



Planning and Transportation Committee

Date: MONDAY, 29 JANUARY 2018

Time: 10.00 am

Venue: LIVERY HALL - GUILDHALL

Members:

Christopher Hayward (Chairman)	Oliver Lodge
Deputy Alastair Moss (Deputy Chairman)	Alderman Nicholas Lyons
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
Alderman Vincent Keaveny	

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

Lunch will be served in Guildhall Club at 1PM
NB: Part of this meeting could be the subject of audio or video recording

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 9 January 2018.

For Decision
(Pages 1 - 8)
4. **OUTSTANDING REFERENCES**
Report of the Town Clerk

For Information
(Pages 9 - 12)
5. **DELEGATED DECISIONS**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 13 - 22)
6. **VALID APPLICATIONS LIST FOR COMMITTEE**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 23 - 26)
7. **PUBLIC LIFT REPORT**
Report of the City Surveyor

For Information
(Pages 27 - 28)
8. **54 - 58 BARTHOLOMEW CLOSE LONDON EC1A 7HP**
Report of the Chief Planning Officer

(External Comments attached to Annex Pack)

For Decision
(Pages 29 - 62)
9. **TELEPHONE KIOSK O/S ROYAL EXCHANGE BUILDINGS LONDON EC3V 3NL**

Report of the Chief Planning Officer

(External Comments attached to Annex Pack)

For Decision
(Pages 63 - 80)

10. **TELEPHONE KIOSK O/S ROYAL EXCHANGE BUILDINGS LONDON EC3V 3NL - LISTED BUILDING CONSENT**

Report of the Chief Planning Officer

For Decision
(Pages 81 - 88)

11. **BT TELEPHONE KIOSK - 1 LOTHBURY**

Report of the Chief Planning Officer

(External Comments attached to Annex Pack)

For Decision
(Pages 89 - 104)

12. **POSTMAN'S PARK CONSERVATION AREA CHARACTER SUMMARY AND MANAGEMENT STRATEGY**

Report of the Chief Planning Officer.

(Appendix A to this report will be circulated electronically and displayed at the meeting)

For Decision
(Pages 105 - 162)

13. **DECLARATION OF CITY WALKWAY - LONDON WALL PLACE**

Report of the Director of the Built Environment

For Decision
(Pages 163 - 184)

14. **MAYORAL COMMUNITY INFRASTRUCTURE LEVY 2 DRAFT CHARGING SCHEDULE - COL RESPONSE**

Report of the Director of the Built Environment

For Decision
(Pages 185 - 194)

15. **AMENDMENT TO SCHEME OF DELEGATIONS**

Report of the Chief Planning Officer

For Decision
(Pages 195 - 198)

16. **APPROVAL OF A NON-IMMEDIATE ARTICLE 4**

Report of the Director of the Built Environment

For Decision
(Pages 199 - 228)

17. **INTERNATIONAL COMPARATIVE STUDY**

Report of the Director of the Built Environment

For Information
(Pages 229 - 236)

18. **DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT -
QUARTERLY REPORT**

Report of the Director of the Built Environment

For Information
(Pages 237 - 250)

19. **PLANNING APPEAL DECISIONS**

Report of the Chief Planning Officer

For Information
(Pages 251 - 264)

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

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

22. **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

23. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting held on 9 January 2018.

For Decision
(Pages 265 - 266)

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

25. **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.

This page is intentionally left blank

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 9 January 2018

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

Present

Members:

Christopher Hayward (Chairman)	Alderman Vincent Keaveny
Deputy Alastair Moss (Deputy Chairman)	Oliver Lodge
Randall Anderson	Paul Martinelli
Sir Mark Boleat	Deputy Brian Mooney
Mark Bostock	Sylvia Moys
Deputy Keith Bottomley	Barbara Newman
Emma Edhem	Graham Packham
Sophie Anne Fernandes	Susan Pearson
Marianne Fredericks	Judith Pleasance
Graeme Harrower	Deputy Henry Pollard
Christopher Hill	Jason Pritchard
Alderman Robert Howard	James de Sausmarez
Deputy Jamie Ingham Clark	William Upton

Officers:

Amanda Thompson	-	Town Clerk's Department
Jennifer Ogunleye	-	Town Clerk's Department
Deborah Cluett	-	Comptrollers & City Solicitor
Carolyn Dwyer	-	Director of Built Environment
Annie Hampson	-	Department of the Built Environment
Paul Monaghan	-	Department of the Built Environment
Ian Hughes	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment
Christopher Bell	-	Chamberlain's Department
Ted Rayment	-	Department of the Built Environment

1. CHAIRMAN'S ANNOUNCEMENTS

Alderman Nicholas Lyons

The Chairman welcomed the recently appointed Alderman Nicholas Lyons to his first meeting of the Committee.

Annie Hampson

The Chairman reported that Annie Hampson, Chief Planning Officer, had been awarded the Order of the British Empire (OBE) for services to Planning in London.

On behalf of the Committee the Chairman expressed his congratulations to Annie on a richly deserved award from Her Majesty the Queen.

Sylvia Moys

The Chairman reported that Mrs Sylvia Moys had been awarded the Member of the Order of the British Empire (MBE) for services to for services to the City of London Corporation and Education in Croydon.

On behalf of the Committee the Chairman expressed his congratulations to Mrs Moys on a richly deserved award from Her Majesty the Queen, and in particular her services to the Planning and Transportation Committee.

2. **APOLOGIES**

Apologies for absence were received from Henry Colthurst, Alderman Gregory Jones, Oliver Sells and Deputy James Thomson.

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

There were no declarations.

4. **MINUTES**

RESOLVED – That the minutes of the meeting held on 12 December 2017 be approved as a correct record subject to the addition of Judith Pleasance as being marked present, and Henry Colthurst and Sophie Anne Fernandes being marked as having given apologies.

5. **MATTERS ARISING**

Ludgate Circus

A member questioned what progress had been made since the last meeting and the Chairman reported that a letter had now been sent to TfL, a copy of which would be circulated to the Committee.

The member expressed concern at the length of time it had taken for the letter to be sent, and asked whether or not it had also been signed by the Chairman of Policy and Resources as agreed at the last meeting.

The Director of the Built Environment advised that an additional letter would be prepared as a matter of urgency, and gave her assurance that the issue would be treated as a priority.

Thames Court Footbridge

A member expressed disappointment that there had been no further progress on the Thames Court Footbridge and asked why this was the case.

The Assistant Director, Engineering advised that the form of deed to 'acquire' the structure had been agreed before Christmas and officers were now pushing

for completion by the 12th of January.

The initial inspection had been completed in December and the consultant's report was currently being drafted and had been promised to be with City officers by the 12 January. There had been some delay caused by the longer than expected time required to secure a highway closure from TfL. During this time officers had established the company responsible for the original bridge design and requested that they explore their archives to retrieve original design detail etc.

Officers were meeting with senior members of the term consultant engineers to review their costings and time allocation for the next stage of investigations which would be a detailed structural assessment and loadings report. Assuming final costings could be agreed it was expected that this work would be commissioned before the end of January.

The member advised that the situation remained unsatisfactory and indicated that he would be submitting his question to the Court of Common Council requesting a more detailed response.

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. REPORTS RELATIVE TO PLANNING APPLICATIONS

a) **54-58 Bartholomew Close**

This item was withdrawn.

b) **Public Comments in Planning Reports**

The Committee considered a report of the Chief Planning Officer (CPO) detailing the various methods of reporting comments received in respect of planning applications and proposing a revised method of doing so.

RESOLVED - 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. (TC to confirm with Committee members how they wish to receive them)

9. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT

a) Freight and Servicing Supplementary Planning Document - Consultation and Adoption

The Committee received a report of the Director of the Built Environment presenting the outcomes of the consultation on the draft Freight and Servicing Supplementary Planning Document (SPD) and recommended revisions to the document.

The Committee was advised that the Freight and Servicing SPD had been produced to provide additional guidance on policies in relation to deliveries and servicing of new developments and aimed to reduce the negative environmental impact of freight and servicing on the City.

Members made a number of comments in relation to the refusal of planning approval for buildings that relied upon night time or weekend delivery and servicing, the need to align the SPD with planning guidelines, the need for more onsite servicing, whether or not the transport strategy should be considered first, and the need to make more use of Walbrook Wharf and the river.

RESOLVED – That officers review the comments made by Members of the Committee and recirculate the document with the amendments.

b) Major Highway Works for 2018

The Committee received a report detailing the major highways works for 2018 and outlining how disruption would be kept to a minimum in line with statutory duties.

