vision and Aims expressed within it. The Mayor welcomes the content in the draft SPD as it aims to reduce air and noise pollution, and congestion within the City of London. Officers at the GLA and TfL looks forward to further positive engagement with the City of London to promote the SPD in the coming years.</p> <p>Notwithstanding the above the Mayor has some minor additional detailed comments:</p>	Noted.
12.2	Information on the new Direct Vision Standard for HGVs should be included in the Policy section and at Appendix C. TfL is developing proposals for a HGV safety standard permit scheme which we will consult on soon. Further information is available at <a href="https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles">https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles</a>	Included in Appendix C
12.3	<p>The document states Construction Logistics Plans (CLPs) will be required in the City" for all major developments, where a development will have a significant impact on the transport network during construction..."</p> <p>How a "significant impact on the transport network" is interpreted and defined in practice as developments come forward will therefore be of crucial importance. TfL reminds the City that public transport and highway capacity issues, especially on the TLRN, and improving the safety of all road users, particularly vulnerable road users like pedestrians and cyclists, are key strategic priorities for the Mayor and TfL. TfL will therefore expect continued support and co-operation from the City in relation to</p>	Noted. The City Corporation will continue to work closely with TfL on development impact on the transport networks, and uses the TfL CLP guidance for developments within the Square Mile.

	developments that may have significant impact in these areas, all of which should produce and adhere to CLPs following the new TfL Best Practice guidance.	
12.4	TfL Freight and Strategy colleagues have suggested further detail should perhaps be provided in the document on how the City will monitor the success of the plan and enforce its proposed measures, to make it even more robust and effective.	Monitoring on a site-by-site basis will primarily be done through the DSP. Text added to para 76 to clarify this as the main form of monitoring. Enforcement detail is to be developed, so no additional detail added at this time.
12.5	TfL supports the proposal to limit personal workplace deliveries. TfL Planning is promoting the same approach in other dense and rapidly growing parts of London.	Noted.
13.1	-It is pleasing that consideration has been given to both air and noise pollution as these are critical for people with respiratory and hearing impairments respectively.	Noted
13.2	-Great consideration should be given to the impact of new technologies prior to their introduction to the City. It is requested that the Access Team are consulted when (or if) the need arises.	Noted. The SPD does not introduce new technologies itself, but the Access Team will be consulted on the emerging Transport Strategy.
13.3	-We reiterate the importance of enforcement, for example on-street loading can restrict the width of footways, block access to drop kerbs and restrict the line of sight for pedestrians.	Noted. Enforcement of loading conditions in planning consents and DSPs will be improved as set out in section 7.
14.1	CRP supports the overall vision of the SPD (54, p.14) – to “reduce the number of freight and delivery vehicles and their environmental impact on the City's streets, particularly at peak times, whilst still allowing the City to flourish and avoiding negative impacts beyond the City's boundaries.” As a vision it links closely to the aims of the draft Mayor's Transport Strategy.  CRP supports the aims set out in the draft SPD and we believe that these could be used as a framework to monitor the design and success of delivery and service plans.  CRP is well-positioned to assist in delivering several aspects of the SPD.	Noted.

14.2	<p>**CRP has extensive experience in co-ordinating and reducing freight and servicing trips, including co-ordinating the 'West End Buyers Club' preferred suppliers scheme.</p> <p>The City of London Corporation could look at a similar model that meets the procurement and delivery needs of businesses in the square mile.</p>	The City Corporation is actively engaging with businesses on the feasibility of developing this sort of scheme, and welcomes the input from CRP on this work.
14.3	**CRP has experience in helping to establish consolidation centres, for example Camden Consolidation Centre, and whilst it is good that the draft SPD supports them in principle, it should be acknowledged that the successful implementation and utilisation requires the location being appropriately near to the final delivery destination, with financial or in-kind support from statutory partners such as local authorities to ensure long-term viability and support from businesses.	The City Corporation is examining opportunities for providing space for consolidation within and outside the City. The need for support to ensure the viability of consolidation centres is noted, and the City will work with partners to maximise the potential of these schemes.
14.4	To help businesses reduce the number of personal deliveries at workplaces, CRP has developed the behaviour change 'Click. Collect. Clean Air.' This programme is built around an interactive online guide ( <a href="http://www.clickcollect.london">www.clickcollect.london</a> ) to the various 'click and collect' options available to people near their homes. The City of London Corporation is currently using this in-house and could look to extend this to developers and businesses within the square mile.	The City Corporation is actively promoting this website to external stakeholders and the general public to encourage deliveries to be taken at collection points near home.
14.5	As acknowledged by the draft SPD, new development should seek to facilitate out of hours deliveries where possible. The City benefits in this regard by having low residential densities compared to neighbouring London boroughs which have greater need to restrict delivery hours. Dedicated space for servicing vehicles and for storage of a range of goods within the confines of the development should be sought. Where this is not possible, DSPs should specify delivery protocols that minimise noise and other disruption through the use of technological on-vehicle solutions such as white noise alarms and quiet roll cages.	Agreed. While the City does have defined residential areas which may not be suitable for night time servicing, where there is less sensitivity, quiet deliveries taking place out of hours should be encouraged.
14.6	It is important that the potential impact of freight trips is acknowledged and appropriate routes with suitable vehicles are employed.	Agreed. The SPD notes this importance.
14.7	Through the West End Buyers Club CRP has experience of selecting preferred suppliers using a number of different criteria, including around	Noted. The City Corporation will continue to liaise with CRP on identifying suitable

	reduced emissions vehicles and alternative modes. We recognise the value of such criteria in improving local air quality and contributing to businesses' Corporate Social Responsibility policies.	suppliers.
14.8	CRP has been the lead partner in a transnational 4.5 year feasibility project, FREVUE ( <a href="http://www.frevue.eu">www.frevue.eu</a> ) which as tested and proven the viability of fully electric freight vehicles across a range of vehicle classes and uses. The lessons learnt should encourage the uptake of electric vehicles by suppliers, further reducing the negative externalities of deliveries and servicing caused by engine noise and tailpipe emissions.	Noted.
14.9	**The benefits of a DSP should be highlighted in the guidance to reduce the need for monitoring by the City Corporation. Businesses and buildings that use a DSP effectively and as a live document can realise efficiency savings and therefore it is in their interest to maintain a level of compliance that exceeds the statutory requirements as set out in the SPD.	Text added to para 60 to emphasise benefits of a good DSP.
14.10	<p>**While it is important to consider, plan and implement DSPs throughout the development process, many actions, particularly related to procurement are relevant for tenants after a development is complete. The City of London Corporation should ensure that guidance, best practice advice and support is available to these businesses to ensure that practices are implemented well beyond the design and build stage.</p> <p>CRP has experience working with large and small businesses across multiple sectors (office, hospitality, retail, events) to encourage and support positive change.</p>	Agreed. The SPD is supported by DSP guidance and several workstreams to provide advice and support to businesses wishing to manage their deliveries and servicing.
15.1	The CPA welcomes the opportunity to respond to the draft SPD and is broadly supportive of its objectives and direction of travel. With the City of London becoming ever-busier and accommodating more and more people, it is important that the balance is redressed in terms of providing space for people, against motorised road vehicles. Delivery vehicles make up a significant proportion of City traffic, but the overall operation lacks efficiency. Therefore, the CPA acknowledges that more needs to be done in terms of reducing the overall number of delivery vehicles along with improving efficiency. However, it is important the finalised SPG builds in	<p>This is acknowledged. Section 4 of the SPD sets out potential measures for managing deliveries and servicing, but recognises that the level of management and appropriate measures will vary between developments.</p> <p>Text in the introduction to section 4 updated to clarify that the measures are suggested methods that can support an application.</p>

	flexibility and focuses on “the outcome” (rather than specific measures), to allow a managed transition to reduced delivery and servicing movements, to ensure that the City of London maintains its competitive edge.	
15.2	<p>**The over-riding theme of the draft SPD is consolidating deliveries made to new developments in the City, which can (with a well thought-out and implemented strategy) yield significant benefits through the reduction of delivery vehicles, and vehicle distance travelled on the streets of London.</p> <p>The CPA welcomes the implementation of measures which will drive down the number of motorised vehicles on the streets of the City of London, but seeks to ensure the draft SPG is not prescriptive in terms of the use of consolidation centres (and other such measures), rather that the desired outcome is the main objective as opposed to consolidation per se. It is important the finalised SPG provides sufficient support to “virtual consolidation”, rather than just physical consolidation centres, which is difficult to achieve even for the very largest developments in isolation.</p> <p>Consolidation relies on economies of scale, and requires significant investment in land, as well as double-handling of the product.</p> <p>The required investment cannot be generated on a building-by-building basis unless in keeping with a strategic approach. In order to use consolidation to address the challenges in the City, economies of scale must be maximised. A consolidation strategy should be co-ordinated by an overseeing authority to maximise success.</p> <p>The City Corporation should consider forming a partnership with an existing consolidation provider rather than setting developers the arduous task of devising a physical consolidation strategy on an individual building basis. A partnership approach could provide a go-to company to assist developers and landowners in developing a strategy, and maximise economies of scale.</p>	<p>The use of physical consolidation centres is just one way in which the aim of minimising freight trips to premises in the City can be achieved. Para 62 highlights smart or joint procurement methods as one way of achieving the effects of consolidation without necessarily using a consolidation centre.</p> <p>The draft Mayor's Transport Strategy proposes a strategic consolidation and distribution network across London which will maximise economies of scale for business.</p> <p>The City Corporation is currently exploring partnerships with existing providers for its own deliveries, and organisations within the City</p>



	<p>The City Corporation should be mindful that until the challenges of handling perishable goods through a consolidation centre can be understood and addressed, food and drink should not be handled through a consolidation centre.</p> <p>The CPA considers that the delivery process can be made more efficient through other consolidated delivery measures described in the draft SPD. This includes virtual consolidation, where multi-tenanted buildings, or neighbouring buildings could source deliveries from single suppliers for all tenants, i.e. preferred suppliers (notwithstanding coordination issues with the latter).</p> <p>The SPD should recognise the differing challenges between single and multi-tenanted offices – single tenanted buildings will naturally generate fewer deliveries as there is little or no duplication.</p> <p>There should be clarity as to the threshold levels the City of London Corporation would require for consolidation (either virtual or physical) to form part of the Delivery and Servicing Plan of a building. The CPA suggests a guiding matrix suggesting appropriate strategies would be beneficial, distinguishing between single/multi occupier, large/small buildings etc.</p>	<p>are encouraged to do the same. The City Corporation aims to support businesses to consolidate their deliveries, but recognises the differing needs of each business, so single consolidation arrangement provided by the City Corporation is unlikely to suit a large number of businesses.</p> <p>The challenges of physical consolidation of perishable goods are acknowledged, but facilities such as refrigerated micro-consolidation centres do exist. Alternative methods of managing deliveries may be more suitable for perishable goods.</p> <p>Text added to para 83 on multi-tenanted offices.</p> <p>The SPD does not require consolidation, but aims for the number of deliveries and their impact to be minimised while still allowing the City to flourish. Deliveries may be managed in several ways as outlined in section 4 of the SPD.</p>
15.3	Paragraph 3 should more clearly explain the other documents referred to and provide headlines from these documents, clarify the weight that should be given to these documents and whether the SPD should take precedence.	Short description of each document added to Appendix C.
15.4	Paragraph 17 should refer to relevant sections of the Mayor's Transport Strategy, and provide a summary of their intent and how the SPD and the Mayor's Transport Strategy are consistent with each other.	Para 25 provides more detail on the direction of the MTS.
15.5	Paragraph 25 could be made clearer through an explanation of the emerging themes of the Mayor's Transport Strategy. The reference to	More detail added to para 25.

	consolidation centres needs to be placed in context, and more generally the SPD should be looking to reduce the impact of deliveries and make them more efficient – this should not always necessarily be through physical consolidation centres.	
15.6	Paragraphs 37-49 would benefit from a brief further explanation of these other documents, including current status, date of publication and timescales for review.	The SPD links to several policies and strategies across the City Corporation. In the interest of keeping this document as short as possible, the relevant parts of these documents are signposted in the text, along with key dates. Full documents are available on the City Corporation website.
15.7	Paragraph 37 – It would be beneficial to combine or set out in an appendix to the SPD the Delivery and Servicing Guidance mentioned, and clarify the status of the guidance following publication of the final SPD.	The DSP guidance is included as appendix B. Reference to appendix B added
15.8	Paragraph 50 describes the area-wide ban of delivery vehicles over 7.5 tonnes, unless they are delivering in the area; it would be helpful to include a plan of the ban area.	Text and image added to clarify this.
15.9	Paragraph 54 describes the over-riding vision of the draft SPD, which is generally supported, particularly that the SPD should be designed to promote a flexible approach in reducing the number and impact of delivery and servicing vehicles on the streets of the City of London.	Noted.
15.10	Paragraph 58 – The idea of promoting 'quiet evening or night time deliveries' is commendable, but in addition to the comments made in relation to paragraph 71 below, it must be acknowledged that background noise levels are lower at these times, so delivery vehicles and associated activities are likely to be perceived to generate a greater amount of noise.	Quiet deliveries can enable deliveries to take place in the evenings and overnight in some areas. Limiting the level of disturbance to residents is a vital part of overnight deliveries, so it is not proposed that out of hours servicing takes place in residential areas.
15.11	Paragraph 62 – The CPA commends the 'smart and joint procurement' approach, but further clarification should be provided on exactly what this means. The principle of single suppliers being encouraged in multi-tenanted buildings will be effective in reducing delivery vehicle numbers, whilst a similar approach for neighbouring buildings will equally deliver benefits. This can all be achieved without the capital investment,	Para 62 updated with additional detail on smart procurement.

	operational costs and double handling element of consolidation. An approach of a single supplier winning contracts to supply a local group of buildings could be effective as part of 'smart and joint procurement', with the potential to also yield the benefit of larger economies of scale and through the associated purchasing power.	
15.12	Paragraphs 63 & 64 – The CPA believes the principle behind consolidation centres is sound, but the City of London should be mindful of the implementation costs and additional delivery time (to allow for the 'double-handling' of goods) and allow a flexible approach to developing strategies to drive down the number of delivery vehicles. The additional challenge of temperature controlled, perishable deliveries (i.e. food and drink) should be acknowledged, and as such, these goods should be excluded from consolidation requirements until the systems are operating smoothly. The benefits of consolidated deliveries (not necessarily linked to a centre) or "virtual consolidation" should be acknowledged within the SPD; it is important to recognise the efficiencies that can be achieved through coordinating deliveries through single suppliers.	The potential cost implications of physical consolidation are acknowledged, but will vary between organisations and sectors. Delivery movements may be managed through other means, such as smart procurement.
15.13	The CPA wishes to highlight that consolidation centre planning obligations may make developments less attractive than the competition in neighbouring boroughs (or neighbouring existing buildings in the City of London) where consolidation is not a requirement. It is important that the City keeps its competitive edge and therefore the measures be applied flexibly, and the focus must be on "the outcome", rather than the measures, which should not narrowly fixate on physical consolidation centres, but instead holistically consider consolidated deliveries and associated virtual consolidation initiatives.	The SPD does not make the use of consolidation centre a requirement, but may be one practical method of minimising delivery trips to a site.
15.14	Paragraph 67 describes an aspiration for small buildings (with little or no ability to hold larger bulk deliveries) to form partnerships with neighbouring large buildings on the premise that they would be able to hold larger quantities of stock. This will be extremely challenging and is unlikely to be deliverable. Large building loading bays, and any stock holding areas are designed and sized for that building alone, and there is unlikely to be capacity for other buildings. Then there are also the issues with security of	A lack of available storage space can be a barrier for smaller buildings aiming to reduce the frequency of non-perishable goods deliveries. Sharing storage space with nearby buildings – perhaps as part of a joint procurement agreement for some goods – may offer some buildings a way of minimising

	deliveries and complexities with claims for lost product. The idea of building facilities management teams holding stock on behalf of other buildings is unrealistic. It is important that the finalised SPG sets out only realistic and viable measures.	deliveries without needing to allocate storage space within the building.  Text added to para 67
15.15	Paragraph 70 builds on the theme of evening, night time and weekend deliveries. Whilst the draft SPD acknowledges that nearby residences should be respected, and over-night deliveries are not likely to be appropriate at those times, the SPD should go further in allowing the relaxation of permitted day-time delivery windows. The SPD should also clarify what is meant by the term 'quiet delivery agreement'.	Quiet Delivery agreements are set out in more detail in the DSP guidance. Reference added.
15.16	Paragraph 71 describes very limited delivery windows which would apply in locations where over-night deliveries are not possible. Additionally, removing deliveries from a total of eight peak hours during the day risks creating visible peaks of delivery vehicles on London's streets during the interpeak periods (10:00-12:00, 14:00-16:00 and after 19:00) –the only hours where deliveries would be permitted. The resultant small delivery windows of 10:00-12:00, 14:00-16:00 and 19:00-22:00 are too restrictive and should be relaxed where over-night deliveries are not possible. Confining deliveries to these dramatically reduced delivery windows may increase the requirement for a larger number of loading bays. There equally needs to be appreciation for the additional costs that over-night deliveries will incur on medium and small sized developments, which will include additional staffing costs, out of hours transportation (for staff), and suppliers ability to deliver during those hours, that may simply make out of hours deliveries unviable.	On review of data the lunchtime restriction has been removed from the SPD, and definition of AM peak changed to 6.30-9.30am, expanding the interpeak period where deliveries and servicing should take place and providing a greater incentive for deliveries to be carried out off-peak.
15.17	Paragraph 76 mentions monitoring; it is presumed that this would be through existing Travel Plan and Delivery and Servicing Plan arrangements. This should be clarified as further monitoring requirements would cause concern.	Monitoring would be through existing DSP/CLP arrangements.
15.18	Paragraph 78 again mentions 'joint procurement' arrangements, but for neighbouring buildings; whilst the principle of this is supported, there are coordination challenges and the CPA would have significant concerns if anything more than 'encouragement' towards this was included in the	Noted. This paragraph encourages joint procurement where possible.

	final SPD. This may often not be deliverable.	
15.19	Paragraph 80 builds on the theme described at paragraph 67. Similar concerns apply here. In addition, moving deliveries to out-of-hours times will be challenging enough in itself with compressing deliveries into reduced windows, putting further pressure on the management of space, even within the largest of buildings. With the compression of deliveries to over-night in large buildings, it is extremely unlikely that there would be sufficient capacity to accommodate further deliveries for neighbouring buildings.	Text added to para 67.
15.20	Paragraph 81 suggests a voluntary code mandating consolidation for medium-sized offices. The SPD should clarify how a medium sized office is defined, whilst the City of London should look to provide the overall coordination for this; it is difficult to see how it could be delivered without strategic coordination.	Text added to para 81 defining medium sized business.
15.21	Paragraphs 83-94 discuss arrangements for retail, hotel and residential land use, and whilst these land-uses are less significant in the City of London, similar concerns as outlined above will apply.	Noted. The delivery and servicing patterns of retail/hotel/residential land uses are very different to office development. The potential measures outlines are likely to complement these more developed supply chain.
15.22	There should also be initiatives for reducing the number of waste management vehicle through consolidating waste collection contracts, i.e. preferred suppliers.	Commercial waste management is run by private firms so preferred supplier schemes may be part of a joint procurement arrangement. Text added to para 62.
16.1	<p>**The RHA are keen to explore alternative traffic management systems for members' vehicles, and see the London road network as key to enabling the sector to be able to operate efficiently and productively.</p> <p>The need to transport freight to, from, and within and where appropriate through the City of London has important implications for the Capital's prosperity and the quality of life enjoyed by residents, works and visitors.</p> <p>Competition for space requires a sensitive balance to be reached. A</p>	Noted.

	<p>world-class city relies on first-class efficient and reliable freight transport, but also has to be a place where people want to live, work and visit.</p> <p>Meeting the needs of customers is a necessary condition for success in any competitive market economy. Customers have dictated that the lorry provides the majority of freight transport as it closely meets customer needs.</p> <p>Achieving an efficient and sustainable distribution system for goods and services is one of the greatest challenges and calls for a collaborative partnership approach.</p>	
16.2	**We welcome the planning process of requiring delivery and servicing plans, and the opportunity to deliver off peak is favourable to our sector. Requirement timelines should ensure that the sector has the chance to adapt to new requirements, and that the technology and infrastructure are capable of meeting demand. We worry that the national grid will not be able to cope with electric vehicle demand.	The SPD supports the roll-out of new technology through the provision of appropriate commercial vehicle charging infrastructure in loading bays. The SPD will be revised as required in the future to ensure that it keeps pace with changing technology.
16.3	**The consolidation centre strategy is one we support as long as access to and from is congestion free and proper facilities for visiting service vehicle drivers are planned. These tend to work best where there is a controlling interest, for example Heathrow Terminal Five.	Noted. The Mayors Transport Strategy proposes a network of consolidation centres, and the City Corporation is working with existing providers to establish whether existing schemes can be expanded.
16.4	**The planning system should be used to minimise the impact of freight operations. The opportunity to deliver off-peak is welcomed, but the concept conflicts with the London Lorry Control Scheme.	The impact on overnight loading of the London Lorry Control Scheme is acknowledged, however this affects only the largest vehicles, which make up a small percentage of deliveries in the City. Text added to para 70 to acknowledge LLCS.
16.5	**Freight planning should be considered at all stages of the development process to ensure that all implications are considered. Freight must be considered alongside the movement of people, especially avoiding conflict with pedestrians and cyclists.	Agreed. The City Corporation encourages early engagement on DSPs to account for planned schemes.
16.6	Accurate information on legal delivery locations and access to an	The City provides a weekly bulletin on street

	<p>effective real-time journey planner would help to reduce inefficiencies. A coordinated approach to systems and restrictions affecting freight operations would be of benefit to London. We believe more "carrot and less stick" is required to encourage take up of new technology. For example installation of noise-reducing equipment could be granted exemption from the London lorry Control Scheme. We do not believe that technology will be in place in time to meet the requirements imposed on introduction of EV'S.</p>	<p>closures and works that may affect deliveries which can help with journey planning. A parking review will take place as part of the forthcoming transport strategy work. The LLCS is administered by London Councils and is currently being reviewed. This will cover noise standards of larger vehicles.</p>
16.7	<p>**Noise from lorries is often highly localised, and can be confined to small areas, or particular junctions. Dissatisfaction with noise from lorries may be used as an excuse for dislike of other aspects of lorries. If this is true, any reductions in lorry noise are not likely to lead to commensurate increases in satisfaction.</p>	<p>Noted.</p>
16.8	<p>The day-to-day servicing of ordinary shops by even modestly sized lorries can cause disruption to traffic, or damage to pavements when lorries park wholly or partly on them in order to unload. Few supermarkets and shops have facilities; people living nearby are likely to resent the intrusion, inconvenience and traffic disruption.</p>	<p>Noted. Through reduction of freight traffic, the SPD aims to reduce this disruption.</p>
16.9	<p>One area that seems to be missing from the document is engineering mitigation, particularly around soundscape and the built environment. Quieter road surface has a contribution to make. Smoothing out road humps will reduce noise emissions as vehicles no longer slow down and then speed up again. Maintaining the conditions of the road surface is just as important.</p>	<p>Road surfacing work is carried out regularly, and the City typically resurfaces 15-20 streets per year.</p> <p>There are no road humps on City streets except raised courtesy crossings where speeds are already low.</p>
16.10	<p>Any move to bring forward the ULEZ is unwelcome and has a direct impact on all who live within London and the boroughs as costs in the end are passed back to the consumer.</p> <p>Haulage sector operators had accepted the need for change (although not wanted) and had planned for the introduction of the ULEZ in 2021 bringing this forward to 2019 is seen as a means to start paying for the increased requirements of the MTS.</p>	<p>The City Corporation supports the early introduction of the Ultra Low Emission Zone in 2019 to address the poor air quality in the City.</p> <p>The ULEZ and its details are being developed by the Mayor of London, rather than the City Corporation.</p>

	<p>Any reduction in congestion is welcome, but again if this is at a detriment to the Road Haulage sector by early implementation of the ULEZ or by not listening to the debate around phasing euro IV and v engines out. We would also hope to see allowances made for specialist older vehicles by not having to pay the charges associated with the ULEZ when introduced.</p> <p>For operators of small HGV fleets, and single owner - operators, transport measures requiring them to upgrade their vehicle could pose a significant financial impact and could lead to an increase in retail prices of the goods they carry.</p>	
16.11	<p>The Plan's success relies on organisations with an interest and / or remit in freight working together in collaborative partnership to co-ordinate their roles and responsibilities in identifying and delivering the Plan.</p> <p>London is a challenging environment for heavy goods vehicles and road haulage operations. With the suggested increase in population expected over the next 25 years then the need for more and efficient services will be required and needs to be included in any planning for future traffic routing</p> <p>It is essential to understand fully the issues facing freight transport in the City of London which can only be achieved by actively engaging with a wide cross-section of stakeholders from the public and private sectors. However, what operators know and take for granted is often not understood by those making policy or developing schemes. This highlights the need for effective communication. Accordingly, the Plan has to promote working-together and shared understanding.</p>	<p>Noted. The SPD aims to clearly set out the City Corporation's expectations around freight and servicing to reduce uncertainty and allow successful planning applications. The City Corporation is also pursuing several other workstreams and working with the industry through the Member-led freight forum.</p>



## Appendix 2 – Internal Workshop Notes

### Freight & Servicing SPD Internal Consultation Workshop Notes 23<sup>rd</sup> August 2017

#### Attendees

Eddie Jackson [EJ]	Strategic Transportation
Bruce McVean [BM]	Strategic Transportation
Tom Parker [TP]	Strategic Transportation
Lizzy Morgan [LM]	Strategic Transportation
Iain Simmons [IS]	City Transportation
Craig Stansfield [CS]	Transport Planning
Rory McMullan [RM]	Road Danger Reduction
Peter Shadbolt [PS]	Planning Policy
John Harte [JH]	Planning Policy
Janet Laban [JL]	Planning Policy
Melanie Charalambous [MC]	Public Realm
Kelly Wilson [KW]	Air Quality
Siobhan Marshall [SM]	Environmental Health
Aldo Strydom [AS]	Major Projects

1 - Do you agree with the overall vision and aims of the SPD?		
Name	Comment	Response
JL	<p>a) Consider environmental impacts in the vision, rather than just referencing streets.</p> <p>b) Is there scope for a more traditional 'environmental, social, economic' approach to the aims and vision?</p> <p>c) Do we need to ensure that the aims show impacts and benefits beyond the City boundaries – there will be London wide impacts?</p>	<ul style="list-style-type: none"> <li>Removed word 'streets' from vision.</li> <li>The aim and vision structure is intended to be consistent with TfL's communications on freight management.</li> <li>Text added to para 55 to emphasise positive impacts beyond the City boundary.</li> <li>Text updated to include MTS vision zero and zero emission aims.</li> </ul>

	d) Could we have a vision zero/zero emissions statement. Stronger, and aligns with MTS and current thinking with air quality and pollution narratives.	
BM	<p>e) Could also consider including 'people' rather than just streets</p> <p>f) TfL language for the 'match' aim is clunky – could plainer English be used here for clarity?</p> <p>g) Could be a better reflection of the vision in the aims - demand and minimising can be used across both where possible</p>	<ul style="list-style-type: none"> <li>• Removed word 'streets' from vision to include the human aspect of the City.</li> <li>• Language aims to be consistent with TfL messaging. Matching demand to capacity indicates that not all freight trips should take place out of hours, but capacity constraints require sensible use of the street space.</li> <li>• Wording of aims slightly updated to better reflect vision</li> </ul>
MC	<p>h) Congestion and road danger reduction are not referenced consistently between the aims and the vision</p> <p>i) Could be a better reflection of the vision in the aims – use of the same wordings such as flourish.</p> <p>j) Is mitigate the right word? Should it be reduce?</p> <p>k) Two aims are much larger than the third – could this be addressed?</p>	<ul style="list-style-type: none"> <li>• Wording of aims slightly updated to better reflect vision</li> <li>• The '3 Ms' structure and content is consistent with TfL messaging; 'mitigate' reflects the fact that some negative impacts of freight are inevitable, but that these can be managed.</li> </ul>
PS	<p>l) The current SPD focuses on controlling current development but it does not cover existing development. It can be applied to some changes that may arise in existing buildings requiring new applications but s73 applications mean that a new development may be governed by older planning regulations – this SPD would not apply in this instance.</p> <p>m) Enforcement through planning of noise disturbance is difficult if it is individuals (drivers/delivery personnel etc) causing the noise.</p>	<ul style="list-style-type: none"> <li>• Noted – the SPD is one of a range of workstreams aimed at reducing the impacts of freight and servicing.</li> <li>• Agreed that planning enforcement is not always appropriate. Noise disturbances may be enforced through Environmental Health.</li> </ul>
RM	n) Generally satisfied with the vision and aims. Deliveries, commuters and servicing vehicles usually share the	<ul style="list-style-type: none"> <li>• Noted. The SPD aims to strike the balance between off-peak deliveries where possible, and reducing noise in sensitive</li> </ul>

	road at the same peak times. Retiming deliveries so deliveries are carried out at different times seems like a good solution, but acknowledge the possible tension between road danger reduction and reducing noise disturbance.	locations overnight.
KW	o) What is the relationship between the SPD and the City of London Delivery and Servicing Guidance?	<ul style="list-style-type: none"> <li>The DSP Guidance provides supporting information on the practical introduction of a DSP, including template documents and sample actions.</li> </ul>
<b>2 - Do you think that the measures proposed are appropriate? How will they affect your team and work area?</b>		
<b>Minimise Freight and Servicing Trips</b>		
MC	a) Good mix of measures to meet the aim. b) Campaigns around each measure could be useful to help take up and encourage these measures from existing businesses	<ul style="list-style-type: none"> <li>A campaign level of detail is not yet developed, but several workstreams will support the adoption of measures outlined in the SPD.</li> </ul>
JL	c) There is on-going work to enforce these measures where they are part of planning conditions d) Can these measures be brought in as part of the pre-application process? e) Waste measures can also include digesters for food waste – but this could be out of scope for this document f) Use of the river significantly reduces lorry movements. There is a review of Walbrook Wharf's use at present which may show scope for increased use that can link in to this work. Swan Lane pier could also be reviewed as part of future Local Plan reviews.	<ul style="list-style-type: none"> <li>Enforcement will be an important part of ensuring effective introductions of DSPs. Early engagement with the City Corporation on what a DSP should cover is encouraged. Text added to para 61 on early engagement.</li> <li>Para 68 updated to note compostable material in line with Local Plan DM17.1.</li> <li>Noted – use of Walbrook Wharf is encouraged.</li> </ul>
BM	g) We need to be careful with phrasing. Personal deliveries are worded with residents and employees in the same group. We can encourage click and collect for residents but limiting deliveries to residences isn't	<ul style="list-style-type: none"> <li>Para 65 text updated to remove reference to residents.</li> </ul>

	correct.	
CS	h) Limiting servicing vehicles and movements is very difficult but highly aspirational. There needs to be some good policies and suggestions to back this up	<ul style="list-style-type: none"> <li>Agreed – the development of the new Local Plan and Transport Strategy will support the direction of the SPD.</li> </ul>
<b>Match Demand to Network Capacity</b>		
JL	i) Are there security issues associated with moving goods movements to night? Also, is this more difficult for certain goods types such as perishables? j) Routing preferences need to extend beyond the City boundaries k) Is matching the network capacity what businesses want or just what the City wants? l) Is booking software readily available for businesses to use? m) Make sure servicing is as well captured as deliveries as part of the network capacity measures n) Can waste management be heavily encouraged as part of the SPD? It can be built into a circular economy narrative for the businesses	<ul style="list-style-type: none"> <li>Security and perishable goods issues must be dealt with on a case-by-case basis. It is possible that off-peak delivery may improve some security aspects as high-value or perishable goods can be moved more quickly.</li> <li>Route management for all stages of the journey are noted in para 72.</li> <li>Matching demand to network capacity has benefits for the City, businesses and the freight industry. Responses to this consultation demonstrate support.</li> <li>The DSP Guidance (linked in appendix) contains links to available software.</li> <li>Para 68 on waste management - wording strengthened.</li> </ul>
MC	o) Before 7 for retiming is good. Beer deliveries as well as food deliveries could be reasonably moved to these times where possible. There are still off peak conflicts – it is very busy at all times in the City.	<ul style="list-style-type: none"> <li>Agreed – appropriate timings will vary from sector to sector and in different areas of the City.</li> </ul>
BM	p) Could there be a hierarchy of options? Overnight retiming where possible, and out of peak otherwise q) Would a map beneficial for developers as part of producing their DSP with regard to identifying best routes?	<ul style="list-style-type: none"> <li>To retain flexibility, the SPD does not suggest a formal hierarchy of options but makes clear (para 71) that daytime deliveries should follow consideration of out of hours options.</li> <li>A map showing preferred routes may be included in the DSP.</li> </ul>
CS	r) Clarification is needed on what entails a best routing – what is the safest could mean the worst for the	<ul style="list-style-type: none"> <li>In line with TfL's CLP guidance, routing for heavy vehicles should be based on the Strategic Road Network which is more</li> </ul>

	<p>environment</p> <p>s) Existing route preferences are for the TLRN and SRN. Would that still be the way forward in the context of this SPD?</p> <p>t) Booking systems have proven to be a very useful addition for businesses of various sizes – those with off street loading facilities as well as those who require their deliveries to be made on street</p> <p>u) Regular servicing could be built into the booking systems</p> <p>v) Waste returns can be incorporated into a consolidation methodology</p>	<p>suitable for heavy vehicles, and most appropriate for motor traffic. Para 72 updated to reflect this.</p> <ul style="list-style-type: none"> <li>• Para 71 notes that servicing trips should be included in the booking system.</li> <li>• Para 67 on waste returns updated to note the link with a consolidation strategy.</li> </ul>
<b>Mitigate the Impact of Freight Trips</b>		
JL	<p>w) Deliveries and servicing need to be more equal – servicing isn't as clearly picked up here</p> <p>x) As before, could there be a hierarchy of measures here?</p>	<ul style="list-style-type: none"> <li>• 'servicing' added to vision statement.</li> <li>• To retain flexibility, the SPD avoids a formal hierarchy of measures. The City is encouraging the most effective forms of mitigation through other workstreams.</li> </ul>
CS	<p>y) Pedestrian and PT space impacts of re-modelling – what would the impacts be to rail and footway capacities?</p> <p>z) What counts as considerate loading? Is there guidance for this? There could be conflicts between resident and business requirements</p> <p>aa) How does this fit in with the other measures? Can they be linked?</p> <p>bb) DSPs can be difficult to enforce – could we add that DSPs need to be part of a S106 agreement?</p>	<ul style="list-style-type: none"> <li>• The impacts on footways of freight and servicing re-modelling from motor vehicles is unclear at present, as the level of change, and impact of technology amongst other things is still unclear. Text added to para 76 on monitoring activity at street level.</li> <li>• 'Considerate loading' does not have specific guidance, but kerbside activity will be looked at as part of the transport strategy.</li> <li>• Enforcement will be an important element of the SPD, and additional resources will be allocated to improve adherence to DSPs.</li> </ul>
MC	<p>cc) PT travel isn't clearly noted, could it be added in?</p> <p>dd) There needs to definitely be an emphasis on noise as</p>	<ul style="list-style-type: none"> <li>• Public transport may be an alternative mode, particularly for servicing trips. Text added to 'Mitigate' section to reflect this.</li> </ul>

	part of considerate loading	
BM	<p>ee) Is there a chance to look at out of hours rail deliveries here or is this out of scope of what the SPD can deliver?</p> <p>ff) Is innovative technology in scope of this document?</p>	<ul style="list-style-type: none"> <li>• Out of hours rail deliveries may be part of the solution for some deliveries, but typically requires bespoke infrastructure to enable the potential.</li> <li>• Innovative technology may have a role to play, especially in mitigating the impact of freight and servicing trips. Role of technology is mentioned in para 13-15 of the SPD.</li> </ul>
<b>General</b>		
KW	gg) Could the website or SPD point to guidance, case studies or best practice regarding the content of the SPD, for example delivery consolidation; this list could be updated periodically.	<ul style="list-style-type: none"> <li>• The supporting DSP Guidance in appendix B contains links to best practice guides from TfL and other sources.</li> </ul>
RM	hh) We should also explore the potential of a procurement club to help businesses consider their options.	<ul style="list-style-type: none"> <li>• This is being explored.</li> </ul>
SM	ii) The SPD mentions the benefits of click and collect. However, could this lead to a shift of the problem to other areas and introducing noise in areas of the City where there wasn't?	<ul style="list-style-type: none"> <li>• Click and Collect can provide benefits by rationalising the number of drop offs in the City, and encouraging City workers to use collection points near home – reducing the need for deliveries in the most congested parts of London.</li> </ul>
KW	<p>jj) Education will be valuable in raising awareness regarding the cumulative impact of multiple deliveries on air quality in the city.</p> <p>kk) The SPD / Guidance could acknowledge the need for driver training and education for air quality and noise mitigation, for example switching off engines when parked.</p>	<ul style="list-style-type: none"> <li>• Education of individuals will be important in raising awareness but this is beyond the scope of the SPD.</li> <li>• Driver training will be important, and forms part of the City's No Idling campaign, and is included in the FORS standards.</li> </ul>
RM	ll) Do we know the extent of the problem of personal deliveries?	<ul style="list-style-type: none"> <li>• It is very difficult to establish a precise number of personal deliveries to work – the number varies significantly between organisations. The City Corporation is promoting Click &amp; Collect locations close to people's homes to encourage use of alternatives to deliveries to work.</li> </ul>

<b>3 – Are resources available to ensure the measures are enforced?</b>		
JL	a) S106s need to be sorted earlier as part of the planning process to get the measures in and enforceable	<ul style="list-style-type: none"> <li>This will be fed back to the Development Planning team.</li> </ul>
CS	b) We do not have much resource. Additionally, a lot can be lost in the planning processes as they're often unenforceable. DSPs are more aspirational than reality in many cases. c) Agree that s106 agreements need to be arranged earlier. Pre apps are fundamental for the need to get this information in the planning process early, as well as help inform the building infrastructure for delivering the measures d) It is hard to be proactive as delivery issues do not generate significant complaints from businesses or developers	<ul style="list-style-type: none"> <li>Acknowledged. Additional resources to support the production and enforcement of high quality DSPs are planned (section 7)</li> <li>Comment on pre-apps noted. Will be fed back to Development Planning.</li> <li>Acknowledged. The negative impact of delivery and servicing on the City is not always clear to the business or individual receiving the goods or services.</li> </ul>
BM	e) The structures themselves and the expected deliveries need to be mentioned	<ul style="list-style-type: none"> <li>The physical design of loading bays are set out in the Standard Highway and Servicing Requirements (appendix C)</li> </ul>
MC	f) Campaigns are important for existing developments. Monitoring isn't mentioned enough. Section 7 seems to indicate that the City Corporation will be employing someone specifically to monitor planning conditions? g) Section 7 could be stronger.	<ul style="list-style-type: none"> <li>Additional resource is planned for the enforcement of DSPs. This will help ensure that the programme of monitoring set out in a DSP is adhered to.</li> </ul>
JH	h) Enforcement and monitoring is difficult, especially with larger developments. There is some reliance on the goodwill of the developer to fulfil planning conditions.	<ul style="list-style-type: none"> <li>Acknowledged. The need to enforce appropriately will be fed back to the Development Planning team.</li> </ul>
KW	i) The City Corporation has a published Enforcement Plan –should this be referenced in s7?	<ul style="list-style-type: none"> <li>Section 7 updated</li> </ul>
RM	j) Adherence to planning conditions needs to come from the buy-in of senior staff, as well as City Corporation	<ul style="list-style-type: none"> <li>Acknowledged. The City Corporation is working with several City business through the City Freight Forum to ensure buy-in</li> </ul>

	Members.	from senior staff.
PS	k) Some enforcement may come from reactions – people can report some obvious breaches of planning control. l) Need to bear in mind that the SPD isn't a policy document. The SPD could explore enforcement options for example; a public reporting service if a building fails to act on their planning conditions.	<ul style="list-style-type: none"> <li>Acknowledged. The Enforcement Plan sets out the reporting process.</li> </ul>
<b>4 - Is there anything not covered in the SPD that you think should be included?</b>		
JL	a) Security issues have changed. CoLP security review of proposals would be useful. This could be a security impact assessment or similar.	<ul style="list-style-type: none"> <li>Security issues will vary from site to site, and security aspects should be assessed with the City of London Police on a case by case basis.</li> </ul>
BM	b) Increase the references and potential measures regarding servicing.	<ul style="list-style-type: none"> <li>Most measures are relevant to deliveries and servicing trips. Servicing added to vision statement to strengthen this aspect.</li> </ul>
MC	c) Is there an opportunity for area based policies? Would this need a change to the Local Plan first?	<ul style="list-style-type: none"> <li>Area-based policies are a possible next step in managing deliveries and servicing, but are beyond the scope of this version of the SPD and would require additional policy development.</li> </ul>

#### 5 - Post-workshop comment

	Comment	Response
CS	a) Data on peaks of freight traffic, pedestrian and cycle flows suggest that to reduce co-incidence of pedestrian/cycle peaks and freight traffic, 'servicing-free' periods (para 71) should be re-defined. Specifying a lunchtime servicing-free period would create a small window for essential daytime deliveries and cycle & pedestrian numbers are lower than in the traditional peaks. The AM and PM peaks should also be reconsidered to ensure that servicing avoids peak pedestrian and cycle flow periods.	This is acknowledged, and the comment from CPA (comment 15.16) raises a similar issue. On review of the data, the proposed lunchtime restriction has been removed, and AM peak restriction is brought forward to 6.30 – 9.30am (para 71 and glossary). This better covers the peak of pedestrian and cycle use on City streets, and provides a longer daytime off-peak period for servicing.