In response to a question concerning 'lane rental', officers advised that the Government was currently consulting on this initiative and undertook to report back to the Committee following the outcome of this.

RESOLVED – That the report be noted.

c) **City of London Transport Strategy - Scope, Process and Programme**

The Committee received a report outlining the scope of the City of London Corporation's Transport Strategy and the process and programme for developing the Strategy which had been considered and approved by the Local Plans Sub-Committee.

A member commented that he expected that the single most significant source of input on the consultation for each of the LIP and Transport Strategy would be the Members, particularly of this Committee, as they represented the key stakeholders. Since this Committee was a ward committee, all the wards would be represented. The member noted that paragraph 10 of the report stated that the principal mechanism for engaging Members would be the Local Plan Sub Committee. While it was plainly appropriate that this Sub Committee be fully engaged in this matter, the Member asked that - in view of its importance - the full Committee have the opportunity to debate the draft consultation paper for each of the LIP and the Transport Strategy.

RESOLVED – That the report be noted and the full Committee have the opportunity to debate the outcome of each consultation, and that time be allowed in the timetable for making any changes resulting from these debates.

10. **100 BISHOPSGATE CITY WALKWAY AGREEMENT**

The Committee received a report concerning a city walkway agreement at 100 Bishopsgate.

RESOLVED – That authority be delegated 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 the report.

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

'Green' Initiative

A Member for Dowgate Ward reported that 'green' initiatives were a priority for his ward and asked if a report detailing these could be brought to a future meeting.

The Director of the Built Environment suggested that this could be done by way of an annual report as many of the initiatives came under the remit of other Committees.

Transport for London

A Member reported that an issue she had raised with TfL on behalf of a constituent had been answered with a 'not within our jurisdiction' response and asked if regular dialogue took place?

The Director of the Built Environment advised that regular liaison with TfL did take place, and undertook to provide the member with a detailed response on the matter in question.

Dowgate Hill/Cannon Street

A member asked if the provision of a taxi rank in this area could be explored which officers agreed to look into.

Yellow Bikes

A member reported that more and more yellow bikes were being dumped around the streets creating obstructions, a particular concern for partially sighted people, and asked what could be done to address the issue.

Officers reported that as a dockless cycle hire scheme could operate with no on-street infrastructure, companies were able to operate their schemes without the express consent of the Highway Authorities although bikes deemed to be causing an obstruction or nuisance could be removed.

Officers advised that all cycle hire operators were encouraged to sign up to the Code of Practice which had been approved by the Committee in October 2017.

It was agreed that a copy of the Code of practice should be circulated to all members of the Committee together with details for how to report obstructions.

Millennium Inclinor

A Member reported that this had recently been out of service again and it was agreed that the City surveyor should be asked to provide an update.

Blackfriars Bridge Underpass

A Member expressed concern regarding the poor state of the underpass at Blackfriars Bridge and asked who was responsible for the cleaning and maintenance of it.

Officers advised that there were overlapping responsibilities between the CoL and TfL and discussions were taking place with TfL to address the problem.

12. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were no items of urgent business.

13. EXCLUSION OF THE PUBLIC

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

14. **NON-PUBLIC MINUTES**

RESOLVED – That the non-public minutes of the meeting held on 12 December 2017 be approved as a correct record.

Matters Arising

Responses to the matters arising were noted.

15. **SECURITY PROGRAMME**

The Committee considered and agreed a progress report of the Director of the Built Environment in relation to the Security Programme.

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

There were no non-public questions.

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

There were no items of urgent business.

The meeting closed at 1.00 pm

Chairman

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

This page is intentionally left blank

PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
4.	9 January 2018	<p><u>Matters Arising</u></p> <p><u>Ludgate Circus</u></p> <p>The Director of the Built Environment advised that an additional letter would be prepared as a matter of urgency, and gave her assurance that the issue would be treated as a priority.</p>	DofBE		Completed – Letter sent on 9 January and circulated to Members on 10 January.
9.	9 January 2018	<p>Freight and Servicing Supplementary Planning Document - Consultation and Adoption</p> <p>RESOLVED – That officers review the comments made by Members of the Committee and recirculate the document with the amendments.</p>	DofBE		
	9 January 2018	<p>Major Highway Works for 2018</p> <p>In response to a question concerning ‘lane rental’, officers advised that the Government was currently consulting on this initiative and undertook to report back to the Committee following the outcome of this.</p>	DofBE		The consultation has now closed and DfT are analysing the feedback. As a minimum, they will need to publicise a decision before the current Lane Rental trials with TfL and Kent County Council expire in March 2019.

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
11.	9 January 2018	<p><u>'Green' Initiative</u></p> <p>A Member for Dowgate Ward reported that 'green' initiatives were a priority for his ward and asked if a report detailing these could be brought to a future meeting.</p> <p>The Director of the Built Environment suggested that this could be done by way of an annual report as many of the initiatives came under the remit of other Committees.</p>			
	9 January 2018	<p><u>Transport for London</u></p> <p>A Member reported that an issue she had raised with TfL on behalf of a constituent had been answered with a 'not within our jurisdiction' response and asked if regular dialogue took place?</p> <p>The Director of the Built Environment advised that were aware of this and undertook to provide the member with a detailed response.</p>	DofBE		

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
	9 January 2018	<u>Dowgate Hill/Cannon Street</u> A member asked if the provision of a taxi rank in this area could be explored which officers agreed to look into.	DofBE		
	9 January 2018	<u>Yellow Bikes</u> It was agreed that a copy of the Code of practice should be circulated to all members of the Committee together with details for how to report obstructions.	DofBE		Completed - Update circulated to members on 11 th January
	9 January 2018	<u>Millennium Inclinorator</u> A Member reported that this had recently been out of service again and it was agreed that the City surveyor should be asked to provide an update.	DofBE		Completed – Update circulated to members on 11 th January

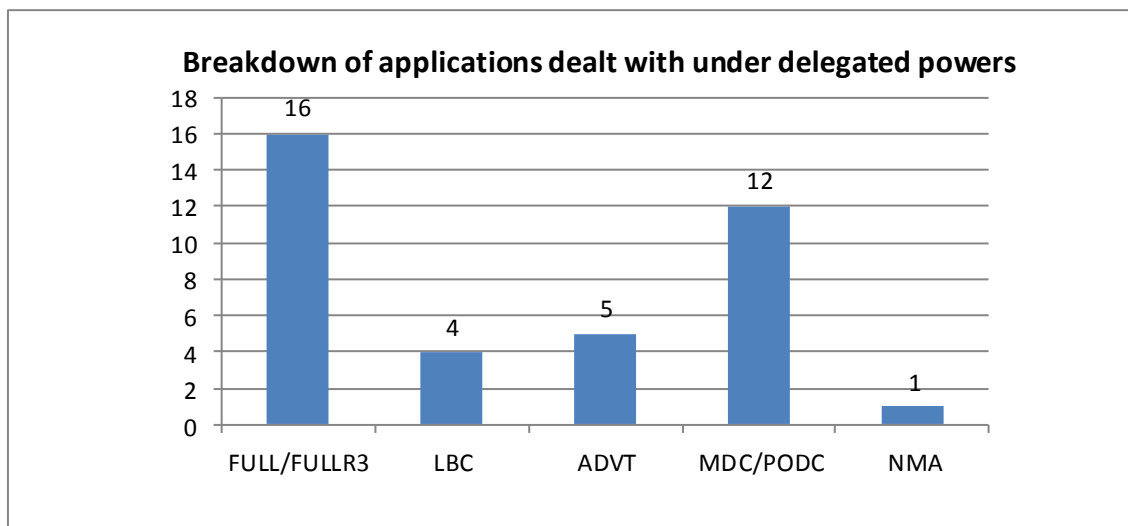
Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
	9 January 2018	<p><u>Blackfriars Bridge Underpass</u></p> <p>A Member expressed concern regarding the poor state of the underpass at Blackfriars Bridge and asked who was responsible for the cleaning and maintenance of it.</p> <p>Officers advised that there were overlapping responsibilities between the CoL and TfL and discussions were taking place with TfL to address the problem.</p>	DofBE		

Committee(s)	Dated:
Planning and Transportation	29 th January 2018
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

Pursuant to the instructions of your Committee, I attach for your information a list detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since my report to the last meeting.