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**The Town and Country Planning  
(Local Planning) (England) Regulations  
2012  
City of London**



**Freight and Servicing  
Supplementary Planning Document  
Adoption Statement  
DATE XXXX**

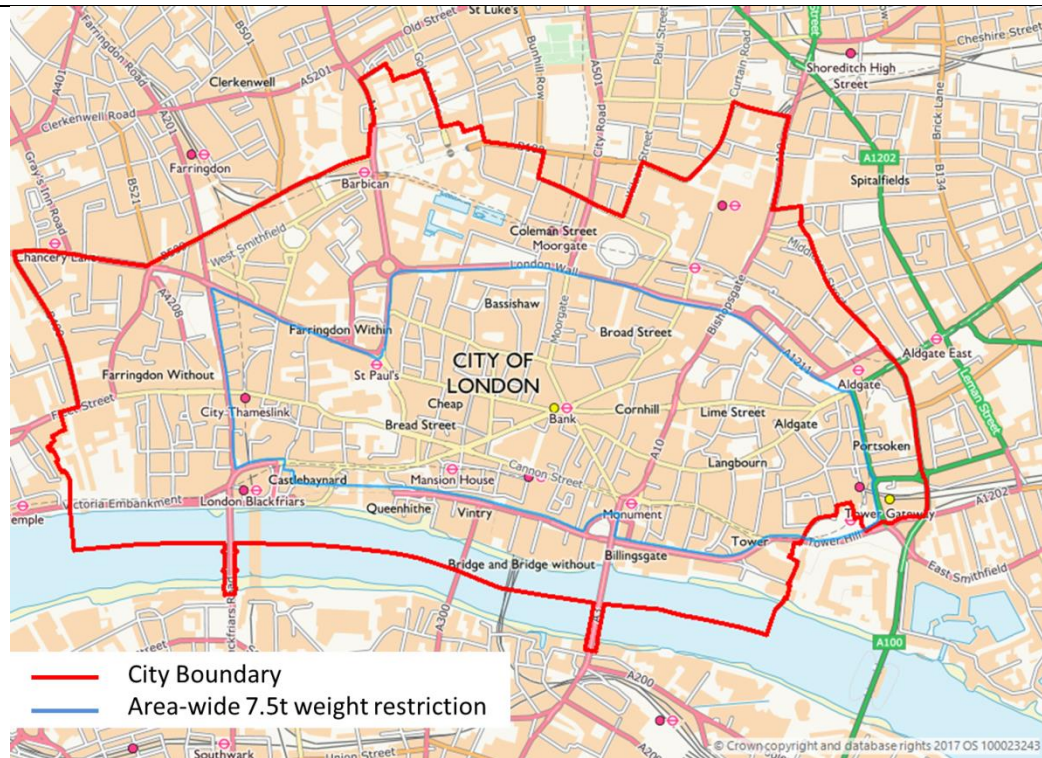
1. This adoption statement is published to meet the requirements of Regulation 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
2. The City of London Freight and Servicing Supplementary Planning Document (SPD) was adopted on XXXXXXXX.
3. The appendix to this statement sets out the modifications made to the SPD to take account of representations during the consultation period and other relevant matters.
4. Any person with sufficient interest in the decision to adopt the SPD may apply to the High Court for permission to apply for judicial review of that decision.
5. Any such application must be made promptly and, in any event, not later than 3 months after the date on which the SPD was adopted (XXXXXXX).
6. Copies of the SPD, the statement of consultation and the adoption statement are available on request at the Department of the Built Environment enquiries desk, North Wing, Guildhall, London EC2V 5DH. These documents can also be viewed on the City of London website accessed via: [www.cityoflondon.gov.uk/XXXXXXX](http://www.cityoflondon.gov.uk/XXXXXXX)

### Appendix 3 - SPD Adoption Statement

Paragraph	Details	Reason for Change
1	Changed text <del>Even in the 21st Century where</del> <u>While</u>	Reworded for clarity
3	Changed text <del>References</del> <u>Links</u> to these documents are provided in Appendix C.	Reworded for consistency
7	Changed text <del>This increase, combined with policies</del> <u>Policies</u> from the City Corporation, neighbouring boroughs and Transport for London to create 'Healthy Streets', and promote active travel, <del>has</del> <u>have</u> led to a reallocation of road space away from motor traffic. This reallocation has led to an increase in journey time delay <del>in places</del> .	Reworded to correct policy context
8	Changed text Reducing the number of goods vehicles serving new and existing premises in the City could therefore have a positive impact through <del>the reduction in</del> <u>reduced</u> road danger both within the City and in neighbouring boroughs.	Reworded for clarity
14	Changed text The impact of these technologies, particularly in a densely populated city environment is unclear at this stage, <del>and</del> . <u>In</u> the short to medium term the movement of freight within cities is likely to continue to rely on drivers using the road network.	Reworded for clarity
15	Changed text The efficient co-ordination of deliveries through technology and data is becoming increasingly important in the freight sector, and may present <del>changing</del> <u>new</u> opportunities for managing the impacts of delivery and servicing.	Reworded for clarity
25	Added text <u>Proposal 15 of the draft strategy sets out plans for a tailored approach for individual sectors, and plans to work with business on re-timing, and reducing deliveries through procurement. Policy 2 of the strategy adopts a Vision Zero approach to road danger in London, with the aim for all deaths and serious injuries to be eliminated from</u>	Added text in response to comment 15.5 and 1d)

	London's streets by 2041. Policy 6 of the strategy aims to make London's transport network zero emission by 2050.	
26	<p>Changed text</p> <p>A new London Environment Strategy <del>is expected to be</del> <u>was published</u> in draft format in summer 2017. This strategy <del>will bring</del> <u>brings</u> together the Mayor of London's polices covering air quality, water, waste, green spaces and biodiversity, noise and climate change adaptation and mitigation.</p>	Changed text to reflect publication of draft strategy during the consultation period.
29	<p>Changed text</p> <p>The overarching 'Healthy Streets' <del>approach</del> <u>Approach</u> to managing the street network is a key part of the Mayor's vision. In central London this means a shift towards reducing motorised traffic <del>and partly by having fewer deliveries at peak times</del> to create a more attractive environment for walking, cycling and using public transport.</p>	Changed text to more accurately reflect the City for all Londoners document.
33	<p>Changed text</p> <p>The Emissions Surcharge <del>is</del> <u>was</u> introduced from 23rd October 2017 as an interim scheme, pending the introduction of the Ultra Low Emission Zone.</p>	Changed text to reflect the introduction of the charge
34	<p>Changed text</p> <p>Ultra Low Emission Zone – The Ultra Low Emission Zone (ULEZ) will come into force in April 2019 <del>September 2020</del> and will replace the Emissions Surcharge. The ULEZ will require all vehicles within the Congestion Charge area to meet strict emissions standards, or pay a daily charge in addition to the Congestion Charge. <del>The Mayor is carrying out a consultation on extending the area covered by the ULEZ, and bringing forward the introduction of the scheme to 2019.</del></p>	Changed text to reflect the confirmation that the charge will be introduced in 2019.
35	<p>Added text</p> <p>The City of London Local Plan (<u>Appendix A</u>) is the statutory planning document for the City.</p>	Added reference to Appendix A.
36	<p>Changed text</p> <p>A <u>reference</u> to the document is provided in Appendix C.</p>	Changed text for consistency

37	Added text The City of London Delivery and Servicing Guidance ( <u>Appendix B</u> ) provides practical information on how to manage freight associated with an existing site or new development through a Delivery and Servicing Plan.	Added text in response to comment 15.7
40	Changed text <del>Links</del> References to the documents can be found in Appendix C.	Changed text for consistency
44	Added text  <u>The plan is due to be updated in 2018.</u>	Added text in response to comment 8.2
45	Correct typo  The City of London Waste Strategy 2013 – 2020 <u>sets</u> out	Corrected grammar
50	Image added	Added image in response to comment 15.8

		
54	<p>Text changed</p> <p>"reduce the number of freight and <del>delivery</del> servicing vehicles and their environmental impact on the City's <del>streets</del>, particularly at peak times, whilst still allowing the City to flourish and avoiding negative impacts beyond the City's boundaries."</p>	Text changed in response to comment 1a), 1e), 2w) and 4b).
55	<p>Added text</p> <p>This SPD will help achieve this vision by setting out guidance for new major development that will limit the impact of new and additional freight demand on the City and beyond the City boundary.</p>	Added text in response 1c)
58/59	<p>Added text</p> <p><b>Match demand to network capacity</b> - Maximise the proportion of essential delivery and servicing trips taking place outside peak times and where possible promote quiet</p>	Added text in response to comment 1g), 1h)



	<p>evening or night-time deliveries. All essential delivery and servicing trips should be routed appropriately, using streets that are suitable for the vehicle being used, and minimising noise, emissions, <del>and</del> road danger, <u>and impact on heritage assets</u> along the length of the route <u>in and outside the City</u>.</p> <p><b>Mitigate the impact of freight trips</b> - Where goods and services must be transported by road, including for last mile, use the safest and quietest zero emission means possible. <del>which</del> <u>This</u> may mean moving goods or service personnel on foot or by cycle, <u>to reduce the environmental impact on the City</u>. The use of low emission river or rail transport for the transfer of goods and waste is encouraged, but the impact of additional noise and pollution at all stages of the journey should be considered. Loading and unloading of goods should not adversely impact on highway capacity, pedestrian, cycle or vehicle movement, road or site safety or unwanted noise levels either in the City itself, or on any stage of the journey.</p>	<p>and to improve clarity.</p> <p>Added reference to heritage assets in response to SEA paragraph 4.55.</p>
60	<p>Added text</p> <p>Where it is not required, the development of a <u>DSP can lower delivery costs and impacts</u> and is strongly encouraged to effectively manage delivery and servicing movements associated with the site.</p>	<p>Added text in response to comment 14.9</p>
61	<p>Added text</p> <p>The following guidelines set out <u>prospective</u> actions to effectively manage the freight and servicing impact of a development. The freight and servicing requirements of different types of development will <u>vary and some measures may not be applicable to all sites</u>.</p>	<p>Added text in response to comment 15.1</p>
61	<p>Added text</p> <p><u>Early engagement with the City Corporation's Planning team on management of delivery and servicing is encouraged.</u></p>	<p>Added text in response to comment 2d)</p>
62	<p>Added text</p> <p><u>– effectively consolidating deliveries or waste collection within the existing supply chain.</u></p>	<p>Added text in response to comment 11.4, 15.11 and 15.22</p>
63	<p>Changed text</p>	<p>Changed text in</p>

	an out of <u>central London</u>	response to comment 11.4
64	Changed text <del>details of the vehicle type to be used, and the route between the consolidation centre and the site should be included in the DSP</del> a commitment to use of zero or low emission vehicles, and appropriate routeing should be included in the DSP	Changed text in response to comment 11.5
65	Changed text Personal deliveries to staff <del>or residents</del> are considered part of the delivery and servicing of the premises, and should be managed in the same way.	Text changed in response to comment 2g)
66	Added text. <u>Liaison with the Environment Agency and Port of London Authority to minimise the impact of boat movement on biodiversity and flood defences is encouraged.</u>	Added text in response to comment 4.2.
66	Added text Agreements with waste management <u>and other logistics</u> companies to make use of this facility are strongly encouraged. Where the river can be used, agreements with waste management <u>and logistics companies</u> should specify the use of low emission and Direct Vision vehicles, where feasible, for collection within the City.	Added text in response to comment 7.3
67	The provision of adequate on-site storage space for goods is <u>strongly</u> encouraged	Changed text in response to comment 11.7
67	Added text Smaller sites where storage space is very limited are encouraged to <del>make</del> <u>investigate</u> arrangements to share storage space with neighbouring properties to facilitate bulk deliveries.	Added text in response to comment 15.14
68	Added text In line with Local Plan policy DM17.1, on-site waste management of all possible materials, <u>including food waste</u> , should be strongly encouraged,	Added text in response to comment 2e) and 2n)
70	Added text All deliveries requiring activity outside working hours, either at the site in the City or	Added text in response to

	elsewhere in the delivery chain, should be subject to a quiet delivery agreement ( <u>examples are set out in the DSP Guidance – see Appendix B</u> )	comment 15.15
70	Changed text <u>Details of the delivery and servicing timings, and how they will be managed</u> a commitment to minimise noise impacts at all stages of the delivery process and along the route should be included in the DSP.	Changed text in response to comment 11.8
70	Added text <u>Overnight deliveries using vehicles over 18 tonnes may be subject to routing restrictions set out in the London Lorry Control Scheme which aims to minimise lorry noise in residential areas.</u>	Added text in response to comment 16.4.
71 and Glossary	Text changed Where daytime deliveries and servicing are essential or out of hours deliveries are not permitted or feasible, these should occur off-peak (i.e. avoiding 7am – 10am <del>12noon – 2pm</del> and 4pm – 7pm). <u>In some areas where lunchtime footfall is particularly high, deliveries at this time should be avoided.</u>  Peak times 7am – 10am, <del>12noon – 2pm</del> and 4pm – 7pm on weekdays.	Text changed in response to comments 15.16 and 5a).
72	Where a City business operates a fleet of vehicles, steps should be taken to ensure that appropriate routes – <u>using the Strategic Road Network where possible</u> - are used by drivers both within the City and at all stages of their journey.	Added text in response to comment 2s)
72	Added text <u>Intelligent route planning</u> should <del>aim to</del> avoid residential areas along the length of the route	Added text in response to comment 9.5 and 10.3
73	Added text Consideration should be given to <u>the mode of transport</u> and type of vehicle used to carry out deliveries or collections, including waste collections. Responsible procurement policies that prioritise suppliers that use <u>river, public transport</u> or zero or low emission vehicles are encouraged	Added text in response to comment 9.9 and 2dd)
75	Added text	Added text in

	Where on-street loading is permitted, measures should be put in place to ensure that the movement and safety of pedestrians, cyclists and other road users is not adversely affected – <u>in line with the City's guidance on obstruction of the public highway</u> - and there is no adverse impact on the amenity of nearby residents.	response to comment 11.10
75	Added text <u>The City Corporation promotes and enforces a 'no idling' policy. Local enforcement of this policy is strongly encouraged.</u> <del>The promotion of a 'no engine idling' policy is encouraged.</del>	Added text in response to comment 10.4
76	Added text The impact of all measures taken to minimise, match and mitigate the impact of freight movement both within the City and beyond should be tracked with a robust system of monitoring <u>through the DSP.</u>	Added text in response to comment 12.4
76	Added text <u>Wider monitoring of footways and streets will continue to be undertaken by the City Corporation.</u>	Added text in response to comment 2y)
80	Added text If a development is not to be staffed overnight or at weekends, <u>on-site secure storage</u> , or arrangements with nearby businesses to accommodate out of hours deliveries may be feasible in order to reduce daytime impact on the network	Added text to reference on-site secure storage as an alternative.
81	Added text In addition, medium-sized office developments <u>(broadly defined as accommodating fewer than 250 people)</u>	Added text in response to comment 15.20.
83	Added text <u>Buildings with several occupants will naturally generate more delivery and servicing trips than those occupied by a single company.</u>	Added text in response to comment 15.2
83	Added text <u>Providing a single point of delivery for all occupants of a multi-tenanted building can reduce the need for delivery personnel to spend time finding the correct recipient within the building, improving efficiency.</u>	Added text in response to comment 11.12 & 11.13
92	Final sentence updated	Reworded for

	The promotion and use of a central delivery point where all residents have the option to collect goods, rather than have a missed delivery to home is encouraged.		clarity
92	Added text a commitment to carry out <u>quiet</u> routine servicing out of hours <u>which does not cause disturbance</u> is encouraged		Added text in response to comment 10.5
Appendix C	Added reference <u>Direct Vision Standard for HGVs – TfL</u>		Added reference in response to comment 12.2
Appendix C	Added text		Added text in response to comment 15.3
	<b>Document</b>	<b>Description</b>	
	Local Plan	<u>The City of London's planning strategy document</u>	
	Air Quality Strategy	<u>The City of London's policy and strategy on managing Air Quality</u>	
	Air Quality SPD	<u>The City's guidance on minimising emissions and exposure to air pollution</u>	
	Noise Strategy	<u>Document setting the strategic direction for noise policy in the Square Mile</u>	
	Public Realm SPD	<u>The principles and guidelines for controlling and informing street enhancement schemes (July 2016)</u>	
	Road Danger Reduction Plan	<u>The City's plan for the reduction of road casualties</u>	
	Code of Practice for Deconstruction and Construction Sites	<u>A guide to best practice on construction/deconstruction projects</u>	
	Standard Highway and Servicing Requirements for Developments in the City of London	<u>Guidance for the physical aspects of highway and servicing requirements</u>	

	Supplementary Planning Documents Directory	<a href="#">Section of the City Corporation website listing active SPDs</a>	
	Design Guidance Directory	<a href="#">Section of the City Corporation website listing active design guidance</a>	
	Safeguarding Wharves Final Recommendation report	<a href="#">Summary of the Safeguarded Wharves Implementation Report – outlining the role of wharves on the Thames.</a>	
	London Plan	<a href="#">The spatial planning document for London</a>	
	Land for Industry and Transport Supplementary Planning Guidance	<a href="#">SPG adding guidance to the London Plan on land for transport and industry</a>	
	Mayor's Transport Strategy 2010	<a href="#">The Strategic Transport Plan for London, produced by the previous Mayoral administration.</a>	
	Mayor's Transport Strategy 2017 Draft	<a href="#">The new draft Strategic Transport Plan for London.</a>	
	London Environment Strategy	<a href="#">The draft strategic plan for London's environment and green space</a>	
	Construction Logistics Plan Guidance	<a href="#">Guidance on how to produce an effective Construction Logistics Plan.</a>	
	Direct Vision Standard for HGVs	<a href="#">Web portal outlining information on Direct Vision standard lorries</a>	
	FORS Guidance	<a href="#">Guidance on the Fleet Operator Recognition Scheme – promoting best practice amongst fleet operators.</a>	
99	and	Added text	Added text in

Appendix C	The City Corporation's Enforcement Plan (see Appendix C) sets out the City's approach to planning enforcement.			response to comment 3i)
	Line added to appendix c			
	Document	Description	Author	
	<u>City Enforcement Plan</u>	<u>Sets out the City's approach to planning enforcement</u>	<u>City Corporation</u>	

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## Appendix 4

# Freight and Servicing Supplementary Planning Document

**DATE XXXX**



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# 1. Introduction

## Background

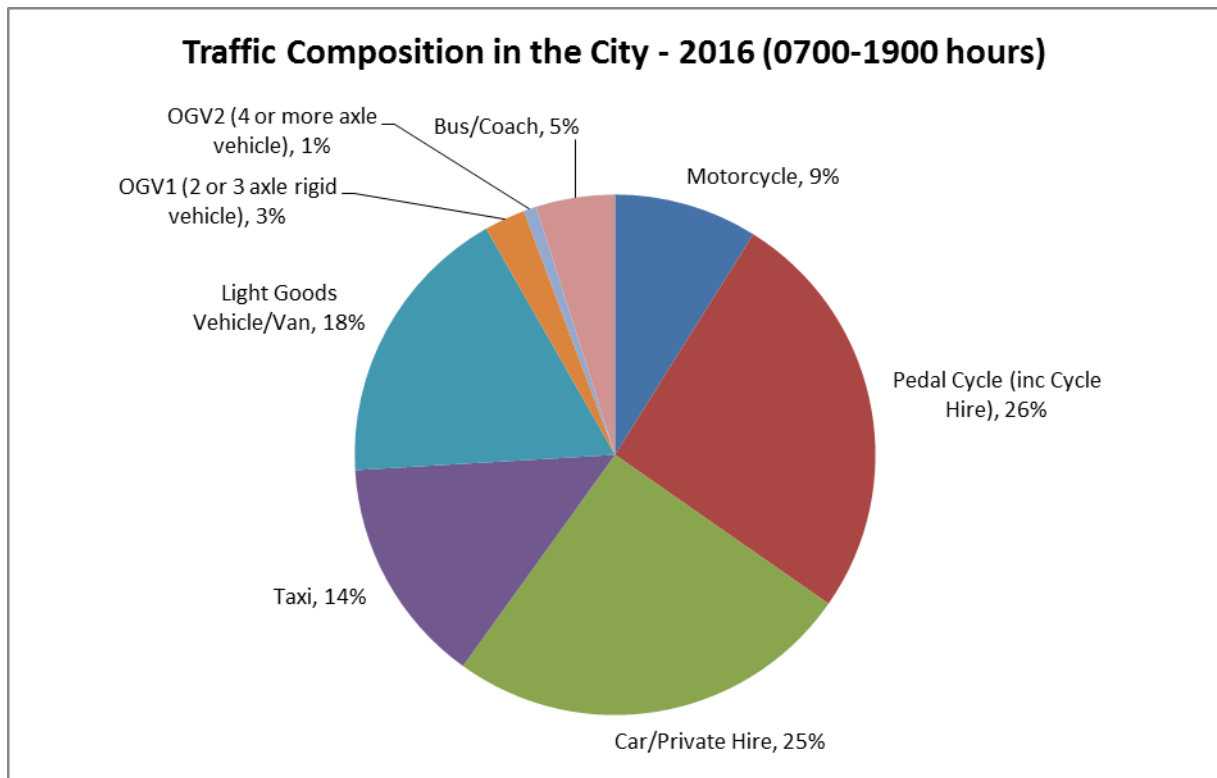
1. The efficient movement of goods and services are fundamental requirements for a successful city. While electronic services and communication have revolutionised working practices and removed the demand for the movement of some goods and services, other new areas of demand have grown.
2. Despite the small footprint of the City of London, the large working population generates significant demand for physical goods and services. Employment in the City is forecast to grow from 487,000 in 2015 to 569,000 in 2036<sup>1</sup>, so the need to manage the increasing demand for space on the transport network continues to grow.
3. This Supplementary Planning Document (SPD) sets out the City Corporation's requirements for new development in relation to the management of freight and servicing. The document should be read in conjunction with the Standard Highway and Servicing Requirements for Developments in the City of London, the Code of Practice for Deconstruction and Construction Sites (published by the City Corporation), and the Construction Logistics Plan Guidance (published by Transport for London). References to these documents are provided in Appendix C.

## What is Freight and Servicing?

4. All movement of goods and services by road, river or rail can be included under the umbrella term 'freight'. In the City context, freight movements are generally supporting the offices and retail that make up a majority of the employment in the Square Mile, or serving construction and demolition sites in the City. Most of these freight movements take place on the road network. Even where goods are mainly moved by river or rail, the final journey stage within the City will probably take place by road, most often by car, van or other goods vehicle. "Servicing" is a component of freight that does not involve the physical delivery of goods, and would include maintenance visits to buildings, waste collections, window-cleaning and so on.
5. Figure 1 shows that throughout a typical weekday, around 22% of traffic in the City of London is goods vehicles, with the majority of these being Light Goods Vehicles (LGV) under 3.5 tonnes. This data does not show freight moved by car, motorcycle and pedal cycle – it is therefore reasonable to expect that freight demand makes up a slightly higher percentage of traffic than shown here.

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<sup>1</sup> Long Term Labour Market Projections, GLA, 2016 Projections



**Figure 1 Traffic Composition in the City of London, Mouchel survey for the City Corporation, 2016**

6. The need to manage freight demand is driven by several factors;

#### **Traffic**

7. While the total number of motor vehicles in the City has been in steady decline over recent years, the proportion of goods vehicles, particularly Light Goods Vehicles (LGV) and vans, has increased. Policies from the City Corporation, neighbouring boroughs and Transport for London to create 'Healthy Streets', and promote active travel, have led to a reallocation of road space away from motor traffic. This reallocation has led to an increase in journey time delay in places. With the City continuing to flourish, the demand for goods and services transported by road will continue to increase.

#### **Road Danger Reduction**

8. The City Corporation has a duty to promote road safety, and it is known that goods vehicles are disproportionately involved in collisions where vulnerable road users are injured. Reducing the number of goods vehicles serving new and existing premises in the City could therefore have a positive impact through reduced road danger both within the City and in neighbouring boroughs.

#### **Air Quality and Carbon Emissions**

9. The City of London was designated an Air Quality Management Area (AQMA) for two pollutants – Nitrogen Dioxide (NO<sub>2</sub>) and small particles (PM<sub>10</sub>) in 2001. Exposure to these pollutants is considered to be a significant cause of ill health and premature death in London.

Research by King's College London<sup>2</sup> estimated that air pollution was responsible for up to 141,000 life years lost or the equivalent of up to 9,400 deaths in London in 2010, as well as over 3,400 hospital admissions. The total economic cost associated with this was estimated at £3.7 billion. Poor air quality in the City is now considered to be a corporate risk.

10. Around 24% of PM<sub>10</sub> and 33% of NO<sub>x</sub> (Oxides of Nitrogen, including NO<sub>2</sub>) emissions associated with traffic in the City is from the movement of freight<sup>3</sup>. At present there are relatively few Ultra Low Emission goods vehicles on the market, so the reduction in freight vehicle movements is a priority for addressing air quality within the City and beyond.
11. Around 5% of carbon emissions in the City are associated with transport, rising to 22% across London as a whole<sup>4</sup>.
12. Reducing vehicle miles and increasing the use of electric vehicles for remaining journeys in the City will result in a reduction in all harmful emissions but this must not be at the expense of increased emissions elsewhere in London.

## **The Future of Freight**

13. The employee population of the City of London is forecast to continue to grow over the next two decades, and demand for freight is expected to grow with it. In Greater London, Transport for London (TfL) forecasts that trips made by vans will increase by 26 per cent by 2031, representing 77 per cent of the total forecast growth in vehicle trips<sup>5</sup>.
14. New and emerging technologies such as autonomous vehicles and drones may play an increasingly important part in the movement of freight over the next few decades. The impact of these technologies, particularly in a densely populated city environment is unclear at this stage. In the short to medium term the movement of freight within cities is likely to continue to rely on drivers using the road network.
15. In the near future, increased use of smart technologies may impact on the possibilities for managing freight movements in urban environments. The efficient co-ordination of deliveries through technology and data is becoming increasingly important in the freight sector, and may present new opportunities for managing the impacts of delivery and servicing.

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<sup>2</sup> Understanding the Health Impacts of Air Pollution in London, Walton et al, King's College London, 2015

<sup>3</sup> City of London Air Quality Strategy 2015 - 2020

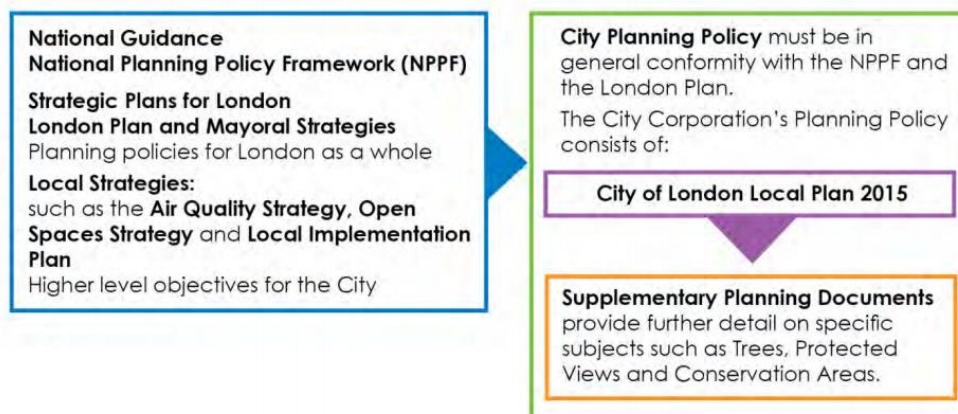
<sup>4</sup> Carbon Dioxide Emissions by borough, GLA Datastore

<sup>5</sup> Written evidence on Urban Congestion submitted by Transport for London to House of Commons Transport Committee, 24 April 2017



## 2. The Policy Context

16. This Freight and Servicing SPD forms part of a suite of national, regional and local policy documents. Figure 2 shows how an SPD fits into the wider planning context.



**Figure 2 - Overview of Planning Policies and how they interact**

17. The National Planning Policy Framework (NPPF) sets out national policy for England. Within Greater London, the London Plan sets out planning policies for the city as a whole. This document is supported by additional Mayoral strategies, in particular the Mayor's Transport Strategy (MTS). The City of London Local Plan and SPDs must be in general conformity with the London Plan.

## National Policy

18. The National Planning Policy Framework (NPPF) states that;  
*Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. (NPPF, para 30)*  
*Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to... ... accommodate the efficient delivery of goods and supplies (NPPF, para 35)*

## London-wide policy

### London Plan

19. The London Plan is the strategic planning document for the 32 London boroughs and the City of London. It sets out the framework for development in London, and the policy context for local planning policies. At the time of writing the London Plan is under review by the

new Mayor of London, but until this review is complete the most recent version from March 2016 remains in place.

20. Policies in the London Plan pertinent to this SPD are;
- Policy 2.17 – Strategic Industrial Locations
  - Policy 6.1 – Strategic Approach to Transport
  - Policy 6.4 – Enhancing London's Transport Connectivity
  - Policy 6.11 – Smoothing Traffic Flow and Tackling Congestion
  - Policy 6.14 - Freight
  - Policy 6.15 – Strategic Rail Freight Interchanges
  - Policy 7.14 – Improving Air Quality
  - Policy 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and promoting appropriate soundscapes
  - Policy 7.24 – Blue Ribbon Network
  - Policy 7.26 – Increasing the use of the Blue Ribbon Network for Freight Transport

### **Other London-wide policies and strategies**

- 21. The Safeguarding Wharves Final Recommendation report (2013) recommended that Walbrook Wharf – the only active wharf in the City – is retained as a waste facility, and increased use for other activities should be encouraged.
- 22. The Mayor's Transport Strategy (MTS) sets out the Mayor's transport policy. As with the London Plan, the current strategy dates from a previous Mayoral administration. Although a new MTS is currently in draft format, the previous strategy remains in place until the new document is formally adopted.
- 23. The existing MTS sets out policies to promote the use of river and rail for freight movements through safeguarding existing wharves and promoting rail freight infrastructure.
- 24. The MTS also addresses the safety implications of freight movements, promoting schemes such as the Fleet Operator Recognition Scheme (FORS) and improvements to vehicle and driver safety. The document also supports efficiencies through consolidation and out of hours delivery and servicing where possible, supported by quiet delivery schemes and Delivery and Servicing Plans.
- 25. The new Mayor's Transport Strategy draft for consultation was published in June 2017. Although this is a draft document and subject to change, the document gives a strong indication of the Mayor's transport priorities for his term of office. The draft strategy proposes a ten per cent reduction in central London lorry and van use by 2026. In particular there is a focus on the use of consolidation centres for construction and other sectors. Proposal 15 of the draft strategy sets out plans for a tailored approach for individual sectors, and plans to



work with business on re-timing, and reducing deliveries through procurement. Policy 2 of the strategy adopts a Vision Zero approach to road danger in London, with the aim for all deaths and serious injuries to be eliminated from London's streets by 2041. Policy 6 of the strategy aims to make London's transport network zero emission by 2050.

26. A new London Environment Strategy was published in draft format in summer 2017. This strategy brings together the Mayor of London's polices covering air quality, water, waste, green spaces and biodiversity, noise and climate change adaptation and mitigation.
27. A City for All Londoners was published in November 2016 and sets out the strategic direction of travel for the new Mayor of London. The document does not include specific policies, but gives an indication of the priorities of the new Mayor.
28. The movement of freight is specifically mentioned by the Mayor, in the context of an expected rise in van use associated with the changing needs and expectations of businesses and customers. The Mayor cites potential solutions such as riverside lorry consolidation centres, more deliveries being made by bike, and changing the way streets are used at different times of day.
29. The overarching Healthy Streets Approach to managing the street network is a key part of the Mayor's vision. In central London this means a shift towards reducing motorised traffic partly by having fewer deliveries to create a more attractive environment for walking, cycling and using public transport.

### **Existing and Forthcoming Schemes Affecting Freight & Servicing**

30. Low Emission Zone – Covering most of Greater London, the Low Emission Zone requires larger vehicles and older small commercial vehicles to pay a charge if they do not achieve certain emissions standards. At present, only vehicles registered before 2006 are required to pay the charge, and compliance is very high.
31. London Lorry Control Scheme (LLCS) – administered by London Councils, the LLCS restricts the routes of large goods vehicles over 18 tonnes at night and at weekends. The aim of the scheme is to reduce noise pollution in residential areas. The scheme restricts large vehicles to a core network of main roads for as much of their journey as possible, with penalties issued for use of inappropriate routes. Vehicles wishing to use roads off the core network during the restricted hours must apply for a free permit to do so.
32. Congestion Charge – The Congestion Charge is a daily charge applying to all vehicles entering central London between 7am and 6pm Monday to Friday. The charge does not vary with the type of vehicle, so a large HGV would pay the same as a small van to enter

the zone. Some discounts and exemptions do apply for Ultra Low Emission Vehicles, but in general most internal combustion engine vehicles will pay the charge.

33. Emissions Surcharge (T-Charge) – The Emissions Surcharge, which uses the same boundaries and time restrictions as the Congestion charge, requires older vehicles not meeting certain emissions criteria to pay a daily charge to enter the area. The Emissions Surcharge was introduced from 23rd October 2017 as an interim scheme, pending the introduction of the Ultra Low Emission Zone.
34. Ultra Low Emission Zone – The Ultra Low Emission Zone (ULEZ) will come into force in April 2019 and will replace the Emissions Surcharge. The ULEZ will require all vehicles within the Congestion Charge area to meet strict emissions standards, or pay a daily charge in addition to the Congestion Charge.

## **City of London Policy**

### **Local Plan**

35. The City of London Local Plan (Appendix A) is the statutory planning document for the City. The following policies are pertinent to this SPD, and the policies in this document are in general accord with the policies in the Local Plan. The Local Plan is being reviewed, with an updated document expected to be adopted in 2019.

Policy DM 3.4 Traffic management

Core Strategic Policy CS9: Thames and the Riverside

Policy DM 15.6 Air quality

Core Strategic Policy CS16: Public Transport Streets and Walkways

Policy DM 16.1 Transport impacts of development

Policy DM 16.5 Parking and servicing standards

Policy DM 16.8 River transport

Core Strategic Policy CS17: Waste

Policy DM 17.1 Provision for waste in development schemes

Policy DM 17.2 Designing out construction waste

More details on these policies can be found in Appendix A

### **Standard Highway and Servicing Requirements for Developments in the City of London**

36. The Standard Highway and Servicing Requirements for Developments in the City of London document sets out the guidelines for physical infrastructure associated with development-related highway and servicing arrangements. This document should be the point of reference for all matters relating to development impact on the public highway. A reference to the document is provided in Appendix C.

## **City of London Delivery and Servicing Guidance**

37. The City of London Delivery and Servicing Guidance (Appendix B) provides practical information on how to manage freight associated with an existing site or new development through a Delivery and Servicing Plan. The guidance closely supports this Supplementary Planning Document, providing details of best practice and sample quiet delivery codes of conduct. The guidance is shown in Appendix B.

## **Air Quality Strategy and SPD**

38. The City of London Air Quality Strategy 2015 - 2020 and Air Quality SPD set out the City's aims and responsibilities on managing Air Quality. The strategy aims to fulfil statutory obligations relating to air quality management, encourage measures to reduce harmful emissions in the City, and raise public awareness of air quality issues.
39. The Air Quality SPD sets out the City Corporation's requirements for reducing air pollution from new and refurbished developments within the Square Mile.
40. This SPD is in general accordance with the Air Quality Strategy Policies and Actions, particularly;
  - Policy 2: Political influence and commitment
  - Policy 3: Working with the Mayor of London
  - Policy 5: Reducing emissions from transport
  - Action 29: Reducing Air Quality Impact of Freight
  - Policy 6: Reducing emissions from new developmentsMore details on these policies can be found in Appendix A.  
References to the documents can be found in Appendix C.

## **Low Emission Neighbourhood**

41. The City of London Low Emission Neighbourhood (LEN) is being introduced in the Barbican and Golden Lane areas, and is expected to be fully implemented by 2019. This project, which is part-funded by the Mayor of London, aims to trial several high-impact activities that will address local air quality issues and act as a pilot area for the rest of the City. Proposals include working with businesses to tackle emissions from delivery and servicing trips, looking at the potential for local freight consolidation, and zero emission last mile deliveries.

## **Noise Strategy**

42. The City of London Noise Strategy 2016 – 2026 sets out the City Corporation's strategy for managing noise levels from all sources. Unwanted noise can be a nuisance to both residents and businesses, and while some noise in a working environment is inevitable, the City Corporation has a statutory responsibility to manage and minimise

exposure to excessive or unnecessary noise, while ensuring that the city can function and flourish.

43. In relation to new development, policies in the Noise Strategy relevant to this SPD are as follows;
- Policy Developments 1 - New noise making and noise sensitive development
  - Policy Transport 12 - Night Time Servicing
  - Policy Transport 13 – General
  - Policy Transport 14 – General

### **Road Danger Reduction Plan**

44. The City of London Road Danger Reduction Plan 2013 sets out measures to reduce road danger at source. The plan recognises the disproportionate danger posed by goods vehicles, and proposes a combination of engineering measures and Education, Training and Publicity schemes to tackle road danger. The plan is due to be updated in 2018.

### **Waste Strategy**

45. The City of London Waste Strategy 2013 – 2020 sets out the City Corporation's vision "To increase reuse and recycling and reduce waste arisings and carbon impacts associated with waste management from householders, businesses and visitors within the City, to include City of London buildings and staff".
46. Objective 7 of the strategy establishes the aim to reduce our negative impact on climate change and improve air quality in the City. This includes continuing to transport waste out of the City by river from the facility at Walbrook Wharf, removing an estimated 3744 HGV journeys from City streets each year.

### **Thames Strategy**

47. The Thames Strategy SPD sets out the City Corporation's overarching strategy for use of the river. The strategy supports the Local Plan policy CS9 Thames and the Riverside with regard to promoting the use of the river for freight as well as passenger transport. The SPD supports the safeguarding of the waste transfer site at Walbrook Wharf, and the reinstatement of the pier at Swan Lane for passenger or freight use.

### **Public Realm**

48. The City of London Public Realm SPD sets out 10 aims to maintain and enhance the City's built environment and provide a safe, high quality and inclusive place in which to work, live and enjoy.

- Particularly relevant to the management of freight and servicing, the SPD aims to;
- Encourage simpler, more spacious and less cluttered streets and spaces (Aim 3)
- Provide more sustainable streets and spaces (Aim 6)
- Support and encourage wellbeing and healthy lifestyles (Aim 7)
- Provide better connected and more inclusive streets and spaces (Aim 9)

49. The SPD supports the management of out of hours deliveries, and timed closures of streets where appropriate.

### Traffic Restrictions

50. The City operates an area-wide ban on vehicles over 7.5 tonnes, covering most of the City. Vehicles over this weight are not permitted to enter the restricted area unless they are accessing premises within the area. The restricted area is shown in figure 3.

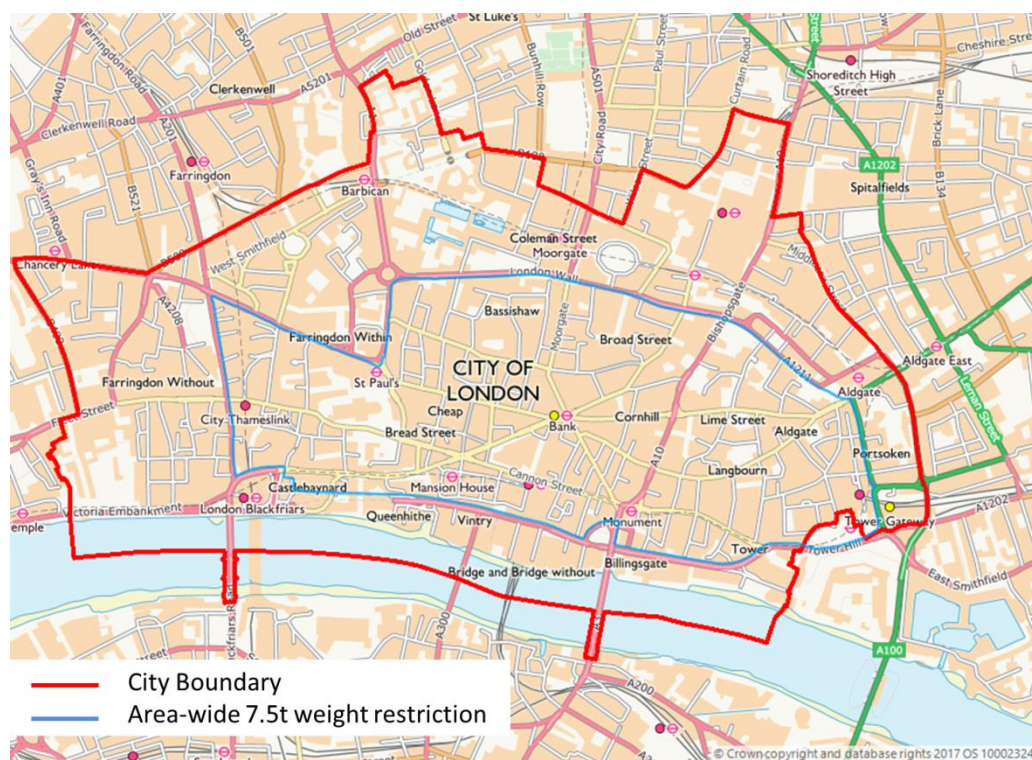


Figure 3 - Weight restriction in the City of London

51. In May 2017, the Bank on Safety trial scheme was introduced, restricting the movement of all vehicles, except buses and cycles, through Bank Junction between 7am and 7pm. The trial will last up to 18 months.
52. Details of traffic restrictions are shown on the City Corporation website.



### 3. Vision and Aims

#### Vision

53. The vision for the management of freight and servicing in the City of London is to;
54. **“reduce the number of freight and servicing vehicles and their environmental impact on the City, particularly at peak times, whilst still allowing the City to flourish and avoiding negative impacts beyond the City’s boundaries.”**
55. This SPD will help achieve this vision by setting out guidance for new major development that will limit the impact of new and additional freight demand on the City and beyond the City boundary.

#### Aims

56. The vision will be achieved via three principal aims, which are aligned with the Mayor of London’s emerging Transport Strategy;
57. **Minimise Freight and Servicing Trips** - Reduce the number of delivery and servicing trips generated by premises in the City – including personal deliveries and waste collections.
58. **Match demand to network capacity** - Maximise the proportion of essential delivery and servicing trips taking place outside peak times and where possible promote quiet evening or night-time deliveries. All essential delivery and servicing trips should be routed appropriately, using streets that are suitable for the vehicle being used, and minimising noise, emissions and road danger along the length of the route in and outside the City.
59. **Mitigate the impact of freight trips** - Where goods and services must be transported by road, including for last mile, use the safest and quietest zero emission means possible. This may mean moving goods or service personnel on foot or by cycle, to reduce the environmental impact on the City. The use of low emission river or rail transport for the transfer of goods and waste is encouraged, but the impact of additional noise and pollution at all stages of the journey should be considered. Loading and unloading of goods should not adversely impact on highway capacity, pedestrian, cycle or vehicle movement, road or site safety or unwanted noise levels either in the City itself, or on any stage of the journey.

## 4. Guidelines

### Introduction

60. The single most effective way of proactively managing delivery and servicing arrangements is through a Delivery and Servicing Plan (DSP). For applications over 1000sqm or where the development is likely to have a significant impact on the transport network, the Local Plan requires a DSP as a planning condition. Where it is not required, the development of a DSP can lower delivery costs and impacts and is strongly encouraged to effectively manage delivery and servicing movements associated with the site.
61. The following guidelines set out prospective actions to effectively manage the freight and servicing impact of a development. The freight and servicing requirements of different types of development will vary and some measures may not be applicable to all sites. Section 5 of this document outlines the mix of measures that different types of development are expected to consider. Early engagement with the City Corporation's Planning team on management of delivery and servicing is encouraged.

### Measures to Minimise Freight and Servicing Trips

62. A DSP should include measures that use appropriate smart or joint procurement to reduce the numbers of deliveries and servicing trips required to the premises – effectively consolidating deliveries or waste collection within the existing supply chain. Joint procurement may be organised on an ad-hoc basis or through participation in a business network such as the Cheapside Business Alliance.
63. Requiring suppliers to use consolidation centres in suitable locations within Greater London to minimise the number of trips required to service the premises is strongly encouraged. In line with London Plan Policy 2.17 and Land for Industry and Transport Supplementary Planning Guidance Implementation Point SPG5, where use of an out of central London consolidation centre is proposed, a facility in a designated Preferred Industrial Location may be most suitable. DSPs for larger developments should address the use of freight consolidation to minimise trips to the premises.
64. A requirement to use freight consolidation should be supported by a system to ensure that the consolidation works effectively to reduce the number of vehicle movements to and from the site and results in an overall reduction in total road miles compared with traditional servicing arrangements. A system of 'micro-consolidation' within the City which enables the use of last mile deliveries by foot, cycle or zero emission van could be considered. Where any sort of consolidation



centre is to be used, a commitment to use of zero or low emission vehicles, and appropriate routeing should be included in the DSP. A robust system of monitoring should be established to measure the impacts of using consolidation, with outcomes reported to the City Corporation as required by the DSP.