In the time since the last report to Planning & Transportation Committee Thirty-eight matters (38) have been dealt with under delegated powers. Twelve (12) relate to conditions of previously approved schemes and four (4) relate to works to listed buildings. Five (5) relate to advertisement consent applications. Sixteen (16) for development have been approved including five (5) applications for change of use.



FULL - Full Planning Permission
FULLR3 - Full Permission – Corporation’s Own Application
LBC - Listed Building Consent
ADVT - Advertisement Consent
MDC - Submission of Details (Planning)
PODC - Planning Obligations
NMA - Non-material Amendments

Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision
17/01091/FULLR3 Bishopsgate	Footbridge Over Wormwood Street City Walkway - Over Wormwood Street London EC2	Temporary installation of a sculpture: 'Bridging Home - London' (2018) by Do Ho Suh for a period of up to one year to be taken down on or before 31st March 2019.	Approved 28.12.2017
17/01098/FULL Castle Baynard	St Andrew's House 18 - 20 St Andrew Street London EC4A 3AG	Application under Section 73(a) of the Town and Country Planning Act 1990 to retain works for the refurbishment of the building without complying with conditions 15 and 16 of planning permission dated 18 December 2015 (ref: 15/00673/FULL), which relate to the refuse storage and collection facilities and approved drawings.	Approved 28.12.2017
17/01130/LBC Bishopsgate	1 Finsbury Avenue London EC2M 2PA	Variation under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to condition 5 (approved documents) of listed building consent 17/00832/LBC dated 21/09/2017 to infill voids areas within the atrium.	Approved 28.12.2017
17/01140/MDC Vintry	19 - 20 Garlick Hill London EC4V 2AU	Submission of details of ground floor entrances pursuant to condition 15(d) of planning permission dated 18.06.2015 (ref 14/00973/FULMAJ).	Approved 28.12.2017
17/01214/MDC Farringdon Within	Mitre House 160 Aldersgate Street London EC1A 4DD	BREEAM Post Construction Certificate pursuant to condition 27 of planning permission 15/00086/FULMAJ dated 30 April 2015.	Approved 28.12.2017

17/00604/FULL Castle Baynard	62 Fleet Street London EC4Y 1JU	Retention of change of use from Shop (Class A1) use to hot food takeaway (Class A5) use. [56.7sq.m GIA]	Approved 04.01.2018
17/01165/LBC Cripplegate	Golden Lane Community Centre Golden Lane Estate London EC1Y 0RJ	Application under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary condition 5 (approved drawings) of listed building consent 16/01222/LBC dated 02 February 2017 to enable: (i) alterations to partition walls and reconfiguration of internal layout, doors and storage; (ii) creation of self-contained toilets; (iii) double doors at ground floor east elevation to be retained in existing location.	Approved 04.01.2018
17/01168/ADVT Langbourn	15 Cullum Street London EC3M 7JJ	Installation and display of one internally illuminated projecting sign measuring 0.54m high by 0.60m wide at a height above ground of 3.34m.	Approved 04.01.2018
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.	Approved 04.01.2018
17/01066/FULL Candlewick	Monument House 18 King William Street London EC4N 7BP	Change of use at part ground, upper and lower basement areas from office (Class B1) use to a leisure use (Class D2) (690sq.m).	Approved 09.01.2018
17/01067/FULL Tower	2 America Square London EC3N 2LU	Installation of shopfront and ATM to front elevation and louvres to rear elevation within railway arch.	Approved 09.01.2018

17/01070/MDC Coleman Street	51 - 53 Moorgate London EC2R 6BH	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction; facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the demolition and construction of the building; and Construction Logistics Plan to manage all freight vehicle movements to and from the site during construction of the development pursuant to conditions 2,3 and 4 of planning permission 16/00463/FULL dated 26/7/2016.	Approved 09.01.2018
17/01082/FULL Aldgate	Retail Unit 3 Cutlers Exchange 123 Houndsditch London EC3A 7BU	Retention of ATM installed within existing window.	Approved 09.01.2018
17/01083/ADVT Aldgate	Retail Unit 3 Cutlers Exchange 123 Houndsditch London EC3A 7BU	Retention of: (i) one internally illuminated surround signage measuring 1.53m high by 0.78m wide (ii) one internally illuminated logo panel measuring 0.17m high by 0.47m wide. Both signs located at ground floor level.	Approved 09.01.2018
17/01240/PODC Lime Street	6 - 8 Bishopsgate & 150 Leadenhall Street London EC2N 4DA & EC3V 4QT	Submission of the First Television Interference Survey pursuant to Schedule 3 Paragraph 13.1.2 of the Section 106 Agreement dated 17 December 2015, related to the development at 6 - 8 Bishopsgate & 150 Leadenhall Street (Planning Permission Reference 15/00443/FULEIA).	Approved 09.01.2018

17/01116/MDC Farringdon Without	Dewhurst House 24-30 West Smithfield London EC1A 9HB	Submission of details relating to the mounting of mechanical plant to the building, pursuant to condition 11 of planning permission 16/00215/FULMAJ dated 17.11.16.	Approved 09.01.2018
17/01144/FULL Cheap	Livery Hall Saddlers' Hall 40 Gutter Lane London EC2V 6BR	Installation of two light fittings in soffit to the undercroft entrance on the east elevation, replacement of external wall mounted light fittings, relocation of two plaques and installation of bronze lettering.	Approved 09.01.2018
17/01167/FULL Broad Street	19 Great Winchester Street London EC2N 2BH	Planning Application for the change of use of part basement and ground floor from office (Class B1) to a flexible use for either Class A1/A2/A4/D1 or D2 use (165sq.m).	Approved 09.01.2018
17/01172/MDC Lime Street	6 - 8 Bishopsgate & 150 Leadenhall Street London EC2N 4DA & EC3V 4QT	Details of a drainage strategy pursuant to condition 3 of planning permission (application no. 15/00443/FULEIA) dated 17th December 2015.	Approved 09.01.2018
17/01228/NMA Bishopsgate	100 Liverpool Street London EC2M 2RH	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 17/00276/FULL dated 05.06.2017 to remove the bus information kiosk and extend the adjacent Shop (Class A1) unit 10sq.m.	Approved 09.01.2018
17/01020/FULL Langbourn	12 Lime Street London EC3M 7AA	Installation of new entrance door on the Beehive Passage elevation.	Approved 10.01.2018

17/01027/FULL Cordwainer	80 Cheapside London EC2V 6EN	Alterations to front entrance including removal of existing entrance and surround, installation of new glass entrance facade, new glazed single leaf entrance door and new metal clad portal.	Approved 10.01.2018
17/01031/MDC Castle Baynard	Salisbury Square House 8 Salisbury Square London EC4Y 8AP	Submission of an Acoustic Design (plant noise) Review pursuant to Condition 8 of planning permission 14/01141/FULL dated 16.06.2015.	Approved 10.01.2018
17/01161/MDC Farringdon Within	42 - 44 Little Britain London EC1A 7BE	Details of (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) ground floor entrance(s); (c) windows and external joinery; (d) balustrades; and (e) junctions with adjoining premises pursuant to condition 8 of planning permission 16/00164/FULL dated 16 March 2017.	Approved 10.01.2018
17/01162/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 3, Block L: (i) Particulars and samples of the materials to be used on all external faces of the buildings; (ii) proposed new facades of the buildings; (iii) windows and external joinery; (iv) soffits, hand rails and balustrades; (v) junctions with adjoining premises; (vi) the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level; (vii) plant and ductwork to serve the retail uses; and (viii) ventilation and air-conditioning for the retail uses pursuant to condition 29 a	Approved 10.01.2018

		(part), b (part), e (part), g (part), h (part), l (part), j (part) and k (part) of planning permission 16/00165/FULMAJ dated 16 March 2017.	
17/01169/MDC Farringdon Without	90 Fetter Lane London EC4A 1EN	Submission of details pursuant to the following conditions of planning permission 16/00299/FULMAJ dated 26.10.16: 7 (b) details of the ground floor office entrance; 7 (c) details of windows and external joinery; 7 (d) details of soffits, hand rails and balustrades; 7 (e) details of junctions with adjoining premises; 7 (f) details of plant and ductwork to serve the A1, A2, A3, and A4 uses; 7 (g) details of external surfaces within the site boundary including hard and soft landscaping.	Approved 10.01.2018
17/01195/ADVT Cordwainer	80 Cheapside London EC2V 6EE	Installation and display of two halo illuminated (lettering only) signs measuring 0.61 metres high by 0.610 metres wide displayed at a height of 0.9 metres.	Approved 10.01.2018
17/00436/MDC Broad Street	60 London Wall London EC2M 5TQ	Submission of a Structural Feasibility Report (pursuant to Condition 2), Deconstruction and Construction Phase Logistics Plan (pursuant to Conditions 3, 4, 7, 8, 13 and 14), and a Hostile Vehicle Impact and Mitigation Report (pursuant to Condition 46) of planning permission 16/00776/FULMAJ dated 27.04.17.	Approved 16.01.2018