65. Personal deliveries to staff are considered part of the delivery and servicing of the premises, and should be managed in the same way. Agreements to prohibit personal deliveries to workplaces, especially those associated with online shopping, are strongly encouraged. Providing staff with membership of a 'click and collect' parcel drop-off service, or promoting these services can provide a good alternative, and demonstrate a commitment to minimising personal deliveries to workplaces.
66. Use of low emission river transport for goods and waste is encouraged. The safeguarded waste transfer site at Walbrook Wharf provides a means of removing domestic and commercial waste from the City with minimal use of the road network. Agreements with waste management and other logistics companies to make use of this facility are strongly encouraged. Where the river can be used, agreements with waste management and logistics companies should specify the use of low emission and Direct Vision vehicles, where feasible, for collection within the City. Liaison with the Environment Agency and Port of London Authority to minimise the impact of boat movement on biodiversity and flood defences is encouraged.
67. The provision of adequate on-site storage space for goods is strongly encouraged to reduce the need for frequent deliveries of non-perishable items. Smaller sites where storage space is very limited are encouraged to investigate arrangements to share storage space with neighbouring properties to facilitate bulk deliveries. Where possible, vehicles making deliveries to a site should be loaded with waste or returns to maximise trip efficiency.
68. In line with Local Plan policy DM17.1, on-site waste management of all possible materials, including food waste, should be strongly encouraged, and the minimum possible frequency of waste and recycling collection should be specified. Where possible, occupiers of multiple-occupancy buildings should seek to co-ordinate waste contractor procurement to minimise waste collection trips. The City of London Time Banding Scheme restricts the times at which bagged waste can be left on the public highway for collection.
69. In line with Local Plan policy DM17.2, waste generated through construction and deconstruction should be minimised through the re-use of existing structures wherever possible, and the on-site recycling of deconstruction waste where feasible.

## **Measures to match demand to network capacity**

70. Unless there are restrictions regarding noise or other considerations at the premises, evening, night time or weekend delivery and servicing should be the default outside residential areas. All deliveries requiring activity outside working hours, either at the site in the City or elsewhere in the delivery chain, should be subject to a quiet delivery agreement (examples are set out in the DSP Guidance – see Appendix B) or commitment to minimise noise and pollution impacts at all stages of the delivery process, including along the delivery route and at any intermediary points such as a consolidation centre. A commitment to minimise noise impacts at all stages of the delivery process and along the route should be included in the DSP. Overnight deliveries using vehicles over 18 tonnes may be subject to routing restrictions set out in the London Lorry Control Scheme which aims to minimise lorry noise in residential areas.
71. Where daytime deliveries and servicing are essential or out of hours deliveries are not permitted or feasible, these should occur off-peak (i.e. avoiding 7am – 10am and 4pm – 7pm). In some areas where lunchtime footfall is particularly high, deliveries at this time should be avoided. A booking system should be used and enforced to ensure that delivery and servicing visits are restricted to these times, with deliveries arriving outside of these hours turned away.
72. Where a City business operates a fleet of vehicles, steps should be taken to ensure that appropriate routes – using the Strategic Road Network where possible - are used by drivers both within the City and at all stages of their journey. Where possible, routes should be chosen to avoid areas of high pedestrian or cycle use both within and beyond the City. Intelligent route planning should avoid residential areas along the length of the route where possible, especially when movements take place outside weekday working hours. The London Lorry Control Scheme controls the movement of larger goods vehicles taking place at night and at weekends. A similar approach may be suitable for route planning of smaller goods vehicles to reduce the noise impact on residential amenity.

## **Measures to mitigate the impact of freight trips**

73. Consideration should be given to the mode of transport and type of vehicle used to carry out deliveries or collections, including waste collections. Responsible procurement policies that prioritise suppliers that use river, public transport or zero or low emission vehicles are encouraged. Vehicles that meet the forthcoming Ultra Low Emission Zone standards should be a minimum requirement in any delivery or servicing contract where vehicles can be specified. Where a business operates a fleet of vehicles, consideration should be given to the use

of cargo bikes, and zero or low emission vehicles. In line with Local Plan Policy 16.6, infrastructure to support the use of commercial electric vehicles should be provided in off-street loading or parking areas.

74. Particularly where large vehicles are required, the procurement process should require high standards of vehicle and driver competency from suppliers. A requirement for suppliers to be accredited by FORS or an equivalent scheme, which promotes good working practices and vehicle management, as well as routeing and scheduling that minimises noise and environmental impact, is encouraged. A requirement for the use of Direct Vision vehicles which provide the driver with an improved field of vision is encouraged. Subject to consultation from the Mayor of London, the lowest rated HGVs would be restricted or banned within Greater London from 2020. For fleets serving construction sites, adherence to the Construction Logistics and Community Safety (CLOCS) standard which aims to reduce Work Related Road Risk is strongly encouraged.
75. The physical space in which goods are loaded and unloaded should be designed in accordance with the City of London Highways and Servicing Guidance (see Appendix C). Where on-street loading is permitted, measures should be put in place to ensure that the movement and safety of pedestrians, cyclists and other road users is not adversely affected – in line with the City's guidance on obstruction of the public highway - and there is no adverse impact on the amenity of nearby residents. The City Corporation promotes and enforces a 'no idling' policy. Local enforcement of this policy is strongly encouraged..

## **Monitoring**

76. The impact of all measures taken to minimise, match and mitigate the impact of freight movement both within the City and beyond should be tracked with a robust system of monitoring through the DSP. Monitoring is likely to cover air quality, noise, road safety and traffic impacts of the operation, but other areas may also be specified for particular observation to ensure positive outcomes for the City and other areas. This monitoring will usually take place through the DSP, and outcomes should be reported to the City Corporation as required by the DSP. Wider monitoring of footways and streets will continue to be undertaken by the City Corporation.

## 5. Types of Development

### Introduction

77. The types of measures taken to manage deliveries and servicing will depend largely on the activities taking place at the premises. This section outlines typical measures that developers dealing with different land uses would be expected to consider in the management of freight and servicing. Where the site has mixed uses (for example retail on the ground floor, with office and hotel space above), a combination of measures should be considered in a DSP.

### Office Developments

78. Small and medium sized office developments may not generate the volume of delivery and servicing trips of larger towers, but due to the number of small offices in the City their collective impact is significant. Joint procurement agreements with neighbouring buildings can prove beneficial for small offices. Producing a joint DSP with adjacent properties and occupiers may allow efficiencies in procurement of common goods and services, including waste collection, and shared use of loading bays or servicing areas. Procurement should specify, where possible, the use of the safest, quietest and cleanest method of transport possible to transport goods and services.
79. The prohibition of personal deliveries to offices, combined with an offer of click and collect services to employees is one way of reducing the number of vehicles serving the office, and can significantly reduce the impact on the road network.
80. The re-timing of some deliveries should be possible within a small office development. If a development is not to be staffed overnight or at weekends, on-site secure storage, or arrangements with nearby businesses to accommodate out of hours deliveries may be feasible in order to reduce daytime impact on the network. The potential noise impact of moving to out of hours deliveries should be assessed along any affected access routes and loading points as well as the site itself to ensure that the arrangements are acceptable.
81. In addition, medium-sized office developments (broadly defined as accommodating fewer than 250 people) should strongly consider a voluntary code, mandating the consolidation of inbound goods to reduce the impact of the development and demonstrate a commitment to minimising freight movements.
82. In addition to the measures for small and medium sized office developments, larger office developments are likely to have a requirement to consolidate deliveries of goods inward. This consolidation regime should be enforced through a robust booking

and monitoring system that can demonstrate the number of vehicle trips avoided as a result of the consolidation. If it is not required as a planning condition, a voluntary cap on the number of delivery vehicles each day is encouraged.

## **Multi-tenanted buildings**

83. Buildings with several occupants will naturally generate more delivery and servicing trips than those occupied by a single company. In addition to the items mentioned above, buildings with multiple tenants should consider the development of an occupier forum to co-ordinate joint procurement, waste collection and collaborative working. Providing a single point of delivery for all occupants of a multi-tenanted building can reduce the need for delivery personnel to spend time finding the correct recipient within the building, improving efficiency.

## **General Retail**

84. The delivery and servicing needs of retailers are focussed around ensuring that goods are received into the store at appropriate times.
85. Management of freight movements in retail developments should focus on the consolidation of goods into the store and waste/returns from the store, ensuring that as few movements as possible are required in order to allow the business to operate. Developments with sufficient storage space can reduce the requirement for regular deliveries. Ensuring that vehicles used for deliveries are also loaded with returns or waste, where appropriate, maximises efficiency and reduces empty vehicle mileage, minimising the development's impact on the network.
86. Retail can benefit significantly from out-of-hours deliveries where on-street loading restrictions may not apply, or be less stringent. Quiet delivery codes of conduct to minimise the noise impact are particularly important for retail deliveries which often involve the use of metal cages for moving goods.

## **Food and Drink Retail/Pubs and Restaurants**

87. Many of the measures appropriate for general retail are applicable to the food and drink sector, including pubs and restaurants. The needs of a large chain organisation are likely to be quite different to a small individual shop or café. An organisation with several City locations may be able to demonstrate that deliveries to the City are already efficient, and make good use of consolidation to minimise freight movements. In these instances, the focus of a DSP should be on ensuring that quiet deliveries occur outside peak hours, and with

the safest, quietest and cleanest vehicles available. Particular care should be taken with regard to more noisy deliveries/servicing e.g. waste bottle collections, to avoid disturbance to nearby residents. DSPs should employ quiet delivery agreements to reduce noise and disturbance on-street. Engines should be turned off unless absolutely necessary for deliveries to reduce noise and air pollution.

88. Smaller or independent food and drink retailers not benefitting from a large procurement network may use many suppliers for different items. In these instances, joint procurement techniques to maximise co-operation between neighbouring businesses may offer the best way of reducing the number of freight movements without impacting on business operations.
89. Any delivery services associated with the food or drink retailers, whether managed by the occupier or not, should be considered and managed by a DSP. Where delivery services are made available, measures to encourage the use of foot or cycle deliveries are encouraged.

## **Hotels and Hospitality**

90. Many of the measures appropriate to reduce the impact of delivery and servicing of hotels, meeting venues and Livery Halls will be similar to those for food and drink outlets. Hotels may be particularly well placed to take advantage of quiet overnight or off-peak deliveries due to round the clock staff availability, subject to the impact on nearby residential properties and hotel guests.
91. Joint procurement of common services, such as linen delivery or dry cleaning is particularly encouraged for hotels and hostels.

## **Residential and student accommodation**

92. Residential and student accommodation sites will have significantly different patterns of deliveries to most commercial properties, with the majority of deliveries being personal. The promotion and use of a central delivery point where all residents have the option to collect goods, rather than have a missed delivery to home is encouraged.
93. Where servicing of a building is carried out by a management agent, a commitment to carry out quiet routine servicing out of hours which does not cause disturbance is encouraged, and consolidation of any required deliveries is encouraged.
94. Student accommodation providers should address servicing and deliveries within published building management plans. These plans should also address the impact of arrivals and departures at the beginning and end of terms, staggering activity using a booking system to avoid undue impact on the highway network and

disturbance to adjacent occupiers. Building managers should liaise with the City Corporation Highways department and City Police prior to busy periods of movement to ensure disruption caused by loading and unloading is minimised.

## 6. Construction Logistics Plans

95. A Construction Logistics Plan (CLP) is required for all major developments, where a development will have a significant impact on the transport network during construction.
96. The City Corporation's Code of Practice for Deconstruction and Construction Sites (CPDCS) provides guidance on environmental best practice for construction sites, and this should be considered in the development of a CLP.
97. Membership of the City of London Considerate Contractor Scheme (CCS) which promotes good practice on and about construction sites is encouraged.
98. CLPs submitted in support of an application will be assessed in line with CPDCS and the London-wide Construction Logistics Plan Guidance issued by Transport for London, see Appendix C.



## 7. Enforcement

99. The need for effective enforcement of the measures set out in this SPD is recognised. As part of the restructure of City Transportation, resources are being made available to review and enforce the contents of DSPs. Ongoing enforcement will ensure that agreed DSP conditions are adhered to, and the benefits to the City set out in this SPD are achieved. The City Corporation's Enforcement Plan (see Appendix C) sets out the City's approach to planning enforcement.

## Glossary

**Air Quality Management Area** an area where air quality objectives are unlikely to be achieved, requiring the local authority to produce a plan to improve air quality.

**Construction Logistics Plan** A plan setting out how all aspects of the freight logistics of a construction site will be managed. An approved plan will be required before construction commences.

**Direct Vision Standard** The Direct Vision Standard for heavy goods vehicles (HGVs) assesses and rates how much a HGV driver can see directly from their cab in relation to other road users.

**Delivery and Servicing Plan** A plan setting out how all delivery and servicing to a completed site will be managed, including measures to minimise freight trips, match demand to network capacity, and mitigate the impact of essential freight trips.

**Fleet Operators Recognition Scheme (FORS)** a voluntary accreditation scheme that promotes best practice for commercial vehicle operators.

**Light Goods Vehicles** typically commercial vehicles up to 3.5 tonnes maximum gross weight. Includes most vans.

**National Planning Policy Framework** the planning framework drawn up by central government, providing guidance for local planning authorities in drawing up local plans and making planning decisions.

**Peak times** 6.30am – 9.30am and 4pm – 7pm on weekdays.

**Residential Areas** Defined in the City of London Local Plan, figure X.

**Ultra Low Emission Vehicle (ULEV)** the collective term for Battery electric vehicles (BEVs) Plug-in hybrid electric vehicles (PHEVs), Range-extended electric vehicles (RE-EVs), Hydrogen fuel cell electric vehicles (FCEVs)

## **Abbreviations**

AQMA Air Quality Management Area  
CCS Considerate Contractor Scheme  
CLOCS Construction Logistics and Community Safety  
CLP Construction Logistics Plan  
CPDCS City Corporation Code of Practice for Deconstruction and Construction Sites  
DSP Delivery and Servicing Plan  
FORS Fleet Operators Recognition Scheme  
HGV Heavy Goods Vehicle  
LEN Low Emission Neighbourhood  
LGV Light Goods Vehicles  
LLCS London Lorry Control Scheme  
MTS Mayor's Transport Strategy  
NPPF National Planning Policy Framework  
SPD Supplementary Planning Document  
TfL Transport for London  
ULEZ Ultra Low Emission Zone  
ULEV Ultra Low Emission Vehicle

## **Appendices**

- A. Details of other City of London Corporation Policies
- B. City of London Delivery and Servicing Plan Guidance
- C. Details of External Guidance and Best Practice

## **Appendix A - Details of other City of London Corporation Policies**

### **Local Plan**

#### **Policy DM 3.4 Traffic management**

To require developers to reach agreement with the City Corporation and TfL on the design and implementation of traffic management and highways security measures, including addressing the management of service vehicles, by:

- consulting the City Corporation on all matters relating to servicing;
- restricting motor vehicle access, where required;
- implementing public realm enhancement and pedestrianisation schemes, where appropriate;
- Using traffic calming, where feasible, to limit the opportunity for hostile vehicle approach.

#### **Core Strategic Policy CS9: Thames and the Riverside**

4. Promoting the functional uses of the River Thames and its environs for transport, navigation and recreation, particularly through:

- (i) retaining Walbrook Wharf for waterborne freight traffic;
- (ii) encouraging the use of the River Thames for the transport of construction and deconstruction materials and waste;
- (iii) retaining Blackfriars Pier, and access to Tower Pier, and encouraging the reinstatement of Swan Lane Pier and the use of these facilities for river transport. Applications to remove these facilities will be refused unless suitable replacement facilities of an equivalent or higher standard are provided;
- (iv) maintaining London Bridge, Tower Bridge, Blackfriars Bridge, Southwark Bridge and the Millennium Bridge;
- (v) refusing development on or over the River, except for structures which specifically require a waterside location for river-related uses;
- (vi) resisting the permanent mooring of vessels; if moored vessels are exceptionally permitted they must be of national importance, have a special connection with the City and the River Thames, be used for a river-related purpose and not have a detrimental impact on navigation, river regime or environment;
- (vii) maintaining access points to the River Thames foreshore, from both land and water, for public or private use as appropriate, subject to health and safety and environmental safeguards.

#### **Policy DM 15.6 Air quality**

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.
2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be

encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.

5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.

6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

### **Core Strategic Policy CS16: Public Transport Streets and Walkways**

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

4. Minimising congestion and reducing vehicle emissions:

(i) directing through motor traffic within the City onto appropriate streets in accordance with the Highway Hierarchy. Bus routes will continue to serve customer needs throughout the City and will not be subject to the Highway Hierarchy;

(ii) continuing to facilitate intermediate modes (coaches, car clubs, taxis and private hire vehicles) and to provide for essential motor vehicle traffic, including addressing the servicing of City buildings and the needs of disabled people, whilst minimising the environmental impact of these modes;

(iii) encouraging the provision of infrastructure for alternative-fuel vehicles, such as off-street electric vehicle recharging points;

(iv) using traffic management measures and street works permits to improve journey time reliability on the City's roads;

(v) requiring developers to demonstrate, through transport assessments, construction logistics plans, travel plans and delivery/servicing plans, how the environmental impacts and road danger of travel and servicing will be minimised, including through the use of river transport.

### **Policy DM 16.1 Transport impacts of development**

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

- road dangers;
- pedestrian environment and movement;
- cycling infrastructure provision;
- public transport;
- the street network.

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

3.16.10 Delivery and Servicing Plans will be required for all major development and any other development that will cause significant transport impacts on the local or wider area, through operational deliveries and servicing.

3.16.11 Construction Logistics Plans will be required for all major development and for any development that will cause significant transport impacts during its construction phase.

3.16.12 Where practicable, Transport Assessments, Travel Plans and other statements should be combined into a single document. Applicants should discuss the scope of the transport documentation required early in the pre-application phase to ensure that it provides an assessment relevant to the City's specific circumstances.

3.16.13 Mitigation for adverse impacts should be detailed in assessments and plans. Where flexible permissions are granted which allow a range of uses, interim assessments and plans should be prepared at application stage and updated when occupants and uses are finalised.

#### **Policy DM 16.5 Parking and servicing standards**

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.

3.16.19 The low numbers of private motor vehicles mean that delivery and service vehicles have a relatively greater impact on traffic congestion and air quality. Efficient off-street servicing and delivery arrangements are vital to keep the City's traffic moving. In order to reduce vehicle impact on air quality, electric vehicle fast-charging infrastructure needs to be available in convenient locations. Guidance is contained in the City Corporation's 'Standard Highway and Servicing Requirements for Developments in the City of London'.

#### **Policy DM 16.8 River transport**

1. River piers, steps and stairs to the foreshore, the Walbrook Wharf safeguarded site, and other river-based transport infrastructure will be safeguarded and improvements will be supported. 143

2. Development adjacent to or over the River Thames must be supported by a Transport Assessment and a Construction Logistics Plan addressing the potential for the use of the river for the movement of construction materials and waste.

3.16.22 New river piers must be publicly accessible. The City Corporation will expect construction and waste materials from developments on or near the river to be transported by river barge.

#### **Core Strategic Policy CS17: 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) by:

1. Enabling waste minimisation and adherence to the waste hierarchy:  
(i) requiring the provision of facilities for waste segregation, handling and management within new developments;

(ii) increasing the proportion of municipal solid waste recycled to at least 45% by 2015 in line with the City of London Waste Strategy;

(iii) promoting improved waste management choices for businesses and residents.

2. Enabling waste to be managed at the nearest available suitable location:

(i) identifying waste management capacity in the City, or elsewhere in London, to meet the City's London Plan waste apportionment target, including through partnership working with the London Borough of Bexley;

(ii) safeguarding Walbrook Wharf as a waste handling site and investigating the potential for waste management, alongside its waste transfer function;

(iii) co-operating with other waste planning authorities to ensure appropriate waste management facilities are available to manage waste generated in the City.

3. Enabling the sustainable transport of materials including waste and recyclables by river:

(i) safeguarding Walbrook Wharf as a wharf suitable for river transport of materials including waste;

(ii) exploring the potential for further use of waterways for the transport of waste and construction materials subject, where appropriate, to the potential impact on Natura 2000 sites.

#### **Policy DM 17.1 Provision for waste in development schemes**

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.

#### **Policy DM 17.2 Designing out construction waste**

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

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

### **Noise Strategy**

#### **2.4.1 New noise making and noise sensitive development**

**POLICY DEVELOPMENTS 1:** The City Corporation will seek to manage noise impacts as a result of new development through the introduction and application of appropriate and effective planning procedures, policies, conditions and agreements, and in particular:

c) Continue to limit and contain noise and vibration from construction and deconstruction activities through the Planning Consent process, based on the



latest edition of the City of London Code of Practice for Deconstruction and Construction and other relevant standards. This includes requiring through planning conditions the approval and implementation of Environmental Management and Construction Logistics Plans where appropriate.

e) Prevent the introduction of noise sensitive uses into areas close to commercial developments with high noise levels where the achievement of acceptable standards for quiet living conditions are not technically practicable.

f) Place limits on the hours of operation of servicing and noise generating activities at developments where noise sensitive premises are likely to be adversely affected. Existing limits for hours of servicing (permitted between 7am-11pm, Monday – Saturday, except Bank Holidays) to be applied; where this is not practicable a plan to minimise noise from servicing will be required to be approved and implemented.

POLICY TRANSPORT 12: The City Corporation will continue to support restrictions on night time and weekend commercial vehicle movements through the City and to limit operational hours of noisy servicing activities in noise sensitive locations wherever necessary. However the City Corporation will consider a more flexible approach where our normal time restrictions are proving problematical provided that other acceptable noise management measures are implemented such as use of loading bays and consolidation centres. Where appropriate, we will promote TfL's Code of Practice for Quieter Deliveries within the City. Where there is no likelihood of disturbance 24 hour servicing is actively encouraged. We will review the implementation of this policy on an ongoing basis and will revise our approach as required.

POLICY TRANSPORT 13: The City Corporation will seek to identify and exploit opportunities and synergies between this Noise Strategy and other City of London Corporation policies (e.g. the City Corporation's Air Quality Strategy and Local Transportation Implementation Plan) to reduce noise and vibration and to better manage the impact of noise from road transportation, servicing and street works.

POLICY TRANSPORT 14: The City Corporation will where possible, support and contribute to the development of low noise methods, schemes, management techniques and technologies which could reduce noise or better manage noise impacts from road traffic, street works and servicing.

## **Air Quality Strategy**

Policy 2: Political influence and commitment

The City Corporation will seek opportunities to influence air quality policy across London to secure lower levels of air pollution in the Square Mile.

Policy 5: Reducing emissions from transport

The City Corporation will seek opportunities for a significant reduction in emissions associated with road traffic in the Square Mile.

Action 29: The City Corporation will look for opportunities to significantly reduce the impact of freight distribution on air quality across central London and specifically work with businesses and the construction and demolition

industry to identify opportunities for a reduction in vehicle movements, freight consolidation, zero-emission and low emission last mile deliveries.

Policy 6: Reducing emissions from new developments The City Corporation will ensure that new developments have a minimal impact on local air quality both during the development phase and when occupied.

## **Air Quality SPD**

### **Requirements**

Section 2: Sustainable Development and Building Design

Reduce Emissions:

- Provide for sustainable travel

Section 4: Reducing Air Quality impacts during construction / deconstruction

Scheme of Protective Works detailing:

- Details of continuous monitoring and trigger levels
- No engine idling policy
- CLP in line with TfL best practice

Section 5 Air Quality Impact Assessments

Air Quality Neutral Assessment (or Air Quality Positive as policy emerges) required when the floor space is 1,000m<sup>2</sup> or more or 10 or more residential dwellings:

- Building emissions
- Transport emissions

## **APPENDIX B - City of London Delivery and Servicing Plan Guidance**

Available online at the Planning Design Guidance page of the City website

## APPENDIX C - Details of City of London and External Guidance and Best Practice

These documents will be updated as required.

Document	Description	Author
Local Plan	The City of London's planning strategy document	City Corporation
Air Quality Strategy	The City of London's policy and strategy on managing Air Quality	City Corporation
Air Quality SPD	The City's guidance on minimising emissions and exposure to air pollution	City Corporation
Noise Strategy	Document setting the strategic direction for noise policy in the Square Mile	City Corporation
Public Realm SPD	The principles and guidelines for controlling and informing street enhancement schemes (July 2016)	City Corporation
Road Danger Reduction Plan	The City's plan for the reduction of road casualties	City Corporation
Code of Practice for Deconstruction and Construction Sites	A guide to best practice on construction/deconstruction projects	City Corporation
Standard Highway and Servicing Requirements for Developments in the City of London	Guidance for the physical aspects of highway and servicing requirements	City Corporation
Supplementary Planning Documents Directory	Section of the City Corporation website listing active SPDs	City Corporation
Design Guidance Directory	Section of the City Corporation website listing active design guidance	City Corporation
City Enforcement Plan	Sets out the City's approach to planning enforcement	City Corporation
Safeguarding Wharves Final Recommendation report	Summary of the Safeguarded Wharves Implementation Report – outlining the role of wharves on the Thames.	GLA

<b>Document</b>	<b>Description</b>	<b>Author</b>
London Plan	The spatial planning document for London	GLA
Land for Industry and Transport Supplementary Planning Guidance	SPG adding guidance to the London Plan on land for transport and industry	GLA
Mayor's Transport Strategy 2010	The Strategic Transport Plan for London, produced by the previous Mayoral administration.	GLA
Mayor's Transport Strategy 2017 Draft	The new draft Strategic Transport Plan for London.	GLA
London Environment Strategy	The draft strategic plan for London's environment and green space	GLA
Construction Logistics Plan Guidance	Guidance on how to produce an effective Construction Logistics Plan.	TfL
Direct Vision Standard for HGVs	Web portal outlining information on Direct Vision standard lorries	TfL
FORS Guidance	Guidance on the Fleet Operator Recognition Scheme – promoting best practice amongst fleet operators.	FORS

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<b>Committee(s)</b>  Streets & Walkways Sub - For information Planning & Transportation - For information Policy & Resources - For information	<b>Dated:</b>  24 November 2017 9 January 2018 18 January 2018
<b>Subject:</b> Major Highway Works for 2018	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Information</b>
<b>Report author:</b> Ian Hughes	

## Summary

As predicted in last year's report, the volume of activity taking place in the Square Mile has placed increasing demands on the City's highway network. In particular, the sheer scale of schemes such as Crossrail, the Bank Northern Line upgrade and the Thames Tideway project means that long-term co-ordination of works is vital to keep the City moving.

In addition, the City currently has the largest volume of building development taking place since 2008, as well as the highest number of utility openings since 2011. The two are undoubtedly connected, and although development activity in particular is traditionally a sign of a thriving Square Mile, it brings with it a need for road and footway space for construction, essential utility connections and additional heavy vehicle traffic.

A great deal of effort goes into ensuring that such activity is coordinated as much as possible, and although this effort is not always visible, the 548 days of disruption saved through collaborative works in the first 10 months of 2017 reflects this proactive approach.

The City has a statutory responsibility to minimise disruption as part of its Network Management Duty, and so officers will continue to work to ensure the co-operation of major project sponsors, utility companies and developers in co-ordinating their works and minimising disruption. The key objectives remain:

- balancing the need to keep projects on track with the need to minimise congestion and limit the impact on traffic and pedestrians (especially vulnerable road users);
- ensuring the needs of the City's wider stakeholders (ie businesses, residents and visitors) are also considered;
- maximising the opportunity to combine works together to minimise their overall impact;
- working with Transport for London and our neighbouring authorities to ensure the needs of the wider transport network are considered.

Key to that effort remains:

- the close level of contact established by officers with individual utilities, developments and projects;
- the ability of officers to find, influence and negotiate innovative solutions to construction problems and programmes with contractors;
- understanding, programming and managing the City's own long-term programme of projects;
- continuing the development of the City's various communication channels through which upcoming activities are publicised.

### **Recommendation**

Members are recommended to receive this report.

### **Main Report**

#### **Background**

1. The Highways team within the Transportation and Public Realm Division of the Department of the Built Environment (DBE) is tasked with co-ordinating all major activities on the highway, and has officers involved in negotiating, approving and facilitating the extent and timing of:
  - a. All road closures and diversions
  - b. Major building site operations, including mobile crane works
  - c. Special events, including the Lord Mayor's Show
  - d. Street works by utilities
  - e. Major street scene and transportation projects by the City
  - f. Resurfacing & highway repairs by the City's term contractor, JB Riney
  - g. Works by major transport infrastructure providers, such as Crossrail
  - h. Works by TfL on the 'Red Routes', and by the City's neighbouring authorities on the City fringe
  - i. Large scale deliveries and building removals through the parking 'dispensation' system
  - j. Large film shoots and outside broadcasts
  - k. Parking bay suspensions
2. To deliver this function, officers have well-established links with the City's Environmental Health and Highway Structure teams, the emergency services, Transport for London and other key City stakeholders so that information can be shared, co-ordinated and publicised to the general public.
3. The demand for room on the City's streets remains high, and officers try to accommodate the needs of applicants and works promoters whenever they can. However, the Highways team seeks to ensure that the needs of the public are not



forgotten, and that a balance is struck between their needs and those of the works promoters.

4. As an example, when considering road closures, the following general approach is adopted:
  - a. no works are allowed that directly conflict with each other;
  - b. no diversions that use the same streets;
  - c. no parallel streets to be affected;
  - d. local access to be maintained as far as possible;
  - e. ideally two 'north / south' and 'east / west' routes through the City to be kept clear of disruption at all times.

#### Limitations to the Consent Process

5. The City exercises its authority to control activity on-street through the issue of scaffold & hoarding licences, permits to dig up the street, traffic orders to allow roads to be closed, approval of Construction Logistics Plans for developments, and the granting of parking dispensations & bay suspensions for lorries to deliver.
6. However, the City has to act reasonably in exercising these powers, and its ability to control the pace and detail behind major works has a number of limitations. This can often mean using the City's influence to co-ordinate and manage that activity, rather than relying on its limited regulatory authority. For example:
  - a. The utilities retain wide-ranging statutory powers to excavate the highway, particularly in emergencies.
  - b. A developer can decide when they trigger a planning application, and highway reparation or enhancement works around the site typically need to be delivered in time for the building to be occupied.
  - c. As Strategic Transport Authority, TfL have the authority to implement Mayoral transport policy such as the construction of the cycle super highway on their road network.
  - d. Crossrail, the Bank Northern Line upgrade and Thames Tideway come with bespoke powers enabled by Acts of Parliament that assume primacy of their works over other projects. They disapply many of the City's normal controls, and are deliberately drafted to limit the ability of a local authority to prevent, delay or control those works.
7. The City obviously has full control of its own works programme, and these are planned to ensure they only proceed with a full understanding of their scale, timing and impact, avoiding other major projects and activities such as the key special events.

## Current Position

8. The demand for space on the City's highway network largely comes from four main sources, namely:
  - a. Development activities
  - b. Major infrastructure projects
  - c. Utility works
  - d. City of London works
9. Although utilities are traditionally thought to be the main source of disruption to the highway network, the scale of major projects such as the cycle super highway, Crossrail, Bank Northern Line upgrade and Thames Tideway has changed that profile.
10. Such projects have certainly had a wide ranging impact in recent years, but the last two years has seen the City enjoy its largest development boom since 2008, and although this is usually to be welcomed as a sign of a healthy City economy, the current concentration of development requires road space for scaffolds, hoardings, lorries and logistics, as well as associated utility connections.
11. The table below shows the breakdown of road closure applications by source over the last six years.

*Road Closure Application Volumes*

Type / Year	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Developments	99	107	101	155	231	175
Utilities	68	52	62	67	89	95
Emergencies	92	69	26	57	68	38
CoL	22	25	40	85	89	78
Other	18	8	3	18	17	51
<b>Total</b>	<b>299</b>	<b>261</b>	<b>232</b>	<b>382</b>	<b>494</b>	<b>437</b>

12. Although the last full year saw a reduction in applications for road closures related to buildings and development activity, the continuing surge in this sector has ensured that this remains the largest single cause for roads to be closed. Although most of these applications are for side streets and / or take place at weekends (for activities like crane operations), a significant number are for much longer periods to facilitate day to day construction activity.
13. In parallel, the number of road closure applications from utilities has reached a six year high, which is likely to be linked to development activity as most developments require upgraded and diverse supplies from multiple utilities. This is reflected in the number of permit applications received from utilities to excavate the City's highway.

### Utility Street Works Permit Applications

Year	2011	2012	2013	2014	2015	2016	2017
<b>Total Permit Applications</b>	4379	3331	3319	3099	3074	3448	3980*

\* Projection based on permit application volumes from Jan-Oct 2017.

14. As seen in the above table, the volume of utility permit applications is now at its highest level since 2011 (the pre-Olympic moratorium rush), and since none of the major utilities are currently undertaking a major network upgrade, this demonstrates the impact of the development boom is being felt here too. In other words, rather than network upgrades or replacement works, the need for additional power, heating, cooling and telecom requirements for new developments is now driving a considerable part of overall utility workload.
15. As in previous years, officers continue to identify opportunities to combine works from different contractors, thereby reducing the need for yet more closures. This resulted in 548 days of disruption saved on the network between January and October this year - an exceptionally high number for any highway authority - and reflects the pro-active forward looking approach by officers and the level of co-operation by utilities in using round table discussions to draw out medium and long-term works plans.
16. Finally, one other trend in road closures is the increase in 'other' closures, which this year included 19 special events and 29 film shoots. Until a relatively recent change in the law, filming was not a legitimate reason for streets to be closed, so that film shoots were managed (often with difficulty) under police powers or short traffic holds. Now film companies can legitimately close streets to better manage their operations, so the number of road closures has increased without necessarily a corresponding increase in filming activity.

### **Major Works & Schemes for 2018**

17. This section of the report looks ahead to the major works expected to take place in the next 12 months, including details of how officers have sought to assess, co-ordinate and influence each project in turn. Summary details can be found in the appendices to this report, including an outline calendar of major works proposed in 2018 and a map of the locations of these various projects.

### **Development Activities**

18. Once a developer has a planning consent in place, the City cannot control when a development starts, nor do we have the power to stop a development just because other activities are taking place in the vicinity. In other words, we are unable to set an arbitrary limit on the volume of development taking place in any one area.
19. In many ways, redevelopment of the City has historically been seen as an indication of a thriving Square Mile, but given the overall level of on-street activity is noticeably higher, work sites will inevitably overlap in places as they bring a

need for road space, a reduction in network capacity and additional heavy vehicle traffic to our streets.

20. However, those same streets still need to function for residents, businesses and visitors, and be safe for motor vehicles, cyclists and pedestrians. To that end, we have staff dedicated to liaising with building sites to understand their construction needs, to working with the major projects to help manage their impacts, and to co-ordinating activities so that works overlap as little as possible.
21. That typically involves making the best use we can of the tools we have at our disposal, including our Considerate Contractor Scheme (which currently has over sixty active building sites as members) and Construction Logistics Plans for sites that are conditioned from the Planning approval process.
22. As Members are no doubt aware, the City undertakes the vast majority of public realm work around building developments through its term highway contractor (JB Riney), funded by those developments. The majority of these works are done with little or no network impact, with the focus being minimising the impacts on local businesses and residents. In the coming 12 months, those development-related works include:
  - a. St Alphage Garden for the London Wall Place Development
  - b. Bartholomew Close for Helical
  - c. 100 Bishopsgate
  - d. 100 Minories
  - e. 2-6 Cannon St
23. However, some elements of development-related activity, including both construction and subsequent public realm works, do have the potential to impact the road network, and in that context, the key activities where this might be the case for 2018 are briefly summarised as follows:

Bloomberg (Queen Victoria St)
24. Works to complete the public realm around this landmark development near Bank junction have largely finished on three of its four frontages, leaving the Queen Victoria St elevation as the final area to complete.
25. This will involve the creation of a new diagonal pedestrian crossing facility at the junction of Queen Victoria St / Queen St / Watling St, and will involve a closure of Queen Victoria St westbound from December until September next year. However, with only buses and cycles currently passing through Bank junction, the traffic impact of this closure is expected to be limited.

The London Development (Shoe Lane)
26. The public realm works around this major development will also begin before the end of 2017, but will gather pace during 2018 in time for completion in spring 2019. Works are being programmed to fit the timetable for Goldman Sachs' occupation, with the first key element being on Farringdon St between January and May next year.
27. These works are being undertaken by the City through our term contractor (JB Riney) by agreement with TfL, who have agreed the City is best placed to undertake all the works around the site, even though Farringdon St is a TfL road.

The works are also being designed to take place within the current site loading bay, keeping traffic capacity on Farringdon St largely unaffected.

#### 100 Liverpool St

28. This development by British Land has had a minor impact on the pedestrian flows in and out of Liverpool St railway station, but the upcoming work adjacent to Liverpool St bus station has required TfL to agree to the bus station itself being closed for 12 months from November this year.
29. To compensate for this, DBE have agreed for a number of bus stands and stops to be relocated to Finsbury Circus and other nearby streets. However, in order to minimise the impact of this closure on the local bus network, TfL and the City have agreed to keep the major corridors in the vicinity of the bus station open for the duration of the works, including Moorgate, Blomfield St, London Wall and Bishopsgate.

#### Eastern Cluster

30. The greatest concentration of activity in the City remains in the Eastern Cluster, where the number of individual building sites proposed or already underway has now reached 31 (see Appendix 3).
31. It is almost inevitable that works for these various developments will overlap, but the City continues to meet these sites together once a month to co-ordinate their respective programmes, and to combine (or separate out) their utility works, crane operations and construction logistics accordingly.
32. In the coming year, two sites in particular will have public realm enhancement works that will impact the local street network:
  - a. 10 Fenchurch Ave: These works include returning Fen Court and Billiter St to public use, but the footway works on Fenchurch St itself are extensive and will require a westbound closure for approximately two months, either side of Christmas / New Year.
  - b. Scalpel, Leadenhall St: Works to enhance the public realm around the Scalpel will also require a westbound closure of Leadenhall St, but this will be programmed to commence after Fenchurch St reopens. Currently these works are expected to last around three months.

### **Major Infrastructure Projects**

#### Crossrail

33. Crossrail continues to have a major presence in the Square Mile, but thanks to the close co-operation between the City and the five surface-level construction sites at Moorgate, Liverpool Street, Blomfield Street, Finsbury Circus and Lindsey Street, complaints from the public have remained at a very low level, and Crossrail as a whole has become part of the background activity in the City.
34. Moorfields, Moor Place, Finsbury Circus (west arm), Liverpool Street (west), Hayne Street and Charterhouse Square (westbound) all remained closed throughout the last year, and will likely stay closed until the completion of the project. However, with the live stations due to open at the end of next year, focus is now shifting to rolling back these worksites, and constructing the urban realm elements to be delivered around each station entrance.

35. Members may recall that the City has reached an agreement to undertake these urban realm works on behalf of Crossrail, and detailed design and construction planning is now well underway. Core areas around each station will be completed by the December 2018 deadline, but it is important to note that with oversite development activity above and around each of the stations (in particular at Lindsey St and 100 Liverpool St), completion of all the Crossrail-related public realm works will be a long-term process lasting into 2022 as construction areas gradually become available.

#### Thames Tideway

36. The project to connect London's 'super sewer' to the outfall of the River Fleet just west of Blackfriars Bridge is already well underway. A new pedestrian lift connecting the riverside walkway with the bridge level has been opened, and Blackfriars Pier has been relocated to a new permanent position east of Blackfriars Rail Bridge.
37. In terms of construction impact, the riverside walkway has now been closed to pedestrians, and the intersection of the cycle superhighway has been revised, with the down ramp from Blackfriars Bridge to the Embankment now closed. Both measures will be in place until the completion of the project in 2021.
38. For 2018, local Ward Members are already aware that Tideway are exploring the potential need to divert two large gas mains from their current position within the riverside pipe subway, under Victoria Embankment and the Underground Tube Lines towards Temple Avenue and Tudor St. Tideway and Cadent (formally National Grid Gas) are currently evaluating the need to do this work, caused by potential settlement and risk to this equipment in its current location, but such a diversion represents a considerable engineering challenge and has the potential to cause significant disruption to local stakeholders.
39. Although Tideway are yet to approach Members, officers and local residents & businesses with the conclusions from their recent trial holes and scoping exercise, this information is likely to be made available before the end of this year. Nevertheless, should a diversion of the gas network be needed, works of this type are typically programmed for late spring to early autumn when the demands on the gas network are lower.

#### Bank Northern Line Upgrade

40. This project will deliver a new Northern Line tunnel for Bank station by 2022, a new ticket hall in Cannon St, various new subterranean interchanges and lift access from street level direct to the Docklands Light Railway.
41. At surface level, the project now has two main worksites, namely Cannon St for the new station entrance and Arthur St, where a shaft has been sunk to create space to tunnel northwards. That tunnelling is about to reach the area under Bank junction itself, and with City officers involved in the overall planning of the project since its inception, both sides continue to meet on a monthly basis to discuss progress.

#### Cycle Super Highway

42. As Members are no doubt aware, work to construct the Mayor's separated cycle lane corridors, north / south and east / west across London, has largely been completed. However, there are three main locations in the City where TfL are

expected to undertake cycle super highway-related works in the next 12-18 months:

- a. TfL are currently consulting on a scheme to amend the junction of Tower Hill and Trinity Square to facilitate a movement into the Square 'at any time'. If approved, these works are likely to begin in January 2018 and last for six months, with a westbound lane closure on Tower Hill and a full closure of Trinity Square. TfL are also hopeful that once completed, the scheme will add a certain amount of capacity back into the traffic flow along this key east / west corridor.
  - b. TfL have also just completed a public consultation on an extension to the north / south cycle super highway, starting in Farringdon Street by Stonecutter Street and heading north towards Kings Cross. Proposals are still subject to detailed design and approval by TfL's Project Board, but if approved, works (with lane closures) are likely to run from February to June 2018 in conjunction with the public realm works for the London Development.
  - c. Finally, as Members are well aware, TfL are completing the feasibility study for the changes to the New Bridge St / Tudor St junction, and subject to this being successful and funding being identified, this element of the cycle superhighway could become part of their programme of work next year.
43. As with the previous super highway programme, City officers will work closely with TfL colleagues to understand the impact of the construction, monitor & inspect any works on City Corporation streets, and co-ordinate activity on the rest of the network.

#### Thameslink

44. Tooley St continues to be closed as part of the Thameslink upgrade to London Bridge station, and although this is likely to have placed additional pressure on the London Bridge corridor at the start, such pressures typically decline over time as drivers find more suitable alternative routes. Based on their current programme, the closure is expected to be lifted by May 2018.

#### **Utility Works**

45. Other than the potential gas main diversion related to Thames Tideway, there are few major set piece works currently being planned by utilities. Of those that may come forward in 2018, the most likely aspects also relate to gas main repairs for Cadent.
46. Although Members may recall the significant investment from Cadent (formally National Grid Gas) in recent years to upgrade their medium & low pressure gas main networks from Aldgate to Newgate St, the City is aware that Cadent are finding more significant gas leaks on a more frequent basis, with this year's problems including major leaks in Cannon St, Cheapside, Fenchurch St and Tudor St.
47. We are aware that Cadent are coming under pressure from the Health & Safety Executive to resolve these issues, and although they have a five year window to identify funding and complete the works, we understand they are likely to

consider works in Cheapside during the second half of 2018. Firm details have yet to be supplied by Cadent, but any works they propose will be subject to considerable advance planning and publicity, as well as trial holes to prove the extent and duration of their activity.