17/00690/FULL Vintry	Senator House 85 Queen Victoria Street London EC4V 4AB	Re-landscaping of Senator House Garden including: new raised kerbs and paving; new street furniture; erection of a steel pergola; new signage and associated works.	Approved 16.01.2018
17/01053/FULL Farringdon Without	4 Bream's Buildings London EC4A 1HP	Installation of 13 condenser units within a louvred enclosure to the existing fifth floor roof terrace at the rear of the building.	Approved 16.01.2018
17/01058/FULL Aldgate	Landmark House 69 Leadenhall Street London EC3A 2DB	Alterations to shopfront, installation of ATM (cashpoint) and installation of plant and satellite dishes at roof level.	Approved 16.01.2018
17/01059/ADVT Aldgate	Landmark House 69 Leadenhall Street London EC3A 2BG	Installation and display of: (i) one internally illuminated projecting sign measuring 0.85m high by 0.73m wide at a height above ground of 3.93m; (ii) one internally illuminated projecting sign measuring 0.85m high by 0.73m wide at a height above ground of 3.65m; (iii) one internally illuminated suspended sign measuring 0.8m high by 0.76m wide at a height above ground of 2.78m; and (iv) two vinyl fascia signs measuring 1.15m high by 1.21m wide at a height above ground of 3.14m.	Approved 16.01.2018
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 94-4969CV dated 28th February 1995 to allow the loss of car and motorcycle parking.	Approved 16.01.2018

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)	Approved 16.01.2018
17/01211/LBC Farringdon Without	4 Staple Inn London WC1V 7QH	Installation of partition walls at first floor level	Approved 16.01.2018
17/01215/LBC Cripplegate	Barbican Arts and Conference Centre Silk Street London EC2Y 8DS	Retention and modification of existing level one bar and installation of light fitting to soffit.	Approved 16.01.2018
17/01239/ADVT Castle Baynard	The Harrow Public House 22 Whitefriars Street London EC4Y 8JJ	Installation and display of two non-illuminated projecting signs measuring 0.9m in height x 0.7m in width situated at a height of 4.03m and 5.69m above ground level.	Approved 16.01.2018
17/01253/MDC Farringdon Within	6 - 7 Ludgate Square London EC4M 7AS	Details of new ground floor entrance doors pursuant to conditions 2a of planning permission dated 21 December 2012 (ref: 12/00955/FULL).	Approved 16.01.2018

This page is intentionally left blank

Agenda Item 6

Committee(s)	Dated:
Planning and Transportation	29 th January 2018
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

Pursuant to the instructions of your Committee, I attach for your information a list detailing development applications received by the Department of the Built Environment since my report to the last meeting.

Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Valid Applications

Application Number & Ward	Address	Proposal	Date of Validation
17/01304/FULL Aldgate	69 Leadenhall Street & 94-95 Fenchurch Street, London, EC3A 2DB	Use of part of ground floor and basement as a shop (Class A1) in lieu of a restaurant (Class A3). (426sq.m)	28/12/2017
17/01296/FULL Billingsgate	The Guild Church of St Margaret Pattens, Eastcheap, London, EC3M 1HS	Change of use of part of the gallery level within the church from a community room (Class D1) to office (Class B1) use (36sq.m).	21/12/2017
17/01287/FULL Billingsgate	10 Lower Thames Street, London, EC3R 6EN	The erection of a pavilion for cafe/restaurant/bar (Class A3 or A4) use. Associated remodelling works to the public realm including part of the adjacent Riverside Walkway. This application involves the stopping-up and alteration of areas of City Walkway adjacent to 10 Lower Thames Street.	04/01/2018
17/01272/FULL Bishopsgate	9 Devonshire Square, London, EC2M 4YF	Change of use of part of the first and second floors from office (Class B1) to a flexible use for either office (Class B1) or health clinic (Class D1) (74.5sq.m).	15/12/2017

17/01232/FULL Bishopsgate	Dashwood House, 69 Old Broad Street, London, EC2M 1QS	Formation of a partially enclosed seating area situated in the open space to the north east of Dashwood House and the felling of two trees.	21/12/2017
18/00002/FULL Bread Street	1 New Change, London, EC4M 9AF	Change of use of part first floor (Retail Unit SU35/36) from shop (Class A1) to medical clinic/sports rehabilitation centre (Class D1) (455sq.m).	03/01/2018
17/01241/FULL Castle Baynard	Ye Olde Cheshire Cheese Public House , 145 Fleet Street, London, EC4A 2BU	Works comprising: (i) Removal of 6no. existing roof level condensing units and the installation of 5no. new condensing units; (ii) re-installation of all lead work and slate roof tiles to pitched roofs where missing/damaged; and (iii) installation of a new access gangway at roof level for maintenance purposes.	18/12/2017
17/01280/FULL Castle Baynard	The Old Deanery, Dean's Court, London, EC4V 5AA	Structural repair works to the front boundary wall of the Old Deanery facing Dean's Court. The works would include careful deconstruction of the central portion of the wall to allow for a new foundation beam and mini-piles to be constructed while retaining and protecting the adjacent London Plane trees. Reconstruction of the wall on its existing footprint to match existing details. Pruning works to two London Plane trees - Access Facilitation Pruning (AFP) in accordance with the arboriculturalist's method statement.	20/12/2017
17/01237/FULL Cheap	Atlas House, 1 - 7 King Street, London, EC2V 8AU	Installation of two A/C condenser units at roof level.	21/12/2017
17/01267/FULL Cordwainer	Queens House, 8 - 9 Queen Street, London, EC4N 1SP	Minor alterations to existing office entrance, including new external entrance reveal cladding within existing reveal and replacement of office entrance door.	14/12/2017
17/01278/FULL Cordwainer	Unit 3A, 45 Cannon Street, London, EC4M 5SB	Use of private land for the 3 tables and 6 chairs ancillary to the adjoining retail Class A1 use.	19/12/2017
17/01135/FULL Farringdon Within	14 - 17 Carthusian Street, London, EC1M 6AD	Installation of (i) a new internally illuminated canopy measuring (ii) new timber entrance doors	12/01/2018
17/01273/FULL Farringdon Without	3 - 5 Norwich Street, London, EC4A 1EJ	Alterations to the existing office building including: (i) extension at 6th floor level for Class B1 Use; (ii) erection of additional seventh and eighth floor levels for Class B1	18/12/2017

		use; (iii) erection of a rooftop plant enclosure; (iv) creation of new terraces at sixth and seventh floor levels; (v) reconstruction of the facade to Norwich Street; (vi) provision of new entrances and fire escapes to Norwich Street; (vii) provision of cycle parking and associated facilities at lower ground floor level; and (viii) associated internal and external alterations (total increase in floorspace 656sq.m GIA).	
17/01302/FULL Portsoken	Aldgate House, 33 Aldgate High Street, London, EC3N 1AH	Change of use of part of the basement, basement mezzanine and ground floor (1,130s.qm) from office (Class B1) to gym (Class D2) and associated works including new entrance from Aldgate High Street.	21/12/2017
17/01303/FULL Queenhithe	Apartment 132, Globe View, 10 High Timber Street, London, EC4V 3PS	Installation of four new conservation roof lights.	22/12/2017
17/01271/FULL Tower	New London House, 6 London Street, London, EC3R 7LP	External alterations to front and side facades at ground floor level.	18/12/2017
17/01230/FULL Tower	The Peacock Public House, 41 Minories, London, EC3N 1DT	Change of use of part ground, first, second and third floors from Class A4 (Drinking Establishment) to Class B1(a) (Office) (314sq.m GIA).	05/01/2018
17/01234/FULL Vintry	Ormond House, 63 Queen Victoria Street, London, EC4	Replacement of existing entrance door and glazing with new fully-glazed panel and double doors. Overcladding of existing granite surrounds to entrance.	06/12/2017

This page is intentionally left blank

PLANNING AND TRANSPORTATION COMMITTEE REPORT

Points to Note:

- There are 14 Public Lifts/Escalators in the City of London estate. The report below contains details of the two public escalator/lifts that were out of service more than 95% of the time.
- The report was created on 17th January 2018 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

Location And Age	Status as of 16.01.18	% of time in service between 20.12.17 and 16.01.18	Number of times reported Between 20.12.17 and 16.01.18	Period of time Not in Use Between 20.12.17 and 16.01.18	Comments Where the service is less than 95%
Speed House SC6459146 Page 27	IN SERVICE	72.1%	3	181 hrs	Lift was initially reported as out of service on the 1 st Jan'18 with the lift safety edges found to be at fault. Follow up visits were undertaken on the 3 rd and 5 th on Jan'18 to fit new parts and address further issues which had been identified before the lift could be left in service on the 5 th Jan.

Additional information

This page is intentionally left blank

Committee:	Date:
Planning and Transportation	29 January 2018
Subject: 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).	Public
Ward: Farringdon Within	For Decision
Registered No: 16/01017/FULL	Registered on: 7 October 2016
Conservation Area: Smithfield	Listed Building: 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.

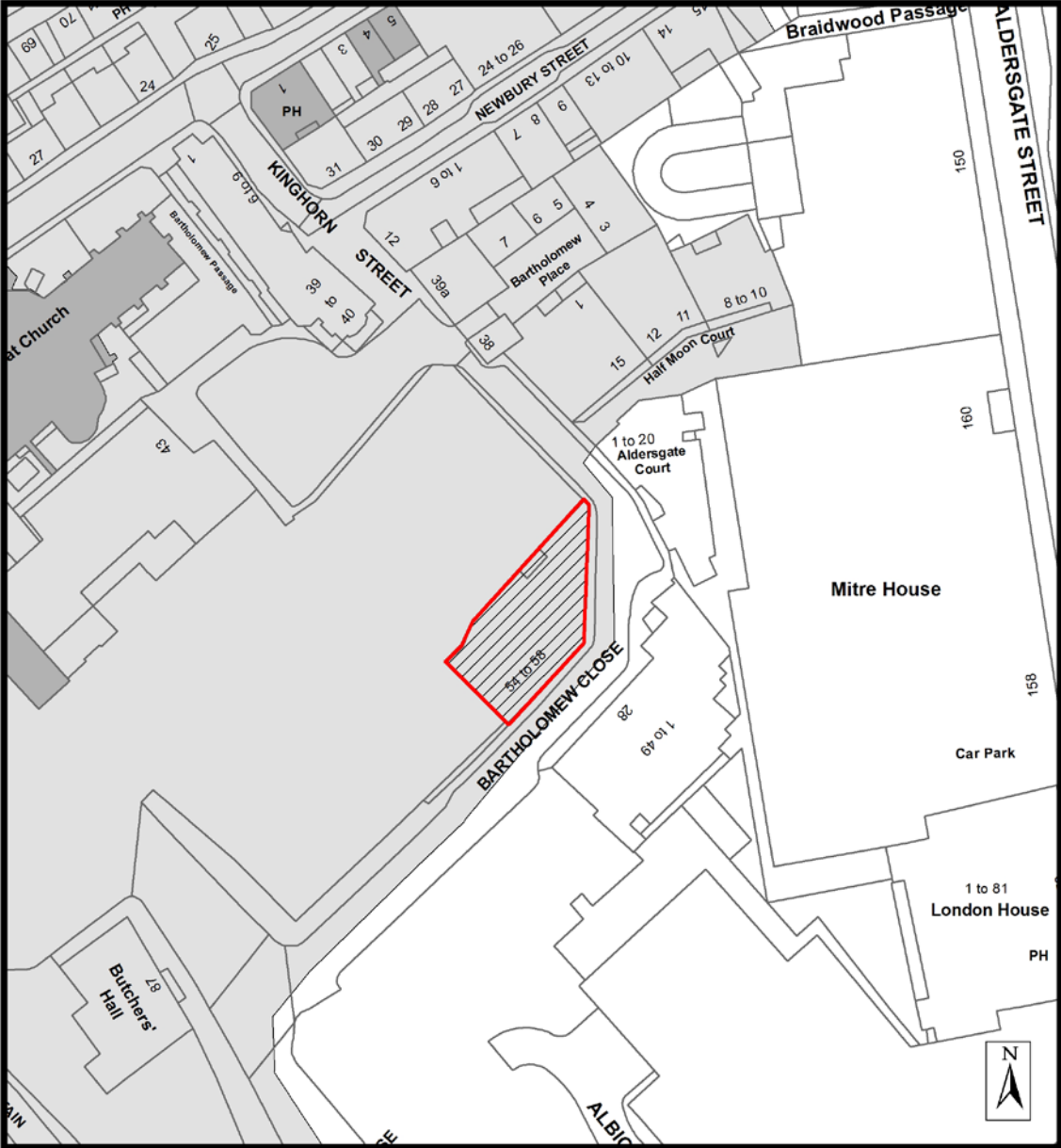
The proposed roof terrace at would be controlled by hours of use and music restrictions that do not currently apply to the existing terrace.

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





This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown copyright 2004. All rights reserved. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Corporation of London 100023243 2004.

ADDRESS:

54 - 58 Bartholomew Close

CASE No.

16/01017/FULL

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



DEPARTMENT OF THE BUILT ENVIRONMENT



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 18th / early 19th 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 19th and 20th centuries. The existing 4th floor and part of the 3rd 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	The proposed mansard roof parapet has been reduced in height. The proposed dormers have been reduced in number and in height. 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.
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	-	Roof terraces are a common part of life in the City as they present an opportunity for amenity space. 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.
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 façade 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 5th 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 4th 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 and 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 J50 per sq.m would be applied. A City CIL a charge of J75 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 J8,550. The City CIL charge has been calculated to be J12,825. The total CIL charge would be J21,375.
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 02 November 2016 Mrs Judith Payne (x2)

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 Gutney
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 02 January 2018 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 of 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;

(i) details of external wall lights;

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.F, MS.400.01 Rev.G, MS.400.02 Rev.B, MS.400.03 Rev.F.

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).

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".

Agenda Item 9

Committee:	Date:
Planning and Transportation	29 January 2018
Subject: Telephone Kiosk O/S Royal Exchange Buildings London EC3V 3NL Change of use of 2no. BT telephone boxes to 2no. retail kiosks (A1). Replacement of the existing telephone box glazing with toughened safety glass.	Public
Ward: Cornhill	For Decision
Registered No: 17/00975/FULL	Registered on: 16 October 2017
Conservation Area: Bank	Listed Building: Grade II

Summary

The application relates to two Grade II listed K6 telephone boxes that are located to the east of the Royal Exchange on a pedestrianised area that links Cornhill and Threadneedle Street.

The boxes are within the Bank Conservation Area and within the setting of the Grade I listed Royal Exchange and the Grade II listed Royal Exchange Buildings.

Planning permission is sought to convert the telephone boxes into retail units (Use Class A1).

During operational hours the doors to the telephone boxes would remain open in order to enable access to the modular units. One member of staff would stand outside the telephone boxes and serve customers. Customers would stand and queue on the highway.