### **City of London Works**

48. Separate to development and Crossrail activity, the vast majority of the City's own planned public realm, road safety and highway maintenance programme is expected to have little impact on the road network. For example, the major enhancement projects at Monument, Artizan St and Aldgate continue without affecting traffic, and the City's major set piece highway maintenance projects, including our resurfacing programme and soon to commence street lighting upgrade, will be sensitively programmed to avoid both traffic congestion and complaints from local stakeholders.
49. In terms of major City Corporation projects with the potential to affect major streets in the Square Mile, the Structures team within DBE are planning long-term works to replace and / or repair London Bridge's waterproofing and bearings, and this may fall towards the end of the 2018 window. However, this will be subject to TfL's agreement on network availability and works on other river crossings, albeit full daytime road closures of the bridge are not yet thought necessary.

### **Communications**

50. The Highways team continues to strengthen its communications with the public, helping to mitigate the impact of all these works. These channels include:
- a. Fully refreshed and published Guidance Notes that cover all aspects of building site operations affecting the public highway. These were recently recognised by the Health & Safety Executive as containing some of the most stringent yet effective measures in London.
  - b. 3,650 followers to the Highways Twitter feed (@squarehighways), providing up-to-date information on road closures, special events and road safety initiatives.
  - c. Nearly 1,160 people receive the weekly e-mailed Traffic Management Bulletin, covering major highway works and events for the week ahead.
  - d. Over 46,000 people visited our road closure web pages in the first half of this year.

### **Corporate & Strategic Implications**

51. The activity outlined above serves to create a safe, effective and fit-for-purpose environment for the City community to flourish in the long term. Development activity in particular is traditionally seen as a sign of a thriving Square Mile, but it brings with it a need for road and footway space for construction, essential utility connections and additional heavy vehicle traffic.
52. The City has its statutory duties to maintain safe highways for the public to enjoy, to regulate activity that takes place on its streets and to co-ordinate that activity to ensure that its impact is minimised. Therefore the focus must continue to be to meet these statutory requirements and to deliver safer streets, but at the same time ensuring the City maintains its competitive edge for business and remains an attractive place to live, work and visit.



## **Conclusion**

53. The approach from officers remains to identify the needs of these major projects early, to combine them where possible, and to keep them apart when necessary. This requires officers to:
- a. establish the dependency between separate projects;
  - b. understand their potential conflicts and impacts, and;
  - c. engage with project managers at an early stage (and frequently thereafter) to ensure that disruption can be minimised through a combination of regulation, negotiation and influence.
54. With projects such as Crossrail, Thames Tideway and Bank Northern Line Upgrade now well underway, co-ordinating works on the City's road network will remain a challenge into the longer term, but officers will continue to work to ensure the co-operation of major project sponsors, utility companies and developers in co-ordinating their works programmes, as well as fitting the City's own activity into that picture.
55. The aim will remain to ensure there is a balance between the need to keep projects on track and the need to limit both the direct and cumulative impact they cause on the public at large.

## **Appendices**

- Appendix 1 - Major Works Timeline
- Appendix 2 – Major Works Map
- Appendix 3 – Current and proposed sites in the Eastern Cluster

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## **Appendix 1: City of London: Major Works Timeline 2018**

(High, Medium & Low Impact schemes) – Numbers relate to locations in Appx 2

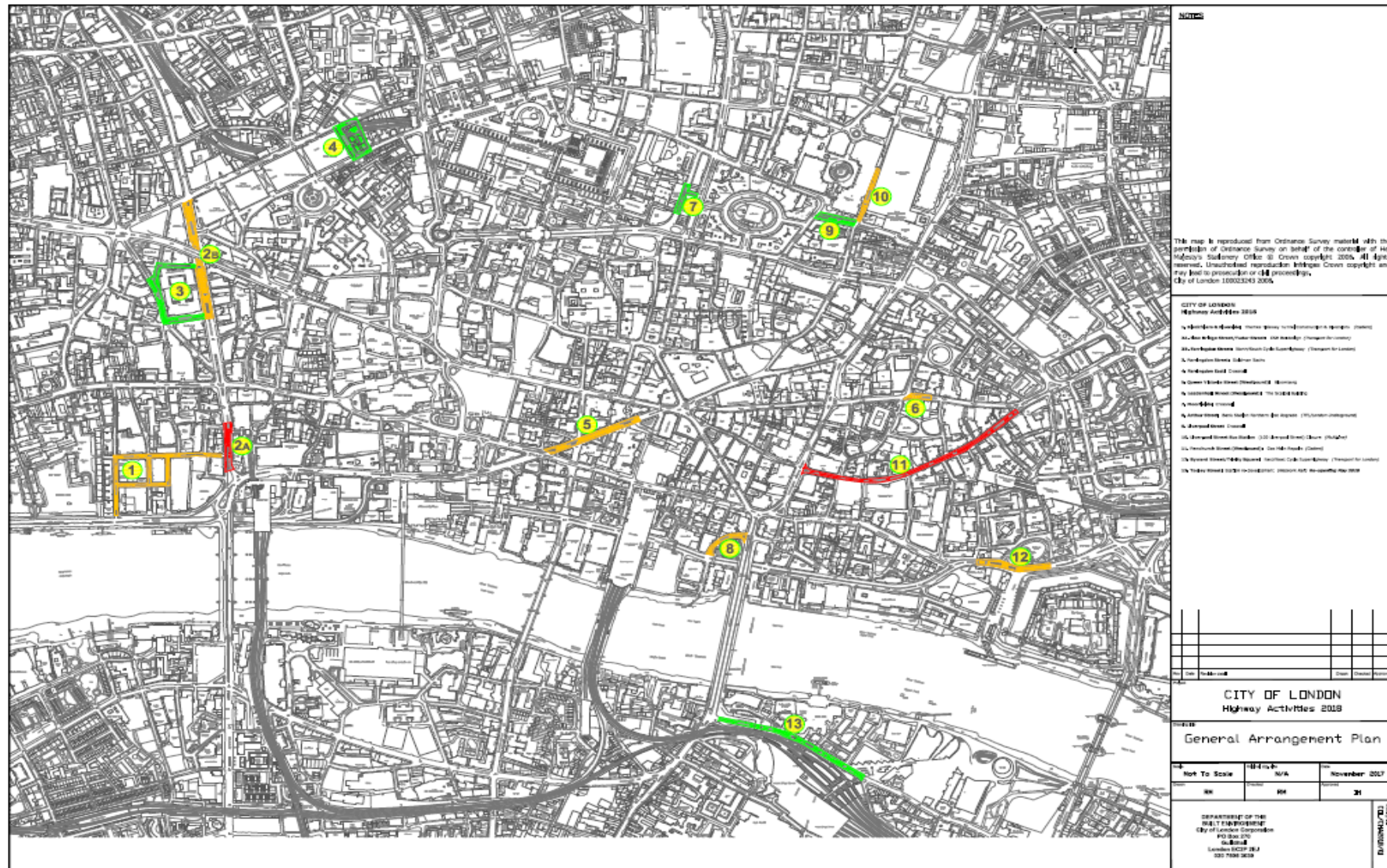
Q1	<b>Jan</b>  11 Fenchurch St W/B (10 Fenchurch Ave)  2B/3 Farringdon St (GS & CSH) 5 Queen Vic St W/B (Bl'mberg) 10 L'pool St Bus Station 12 Byward St/Trinity Sq (CSH)	<b>Feb</b>  2B/3 Farringdon St (GS & CSH) 5 Queen Vic St W/B (Bl'mberg) 6 Leadenhall St (Scalpel) 10 L'pool St Bus Station 12 Byward St/Trinity Sq (CSH)	<b>Mar</b>  2B/3 Farringdon St (GS & CSH) 5 Queen Vic St W/B (Bl'mberg) 6 Leadenhall St (Scalpel) 10 L'pool St Bus Station 12 Byward St/Trinity Sq (CSH)
Q2	<b>April</b>  2B/3 Farringdon St (GS & CSH) 5 Queen Vic St W/B (Bl'mberg) 6 Leadenhall St (Scalpel) 10 L'pool St Bus Station 12 Byward St/Trinity Sq (CSH)  Crossrail – 4 Farringdon East, 7 Moorfields, 9 Liverpool St	<b>May</b>  2B/3 Farringdon St (GS & CSH) 5 Queen Vic St W/B (Bl'mberg) 10 L'pool St Bus Station 12 Byward St/Trinity Sq (CSH)  Crossrail – 4 Farringdon East, 7 Moorfields, 9 Liverpool St  (13 Tooley St reopens)	<b>June</b>  2B/3 Farringdon St (GS & CSH) 5 Queen Vic St W/B (Bl'mberg) 10 L'pool St Bus Station 12 Byward St/Trinity Sq (CSH)  Crossrail – 4 Farringdon East, 7 Moorfields, 9 Liverpool St
Q3	<b>July</b>  5 Queen Vic St W/B (Bl'mberg) 10 L'pool St Bus Station  Crossrail – 4 Farringdon East, 7 Moorfields, 9 Liverpool St	<b>Aug</b>  5 Queen Vic St W/B (Bl'mberg) 10 L'pool St Bus Station  Crossrail – 4 Farringdon East, 7 Moorfields, 9 Liverpool St	<b>Sept</b>  5 Queen Vic St W/B (Bl'mberg) 10 L'pool St Bus Station  Crossrail – 4 Farringdon East, 7 Moorfields, 9 Liverpool St
Q4	<b>Oct</b>  10 L'pool St Bus Station  Crossrail – 4 Farringdon East, 7 Moorfields, 9 Liverpool St	<b>Nov</b>  10 L'pool St Bus Station  Crossrail – 4 Farringdon East, 7 Moorfields, 9 Liverpool St	<b>Dec</b>

### **NB:**

8 Arthur St (LUL) & Blackfriars slip closure (Tideway) in place throughout 2018

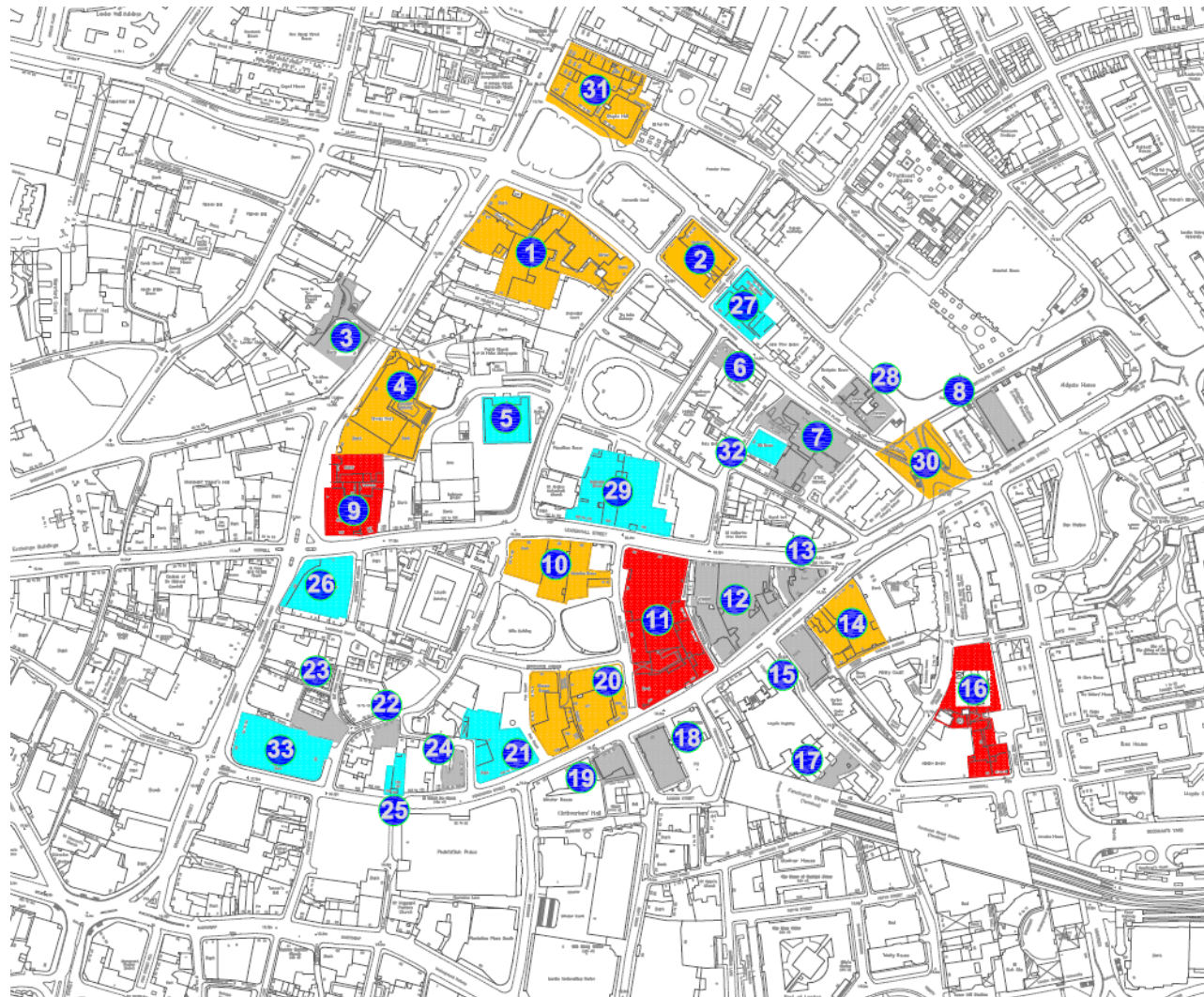
1 Tudor St Area (Cadent / Gas / Tideway) and 2A New Bridge St (CSH) – To be programmed

## Appendix 2: Major Works Map





## Appendix 3: Current and proposed sites in the Eastern Cluster



### Developments:

No.	Site	Stage
1.	100 Bishopsgate (Brookfield Multiplex).	Construction
2.	60-70 St. Mary Axe (The Can Of Ham) (Keltbray/Mace)	Demolition
3.	15 Bishopsgate (Erith Demolition)	Demolition
4.	22 Bishopsgate (Keltbray)	Demolition
5.	Aviva Tower, Undershaft	Planning Consent
6.	12 Bury Street (Primus)	Construction
7.	Creechurch Place (Skanska)	Construction
8.	Matrix Hotel, Aldgate (Willmott Dixon)	Construction
9.	150 Leadenhall Street (Keltbray)	Demolition
10.	52 Lime Street (The Scalpel) (Skanska)	Construction
11.	40 Leadenhall Street (Project Vanquish) (Keltbray)	Inactive
12.	108 Fenchurch Street (Gilbert Ash)	Fit-Out
13.	69 Leadenhall Street (Parker Ray)	Fit-Out
14.	80 Fenchurch Street (JF Hunt)	Demolition
15.	75 Fenchurch Street (ISG)	Demolition
16.	Roman Wall House (Kennedy)	Demolition
17.	8 Lloyds Avenue (Parker Ray)	Fit-Out
18.	58 Fenchurch Street (Structurstone)	Construction
19.	54 Fenchurch Street (Unknown)	Inactive
20.	10 Fenchurch Avenue (McAlpine)	Construction
21.	130 Fenchurch Street (Unknown)	Inactive
22.	Asla House, 33 Lime Street (Parker Ray)	Fit-Out
23.	21 Lime Street (Blenheim House)	Construction
24.	140 Fenchurch Street (Unknown)	Completed
25.	150 Fenchurch Street (Unknown)	Inactive
26.	1 Leadenhall Street (Leadenhall Court) (Multiplex)	Planning Consent
27.	Bevis Marks House (Unknown)	Planning Consent
28.	22-30 Dukes Place (Irongate House)	Completed
29.	100-116 Leadenhall Street (Diamond Tower)	Pre-App Discussions
30.	Aldgate Pavillion (Kier)	Construction
31.	150 Bishopsgate (Lend Lease)	Construction
32.	24 Creechurch Lane (Unknown)	Pre-App Discussions
33.	70 Gracechurch Street (Unknown)	Pre-App Discussions

Correct as of 6 November 2017

<b>Committee(s)</b>	<b>Dated:</b>
Local Plans Sub (Planning and Transportation) Committee – For Decision	8 December 2017
Planning and Transportation Committee – For Information	12 December 2017
<b>Subject:</b> City of London Transport Strategy – scope, process and programme	<b>Public</b>
<b>Report of:</b> Steve Presland, Department of the Built Environment	<b>For Decision</b>
<b>Report author:</b> Bruce McVean, Department of the Built Environment	

## Summary

This report outlines the scope of the City of London Corporation's Transport Strategy and the process and programme for developing the Strategy.

The Transport Strategy will set the 25 year framework for future investment in, and management of, the City's streets. It will be published in March 2019 and allow Members to make informed decisions on a range of priority transportation issues.

The City Corporation's Local Implementation Plan (LIP) will be published in October 2018. This will include the long term vision and objectives for transport (which will carry across to the long-term Strategy) and a five year delivery plan for transport and public realm projects.

## Recommendations

Members are asked to:

- Agree the scope of the Transport Strategy
- Agree the process and programme for developing the Transport Strategy

## Main Report

### Background

1. How people and goods travel to, through and within the City of London has a significant impact on the experience of living and working in or visiting the Square Mile. Facilitating the safe, clean and efficient movement of people and vehicles serving the City, alongside improving the quality of streets and public spaces, will be essential to ensuring the continued success of the City as a centre for business and as a major cultural destination.

2. In November 2016 Members agreed an objective of reducing traffic in the City (Planning and Transportation Committee, 17 November 2016). The Transport Strategy aims to develop the policies and proposals that will be necessary to achieve this objective. It will define the City of London Corporation's vision and priorities for transport over the next 25 years, ensuring transport.
3. The City Corporation does not currently have a Transport Strategy. There is a need for a proactive approach to addressing the medium and long-term transport challenges facing the City, particularly those relating to unprecedented growth in employment and increased competition for finite street space.
4. Without the Strategy transport planning decisions will remain largely reactive and focussed on short-term interventions. This will limit the ability of the City Corporation to develop the ambitious approaches to transportation that will be required to address the significant transport challenges facing the City over the next 25 years. Failure to address these issues risks some parts of the network struggling to cope with increased demand, including pedestrian crowding, with associated impacts on quality of life, road safety, congestion and business performance.

## Scope

5. The Transport Strategy will identify the key transport issues and challenges facing the City and develop the policy response to these. It will have a 25 year time horizon and will be supported by a series of short-term (three to five year) and regularly updated delivery plans focussed on particular issues or topics, such as:
  - The City Corporation's Local Implementation Plan
  - Road Danger Reduction Plan
  - Freight and Serving Plan
6. The Strategy will establish:
  - A robust transport evidence base and analysis of key transport issues
  - Clear and ambitious vision, aims and objectives for transport to, through and within the City of London
  - A policy framework for optimising traffic levels to support the delivery of the Healthy Streets Approach, improving the safety and attractiveness of walking and cycling, enhancing the experience of living and working in the Square Mile and supporting the growth of the City
  - A Monitoring Strategy that will allow progress on implementing the Strategy to be assessed and associated benefits captured and reported
7. The development of the Strategy will allow Members to make informed decisions on a range of priority transport issues, including:
  - Measures to reduce traffic and associated emissions
  - The reallocation of road space and measures to increase priority and comfort for people on foot and to reduce road danger

- On and off-street parking provision, the suitability of current sites and the future use of City Corporation car parks
- Servicing and delivery management in support of wider transport and environmental objectives

## **Process and programme**

8. An overview of the process and programme for developing the LIP and Transport Strategy is provided in Appendix 1.
9. The work to develop the Transport Strategy will include:
  - An assessment of the extent to which traffic in the City can be reduced without adversely affecting business performance, the possible benefits of traffic reduction and measures to achieve this
  - Transport and street network planning and definition to identify the modal priorities for key streets, establish networks for walking, cycling, buses and freight, and ensure the bus network is efficient and reflects the needs of the City
  - Researching and agreeing the optimal allocation of space between all travel modes
  - Reviewing the potential for permanent or timed road closures to improve conditions for people walking, cycling and using public transport
  - Research and analysis to understand key transport trends and the potential for change, such as analysis of future traffic levels and composition, and assessing the implications of emerging transport technologies
  - Internal and external stakeholder engagement, including public consultation, to identify key challenges and opportunities and secure support for the Strategy
  - A review of car, van and motorcycle parking (on and off street) in the City of London and development of the City Corporation's future approach to parking
  - Assessment of how the servicing and delivery to businesses (including construction logistics) currently impacts upon safe and efficient movement across the City and opportunities to reduce those impacts, including through consolidation, retiming and remodelling
  - Reviewing safe and effective pedestrian movement from and to current and emerging travel hubs (e.g. Crossrail) and key City destinations, such as the Eastern City Cluster
  - Strategy development and delivery planning across a range of areas, including active travel, parking and traffic reduction, and responses to emerging technologies; ensuring alignment with the Mayor's Transport Strategy and Healthy Streets Approach
  - Strategic transport modelling and Integrated Impact Assessment to ensure policy proposals are appropriate and identify potential positive and negative impacts, including impacts beyond the City boundary

10. The development of the LIP and Transport Strategy will be informed by significant stakeholder engagement. This will include formal consultation on the vision, objectives and LIP in June 2018 and Transport Strategy in November 2018. The principal mechanism for engaging Members will be the Local Plan Sub (Planning and Transportation) Committee.

11. The programme for developing the Strategy is:

<b>Activity/Output</b>	<b>Delivery date</b>
Stakeholder engagement – issues and options	February & March 2018
Draft vision, objectives and LIP	May 2018
Consultation on vision, objectives and LIP	June and July 2018
<b>Update and submit LIP</b>	<b>October 2018</b>
Research and analysis	November 2018
Impact assessments – modelling and IIA	November 2018
Draft Transport Strategy	November 2018
Consultation on Transport Strategy	November & December 2018
<b>Update and publish Transport Strategy</b>	<b>March 2019</b>

### **Corporate and Strategic Implications**

12. The development of the Transport Strategy will be informed by the emerging draft Corporate Plan and will provide an opportunity to complement key corporate projects, such as Culture Mile. The Strategy will shape the City's streets and transport network to ensure they support a flourishing society and growing economy.