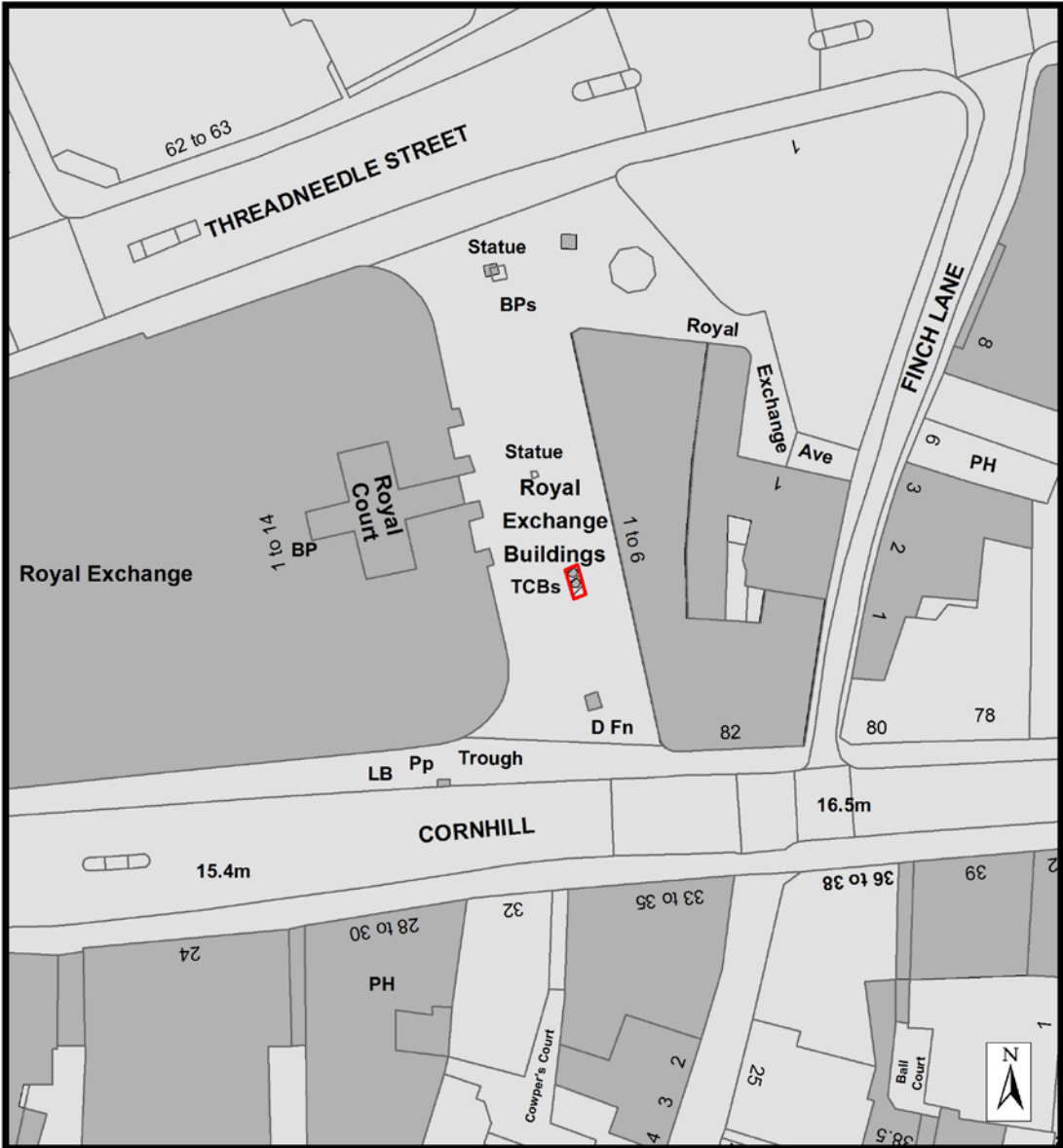
It is considered that the proposed use, its associated paraphernalia and the extent to which it would spill onto the highway would detract from the significance of the Grade II listed telephone kiosks, would cause less than substantial harm to the significance of this part of the Bank Conservation Area and to the setting of the Royal Exchange and Royal Exchange Buildings as designated assets.

The City's streets have high levels of footfall. It is anticipated that footfall will increase further over the next ten years. Increased pedestrian permeability and enhancement of the public realm is a priority for the City. The proposed use would obstruct the highway and detract from the public realm to an unacceptable degree.

Recommendation

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



Site Location Plan



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown copyright 2004. All rights reserved. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Corporation of London 100023243 2004.

ADDRESS:
Telephone Kiosk O/S Royal Exchange Buildings

CASE No.
17/00975/FULL

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



Main Report

Site

1. The application relates to two K6 telephone boxes that are located to the east of the Royal Exchange on a pedestrianised area that links Cornhill and Threadneedle Street.
2. The K6 is a public telephone box designed by Sir Giles Gilbert Scott in 1936 to commemorate the Silver Jubilee of King George V.
3. These telephone boxes are Grade II listed. The site is within the Bank Conservation Area. The telephone boxes are within the setting of the Grade I listed Royal Exchange to the west of the site and the Grade II listed Royal Exchange Buildings to the east of the site.

Proposals

4. Planning permission and listed building consent are sought to convert the telephone boxes into retail units (Use Class A1) that could sell ice-cream, coffee or other hot beverages.
5. A self-contained modular unit would be inserted into each telephone box and would not have any fixings to the box or the floor plate of the kiosk. Its footprint would fill the box and would contain a coffee/ice cream machine, storage units and a power supply. It would have retractable wheels that would enable it to be wheeled into and out of the telephone box when required for maintenance.
6. During operational hours the door to the telephone box would remain open in order to enable access to the modular unit. A member of staff would stand outside the telephone box and serve customers.
7. Stock would be delivered to the site by bicycle or on foot.
8. The existing glazing would be replaced with toughened safety glass to match the appearance of the existing. A lock would be fitted to the doors for security purposes.

Consultations

9. The application has been publicised on site and in the press.
10. The views of other City of London departments have been taken into account in the consideration of this scheme.
11. Historic England states that the application should be determined in accordance with national and local policy guidance and on the basis of the City's specialist conservation advice.
12. The City of London Conservation Area Advisory Committee responded as follows:

“The Committee supported the City's policy of seeking to reduce street clutter and objected to the proposal considering it to be detrimental to the street scene within this setting in view of its proximity to a Grade II listed building. This particular change of

use would most likely involve the unit being staffed at all times and the box door being permanently open and thus detrimentally affect the Conservation Area. In addition, the Committee strongly objected to the proposal and the increased advertising which would destroy the unique character of this listed telephone box”

13. The City of London’s Licensing Manager has expressed concerns that the proposal would involve a person standing on the street selling goods. The applicant has been advised and has been asked to contact the licensing team for further advice on licensing requirements.
14. The Department of Markets and Consumer Protection have concerns regarding the lack of services and have requested that the applicant contacts the department to discuss the change of use.

Policy Context

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

Considerations

17. 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 local finance considerations so far as material to the application, and to any other material considerations (Section 70 (2) Town & Country Planning Act 1990);
 - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).
 - In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
 - When considering the applications special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the conservation area (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
18. In considering the planning application before you, account has to be taken of the statutory and policy framework, the documentation

accompanying the application, and the views of both statutory and non-statutory consultees.

19. Chapter 12 of the NPPF is relevant in this instance as it sets out the policy considerations for applications relating to designated and non-designated heritage assets. Other relevant guidance includes that provided by Historic England comprises the documents Conservation Principles, and Setting of Heritage Assets, Building in Context (HE/CABE) and the PPS5 Practice Guide in respect of the setting of heritage assets.
20. Considerable importance and weight should be given to the desirability of preserving or enhancing the character or appearance of a conservation area, listed buildings and the setting of a listed building, when carrying out any balancing exercise in which harm to the significance of the conservation area or the setting of listed buildings is to be weighed against public benefit.
21. A finding that harm would be caused to a conservation area, a listed building or the setting of a listed building gives rise to a strong presumption against planning permission being granted.
22. It is necessary to assess all of the policies and proposals in the Development Plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
23. The principal issues in considering this application are:
 - The extent to which the proposals comply with Government policy advice (NPPF) and the extent to which the proposals comply with the relevant policies of the Development Plan, having particular regard to;
 - The acceptability of the proposed alterations in design and heritage terms.
 - The suitability of the site to accommodate the proposed retail unit.

The Acceptability of the Proposal in Design and Heritage Terms

24. Listed K6 telephone boxes are designated heritage assets and have evidential, historical and aesthetic value. They are of an iconic design, an archetypical element of British street furniture and represent a formerly commonplace means of communication. The presence of the telephone boxes in their current form is complementary to the surrounding Bank Conservation Area.
25. Key characteristics of the K6 telephone boxes are their 8 by 3 pattern of glazing which allow light and transparency to the structure, and an appearance in keeping with the "moderne" aesthetics of the 1930s. The proposed replacement glazing would match the existing and the insertion of a locking system would not materially alter the appearance of the telephone box. The proposed modular units would fill the telephone boxes to the detriment of their lightweight and transparent aesthetic character.

26. The proposed use would require the doors to be open during operational hours, changing the visual form, character and footprint of the iconic K6s which would detract from their aesthetic qualities as heritage assets.
27. The proposed retail activity would not be contained within the telephone boxes. It would spill out on to the street. A member of staff would stand on the highway to sell the products and people would queue on the highway to buy the products.
28. The proposed retail uses and associated paraphernalia would detract from the significance of the telephone boxes as designated heritage assets. The resultant visual clutter and solidification of the telephone boxes would detract from the visual amenity of the locality and result in some less than substantial harm to the significance of the grade II listed telephone kiosks, less than substantial harm to the significance of this part of the Bank Conservation Area and the setting of the Royal Exchange and Royal Exchange Buildings as designated assets.
29. The Bank Conservation Area Character Summary and Management Strategy SPD notes that the quality of the public realm in the conservation area is high, reflecting the high status and historic nature of the area. In this instance the public realm forms the setting of important listed buildings.
30. Consideration has been given to paragraph 134 of the NPPF. It is not considered that the less than substantial harm to the conservation area and the listed buildings would be outweighed by the public benefits of the proposal. The proposals would therefore be contrary to policies DM12.1, 12.2, 12.3 and DM10.1 of the Local Plan, policy 7.8 of the London Plan and the aims of chapters 7 and 12 of the NPPF.

The Suitability of the Site to Accommodate the Proposed Retail Units

31. Policy CS10 of the Local Plan seeks to focus new retail development on the Principal Shopping Centres and encourage movements between the Principal Shopping Centres by enhancing the retail environment in the retail links. The site is not within a Principal Shopping Centre. It is within a Retail Link as defined by the Local Plan.
32. Policy DM10.4 of the Local Plan encourages the enhancement of highways, the public realm and other spaces. It states that enhancement schemes should be of a high standard of design, having regard to the need to provide accessible and inclusive design, ensuring that streets and walkways remain uncluttered and the need for pedestrian priority and enhanced permeability.
33. The area experiences high levels of footfall given its close proximity to Bank Underground Station and as it is a Retail Link as defined by the Local Plan. The Royal Exchange houses specialist retail shops and restaurants. The pedestrianised route is favoured by pedestrians given its car free nature and that it is one of the widest north south routes in the locality. The area already has a proliferation of street furniture including bins, benches, A boards, cycle racks and tables and chairs. It

is anticipated that footfall will increase in this area on completion of the Bank station upgrade and the growth of the eastern cluster.

34. During operational hours the door to the telephone kiosk would remain open and project over the highway. A member of staff would stand on the highway to serve customers. Customers would stand and potentially queue on the highway whilst waiting to be served. This would result in severe obstruction to pedestrian movement in this busy area of the footway
35. The inadequacy of the proposed refuse storage arrangements has the potential to cause further obstruction on the highway. The modular unit would provide a waste cupboard and the applicant has advised waste would be collected on a daily schedule by a pre-paid sac collection service. The Waste and Amenity Manager advises that waste cannot be put on the highway for collection between 04.00 and 11.00 as this contradicts the City's Time banding Regulations. The applicant has not demonstrated that a waste sack could be satisfactorily accommodated or that the frequency and timings of collections would be sufficient to prevent the need for waste to be deposited on the highway.
36. The clutter and highway obstruction that the proposed use would generate would detract from the public realm and pedestrian permeability contrary to the aims of policies DM10.4 and DM17.1 of the Local Plan and policies 6.10B and 7.5B of the London Plan.

Conclusions

37. It is considered that the proposed retail use and associated paraphernalia would alter the form of the K6 telephone boxes which would detract from their significance as listed buildings and would result in some less than substantial harm to the significance of this part of the Bank Conservation Area and the setting of the Grade I Royal Exchange and Grade II Royal Exchange Buildings.
38. For these reasons the proposal is considered to be contrary to policies DM17.1, DM 12.2, DM12.1, DM12.3, DM10.1 and DM10.4 of the Local Plan, policies 6.10B, 7.5 B and 7.8 of the London Plan and the aims of chapters 7 and 12 of the NPPF.

Background Papers

Internal

17.10.2017 Memo Department of Markets and Consumer Protection 2017

External

20.10.2017 Letter Historic England (17/00976/LBC)

14.11.2017 Letter Conservation Area Advisory Committee
Design and Access/ Heritage Statement September 2017

Existing Drawing Number: EX01 Rev A

Proposed Drawing Number: PL01 Rev B

Heritage Appraisal October 2017

Appendix A

London Plan Policies

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

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

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

Relevant Local Plan Policies

CS10 Promote high quality environment

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

CS12 Conserve or enhance heritage assets

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

CS16 Improving transport and travel

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

CS17 Minimising and managing waste

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

DM10.1 New development

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

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

DM10.4 Environmental enhancement

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

- a) the predominant use of the space, surrounding buildings and adjacent spaces;
- b) connections between spaces and the provision of pleasant walking routes;
- c) the use of natural materials, avoiding an excessive range and harmonising with the surroundings of the scheme and materials used throughout the City;

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

DM12.1 Change affecting heritage assets

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

DM12.2 Development in conservation areas

1. Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.
2. The loss of heritage assets that make a positive contribution to the character or appearance of a conservation area will be resisted.

3. Where permission is granted for the demolition of a building in a conservation area, conditions will be imposed preventing demolition commencing prior to the approval of detailed plans of any replacement building, and ensuring that the developer has secured the implementation of the construction of the replacement building.

DM12.3 Listed buildings

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

DM16.2 Pedestrian movement

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

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.

SCHEDULE

APPLICATION: 17/00975/FULL

Telephone Kiosk O/S Royal Exchange Buildings London

**Change of use of 2no. BT telephone boxes to 2no. retail kiosks (A1).
Replacement of the existing telephone box glazing with toughened safety glass.**

REASON FOR REFUSAL

- 1 The proposed conversion of the telephone boxes to retail units (Use Class A1) would detract from the significance of the K6 telephone kiosks and would result in less than substantial harm to the significance of the grade II listed telephone kiosks, less than substantial harm to the significance of this part of the Bank Conservation Area and the setting of the Grade I listed Royal Exchange and Grade II listed Royal Exchange Buildings. The proposal would detract from the public realm and cause an obstruction on the public highway contrary to policies DM10.1, DM10.4, DM12.1, DM12.2, DM12.3, DM16.2 and DM17.1 of the Local Plan and policies 6.10B, 7.5B and 7.8 of the London Plan and the aims of chapters 7 and 12 of the NPPF.

INFORMATIVES

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

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

a full pre-application advice service has been offered;

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

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

- 2 The Plans and Particulars accompanying this application are: PL01 Rev B.

This page is intentionally left blank

Agenda Item 10

Committee:	Date:
Planning and Transportation	29 January 2018
Subject: Telephone Kiosk O/S Royal Exchange Buildings London EC3V 3NL Change of use of 2no. telephone kiosks to 2no. retail kiosks. Replacement of the existing telephone box glazing with toughened safety glass.	Public
Ward: Cornhill	For Decision
Registered No: 17/00976/LBC	Registered on: 16 October 2017
Conservation Area: Bank	Listed Building: Grade II