13. The Strategy will inform the development and implementation of a number of other policies, strategies and projects, including:

- Local Plan
- Road Danger Reduction Plan
- Air quality programmes
- Future transport and streetscape projects
- Car and motorcycle parking policy
- Freight Plan

### **Implications**

14. Production of the Transport Strategy will be supported by the production of an Integrated Impact Assessment (IIA). The IIA is an integral part of the plan making process and will help inform the detailed policies. It combines a number of assessment processes into a single document:

- Sustainability Appraisal, including a Strategic Environmental Assessment
- Equalities Impact Assessment
- Health Impact Assessment



## **Appendices**

- Appendix 1 – Transport Strategy Process and Programme

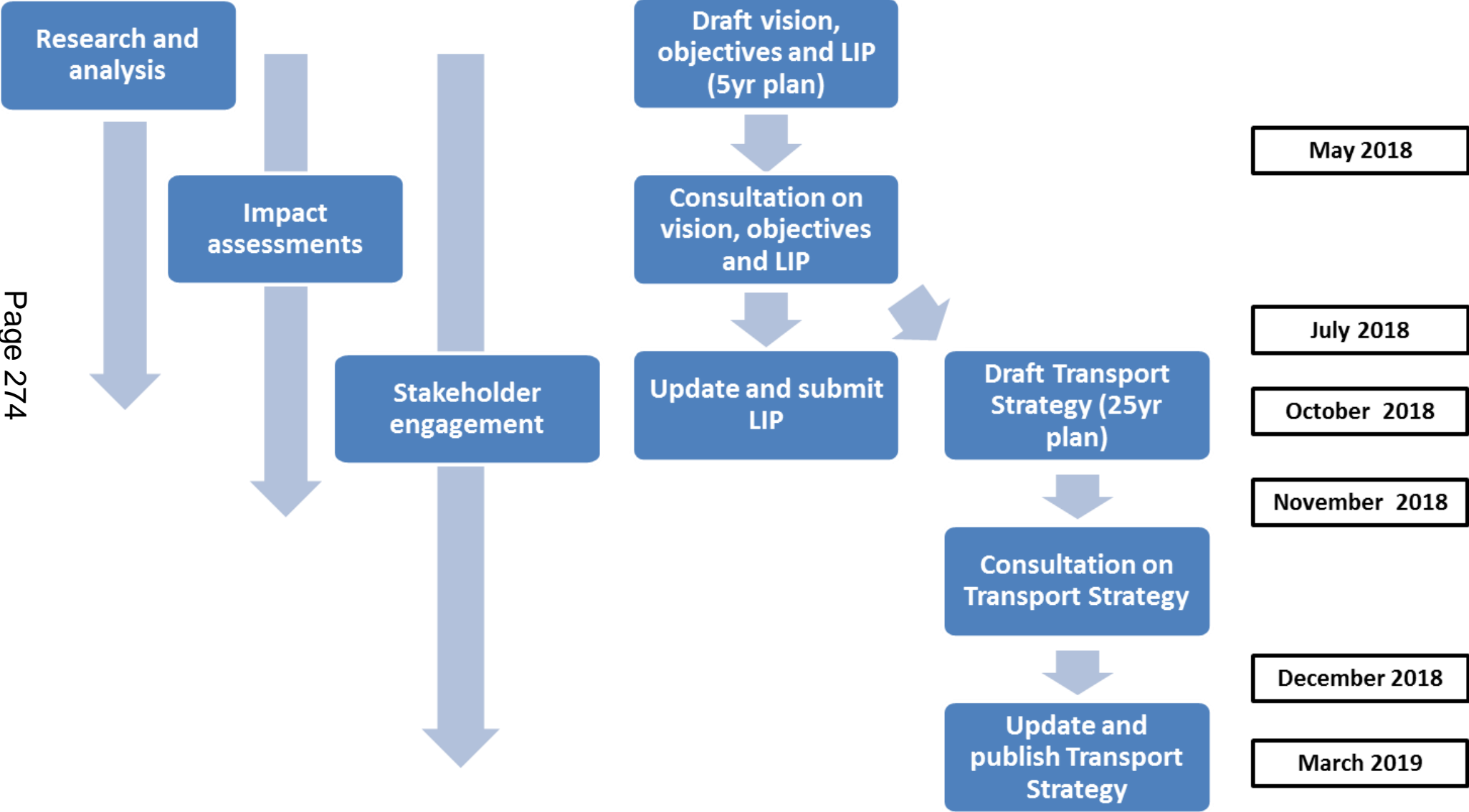
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Appendix 1 – Transport Strategy Process and Programme



<b>Committee:</b> Planning and Transportation	<b>Date:</b> 9 January 2018
<b>Subject:</b> 100 Bishopsgate city walkway agreement (Clerk's Place and Wrestlers Court)	<b>Public</b>
<b>Report of:</b> Director of the Built Environment <b>Report author:</b> Chris Stansfield	<b>For decision</b>
<p style="text-align: center;"><b>Summary</b></p> <p>The development at 100 Bishopsgate is now being constructed in accordance with the planning permission for the development and the developer wishes to enter into a city walkway agreement with the City Corporation to appropriately guide the construction of the city walkway and to allow occupation of the completed buildings. Your Committee's approval of the principal reservations, limitations and conditions of this agreement and authority for the Comptroller and City Solicitor to enter into the agreement on behalf of the City Corporation is therefore now sought.</p> <p><b>Recommendation</b></p> <p>I recommend that your Committee delegate authority to the Comptroller and City Solicitor to enter into a city walkway agreement with the developer of 100 Bishopsgate in accordance with the principal reservations, limitations and conditions set out in this report.</p>	

## Main Report

### Background

1. On 6 September 2011 your Committee resolved to grant planning permission for the erection of three buildings to comprise office (B1), retail (A1–A4), library (D1) and livery hall (sui generis) uses with associated public space and landscaping, disabled car parking, cycle parking, servicing and plant at 80–86 Bishopsgate, 88–90 Bishopsgate, 12–20 Camomile Street, 15–16 Saint Helen's Place, 33–35 Saint Mary Axe and 61 Saint Mary Axe, the site now known as 100 Bishopsgate. Following the agreement of a section 106 agreement including a covenant prohibiting occupation of the 100 Bishopsgate buildings until an agreement to secure a city walkway through the site had been entered into, planning permission for the development was granted on 23 November 2011 (11/00332/FULEIA).

### Current Position

2. The development is now being constructed in accordance with the planning permission and the developer wishes to enter into a city walkway agreement to appropriately guide the construction of the city walkway and to allow

occupation of the completed buildings. This report seeks your Committee's approval of the principal reservations, limitations and conditions of this agreement and authority for the Comptroller and City Solicitor to enter into the agreement on behalf of the City Corporation.

## Proposals

3. The city walkway to be constructed is to be a partial replacement public right of way for the previous public rights of way through the site, Clerk's Place (which ran east-to-west) and Wrestlers Court (north-to-south), which together formed an L-shaped public footpath that allowed pedestrians to avoid the congested southern corner of Bishopsgate and Camomile Street (see the stopping up plan entitled "Stopping-Up of Highways (City of London) (No.\_\_\_\_) Order 200\_ City of London Plan No. PC\_\_\_ Proposed Order Plan" and numbered "213737-SUO-102 Issue F" appended to this report as Appendix 1.
4. The city walkway will be located further from the Bishopsgate and Camomile Street junction than Clerk's Place and Wrestlers Court were, but will still allow pedestrians to avoid the congested southern corner of that junction. It will also provide a public right of way through to Saint Mary Axe and will therefore provide a new public way between Bishopsgate and Saint Mary Axe, and on to Bury Court, thereby relieving pressure on the southern footway of Camomile Street.
5. City walkway agreements are agreements between the City Corporation and any person who owns or occupies land in the City to lay out or render suitable for a city walkway any way or place on that person's land pursuant to section 6(1)(b) of the City of London (Various Powers) Act 1967. The agreement may specify any reservations, limitations or conditions that the parties consider appropriate.
6. It is recommended that the city walkway agreement now be entered into with the owner of the 100 Bishopsgate development in respect of a city walkway to be provided in the location and of the width shown on the plan entitled "100 Bishopsgate Sketch Plan Public Walkway Site Plan" and numbered "A-00\_SK\_2813 Revision 06" appended to this report as Appendix 2. This is a city walkway of a consistent 3-metre width.
7. It is recommended that this city walkway agreement contain the *following* principal reservations, limitations and conditions:—
  - (a) The design and construction of the city walkway will conform to the City Corporation's current standards for city walkways.
  - (b) The owner of the land will undertake all maintenance, repair, drainage, cleansing and lighting of the city walkway, with the City Corporation having step-in rights in the event of default.
  - (c) In recognition of the owner of the land undertaking the maintenance and repair of the city walkway, public access to the city walkway will be suspended when and where necessary to allow for the safe and efficient

maintenance and repair of the city walkway and/or the surrounding open space and/or buildings; provided that this suspension of public access is (i) over the minimum extent required; (ii) over no more than 1.8 metres in width of any part of the city walkway; (iii) for the minimum time required; and (iv) only at off-peak times.

- (d) In recognition of the need of the owner of the land to replace plant at basement level from time to time, public access to the city walkway in the vicinity of the services access hatch shown on the plan appended to this report as Appendix 1 will be suspended when and where necessary to allow the services access hatch to be opened and closed in order for the relevant plant to be replaced.
- (e) In the event of any public safety concern or any public assembly being proposed on the city walkway and the owner of the land wishes to suspend public access to the city walkway in response to that public safety concern or public assembly, this will be possible provided that the City Corporation agrees.

### **Corporate and Strategic Implications**

- 8. The proposed city walkway agreement would facilitate the city walkway being designed and constructed in accordance with the City Corporation's current standards, which would assist with achieving the Department of the Built Environment's Business Plan, particularly the Transportation and Public Realm objective to "Prepare for, assist & co-ordinate the delivery of major third party infrastructure projects, including influencing and mitigating their permanent impact".

### **Implications**

- 9. As the city walkway agreement would require the owner of the land to undertake all maintenance, repair, drainage, cleansing and lighting of the city walkway the costs to the City Corporation of the city walkway would be minimized and able to be contained within the Director of the Built Environment's local risk.

### **Conclusion**

- 10. The development at 100 Bishopsgate is now being constructed in accordance with the planning permission for the development and the developer wishes to enter into a city walkway agreement to appropriately guide the construction of the city walkway and to allow occupation of the completed buildings. Your Committee's approval of the principal reservations, limitations and conditions of this agreement and authority for the Comptroller and City Solicitor to enter into the agreement on behalf of the City Corporation are therefore now sought.

## **Appendices**

Appendix 1:

213737-SUO-102 Issue F: Stopping-Up of Highways (City of London) (No.\_\_\_\_)  
Order 200\_ City of London Plan No. PC\_\_\_\_ Proposed Order Plan

Appendix 2:

A-00\_SK\_2813 Revision 06: 100 Bishopsgate Sketch Plan Public Walkway Site  
Plan

### **Craig Stansfield**

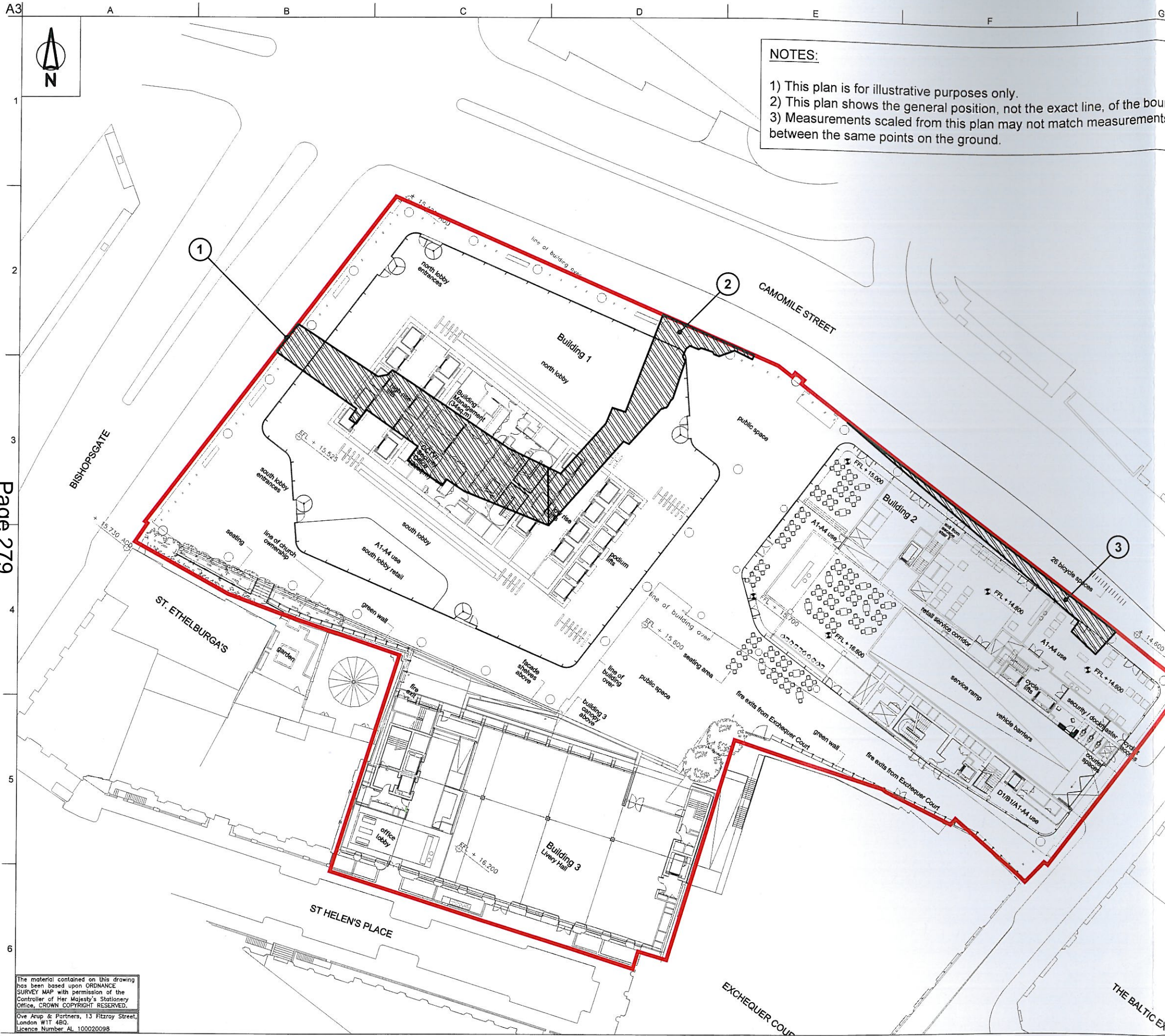
Transport Planning and Development Manager

Department of the Built Environment

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e-mail: [craig.stansfield@cityoflondon.gov.uk](mailto:craig.stansfield@cityoflondon.gov.uk)





NOTES:

- 1) This plan is for illustrative purposes only.
- 2) This plan shows the general position, not the exact line, of the boundaries.
- 3) Measurements scaled from this plan may not match measurements between the same points on the ground.

Key



Area to be Stopped-Up



Site Boundary

1. Clerk's Place - Area = 265m<sup>2</sup>
2. Wrestlers Court - Area = 137m<sup>2</sup>
3. South of Camomile Street - Area = 56m<sup>2</sup>

F	11/01/12	MW	PdeJ	PdeJ
E	12/11/10	MW	PdeJ	PdeJ
D	26/10/10	GW	PdeJ	PdeJ
C	20/10/10	GW	PdeJ	PdeJ
B	07/10/10	GW	PdeJ	PdeJ
A	05/10/10	MW	PdeJ	PdeJ
-	24/08/10	GW	PdeJ	PdeJ
Issue	Date	By	Chkd	Appd

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Client

Brookfield Europe LP

Job Title

100 Bishopsgate

Drawing Title

Stopping-Up of Highways  
(City of London) (No. ) Order 200  
City of London Plan No. PC  
Proposed Order Plan

Scale at A3  
1:500

Discipline Civil - Transport

Drawing Status

DRAFT

Job No

213737-00

Drawing No

213737-SUO-102

Issue

F

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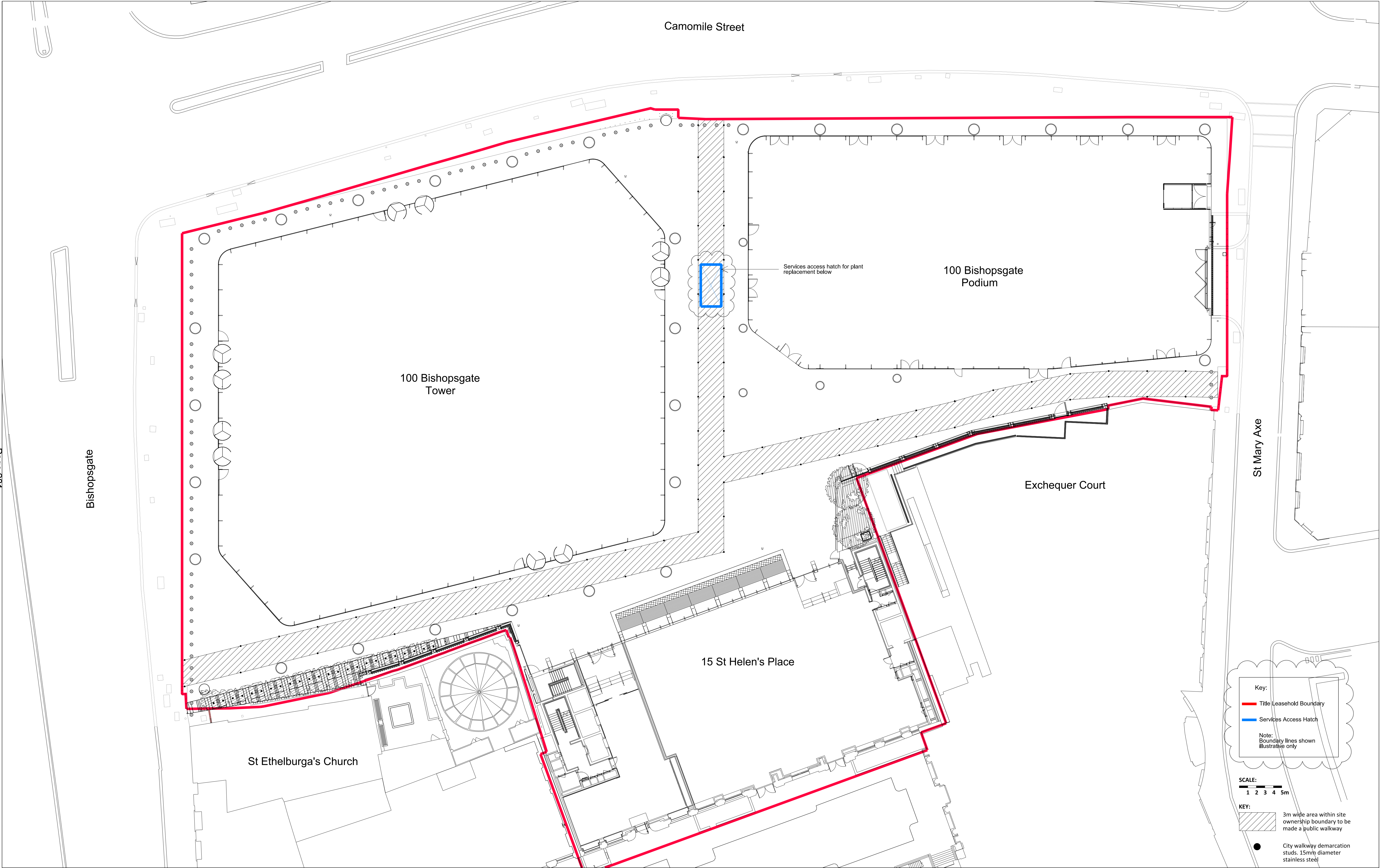
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\\global.london\AFUJobs\213000-213737-00 100 Bishopsgate\3.4 Transportation Internal project data\4.03 Arup Drawings\Stopping Up base plans & info\213737-SUO-102\_F.dwg 12 Jan 2012 13:49:49 id: 0EAE0641-5E01-48EF-A88C-BB90203FF581 manuel.williams

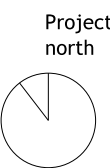
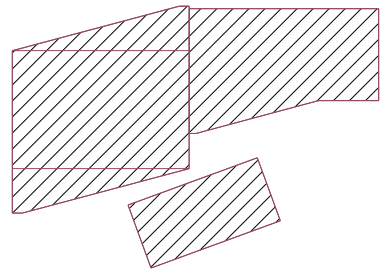


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Notes



Rev	Date	Description	Ckd
00	19.01.17	First Issue	MW
01	27.06.17	Studs shown and setting out updated	MW
02	07.08.17	Levels omitted from drawing	MW
03	22.08.17	Paving & slot drains omitted from drawing	MW
04	18.09.17	Public walkway hatch updated and scale bar added	MW
05	10.11.17	Boundary lines added and access hatch location indicated	MW
06	29.11.17	Public highway boundary line omitted and services access hatch shown in blue	MW

THIS DRAWING SUPERSEDES:  
PLANNING DRAWING NUMBER 426-SK-0235  
AND SKETCH DRAWING A-00-SK-931

Note:  
Do not scale from this drawing. Use figured dimensions only. All levels are in metres. All dimensions and levels shall be verified on site before proceeding with works. The architect must be notified of any discrepancy.

Client  
**Brookfield**  
Contractor  
**MULTIPLEX**  
Built to outperform.

Allies and Morrison  
Arney  
Fender  
Katsalidis  
H | E | D  
Hyland Edgar Driver  
Landscape Architects

100 Bishopsgate  
Sketch  
Plan  
Public Walkway Site Plan

Scale  
1:200 @ A1  
Building  
100BG+155HP  
Drawing number  
A-00\_SK\_2813  
Revision  
06

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of the Local Government Act 1972.

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of the Local Government Act 1972.

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