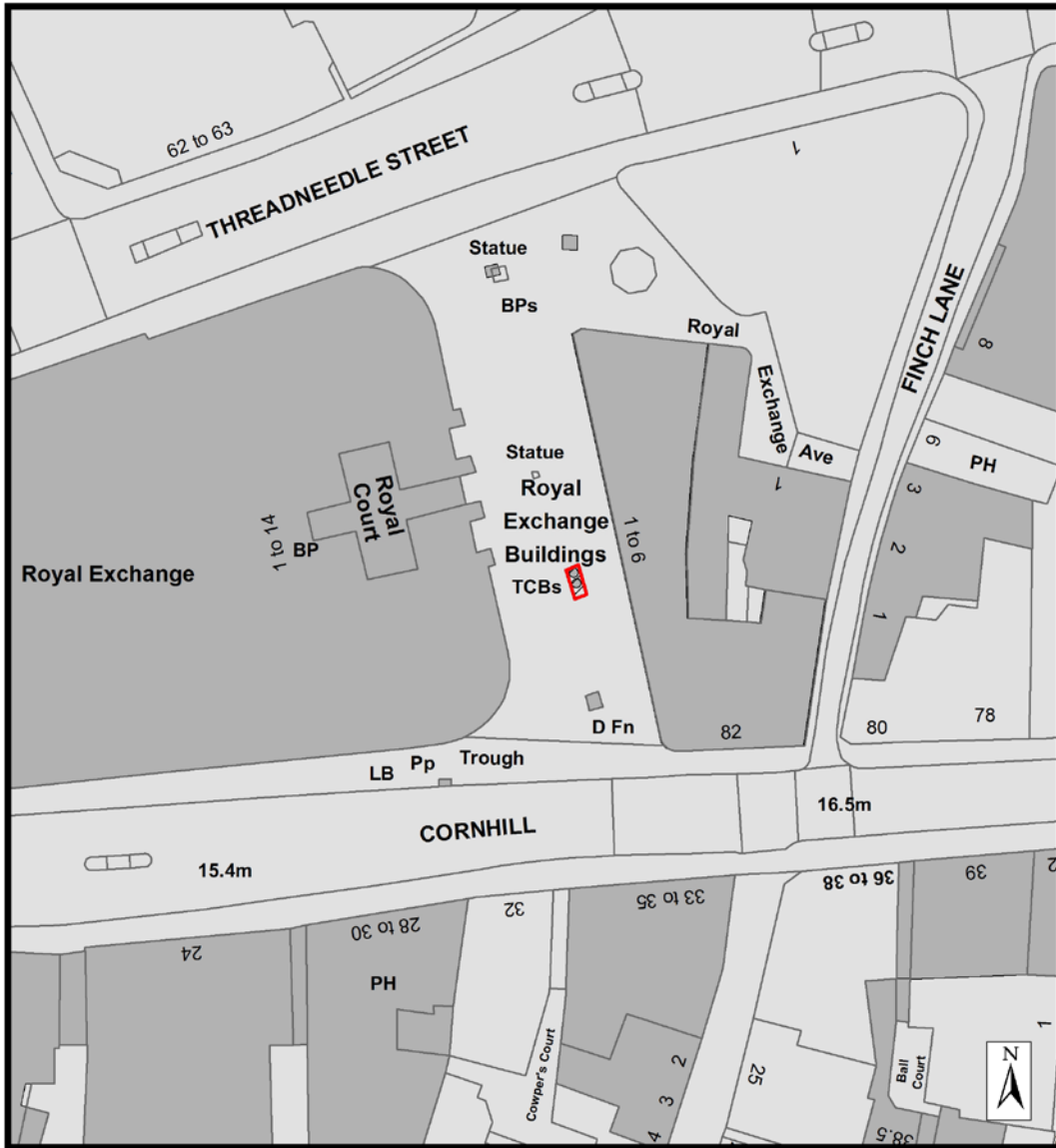
Summary

For full report see application Ref: 17/00975/FULL.

Recommendation

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

Site Location Plan



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown copyright 2004. All rights reserved. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Corporation of London 100023243 2004.

ADDRESS:

Telephone Kiosk O/S Royal Exchange Buildings

CASE No.
17/00976/LBC

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



DEPARTMENT OF THE BUILT ENVIRONMENT



Main Report

Background Papers

Internal

Nil

External

20.10.2017 Letter Historic England (17/00976/LBC)
14.11.2017 Letter Conservation Area Advisory Committee
Design and Access/ Heritage Statement September 2017
Existing Drawing Number: EX01 Rev A
Proposed Drawing Number: PL01 Rev B
Heritage Appraisal October 2017

Relevant Local Plan Policies

CS12 Conserve or enhance heritage assets

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

DM12.1 Change affecting heritage assets

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

DM12.2 Development in conservation areas

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

DM12.3 Listed buildings

1. To resist the demolition of listed buildings.

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

SCHEDULE

APPLICATION: 17/00976/LBC

Telephone Kiosk O/S Royal Exchange Buildings London

**Change of use of 2no. telephone kiosks to 2no. retail kiosks.
Replacement of the existing telephone box glazing with toughened safety glass.**

REASON FOR REFUSAL

- 1 The proposed conversion of the telephone boxes to retail units and the associated alterations would detract from the significance of the K6 telephone kiosks and would be detrimental to their character and special architectural and historic interest resulting in less than substantial harm to the listed telephone kiosks contrary to Local Plan Policies CS12, DM12.1, DM12.3, London Plan Policy 7.8D and the aims and objectives of Chapter 12 of the NPPF.

INFORMATIVES

- 1 The Plans and Particulars accompanying this application are: PL01 Rev B.

This page is intentionally left blank

Committee:	Date:
Planning and Transportation	29 January 2018
Subject: 1 No. BT Telephone Kiosk O/s 1 Lothbury London EC2R 7HH Change of use of 1no. BT telephone box to 1no. retail kiosk (A1). Replacement of the existing telephone box glazing with toughened safety glass.	Public
Ward: Walbrook	For Decision
Registered No: 17/01055/FULL	Registered on: 31 October 2017
Conservation Area: Bank	Listed Building: No

Summary

The application relates to one K6 telephone box located on the south side of Lothbury, east of its junction with Old Jewry and opposite its junction with Coleman Street.

The kiosk is within the Bank Conservation Area. The telephone box is not listed. It is considered to be a non-designated heritage asset.

Planning permission is sought to convert the telephone box into a retail unit (Use Class A1).

During operational hours the door to the telephone box would remain open in order to enable access to the modular unit. A member of staff would stand outside the telephone box and serve customers. Customers would stand and queue on the highway.

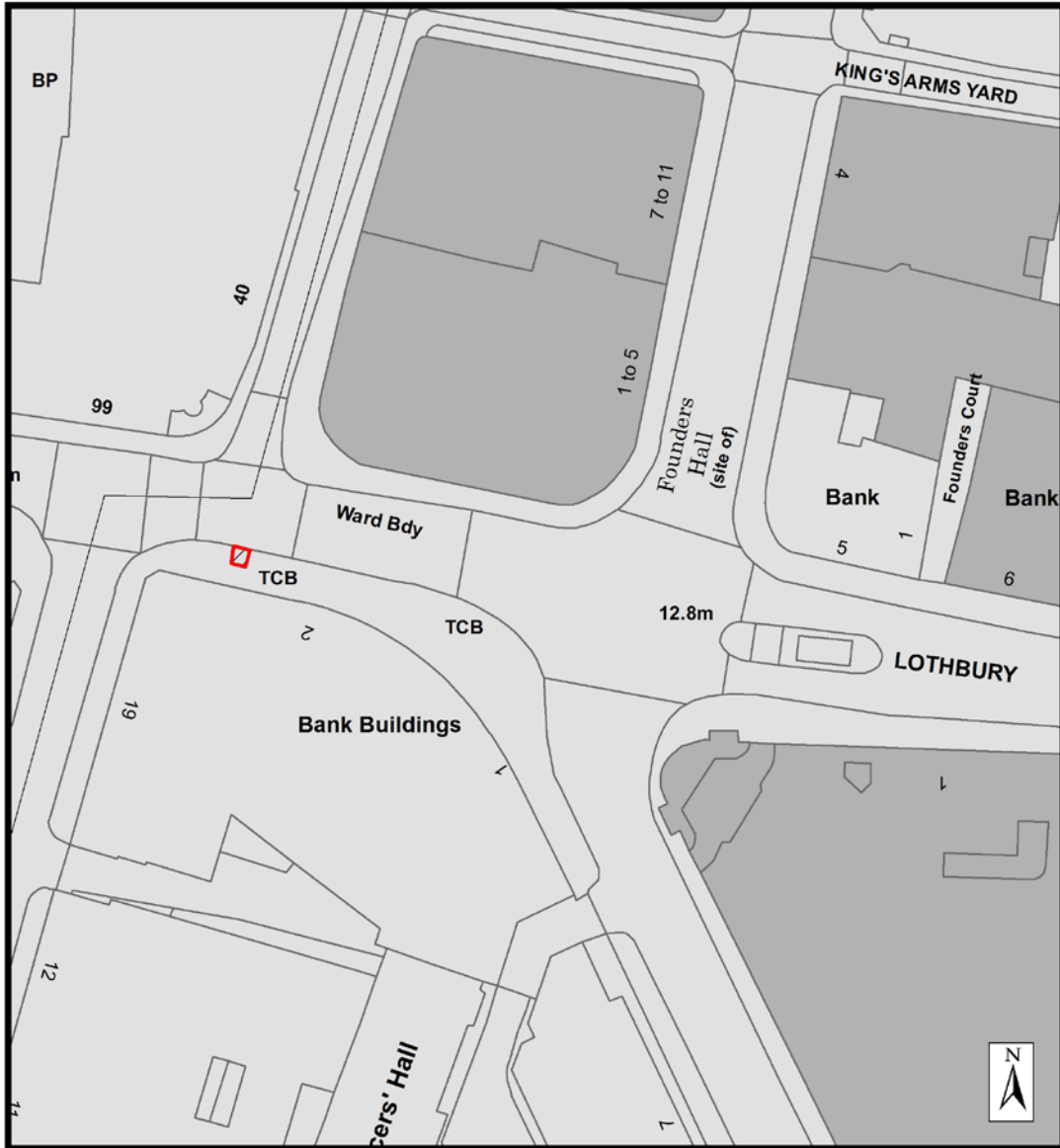
It is considered that the proposed use, its associated paraphernalia and the extent to which it would spill out onto the highway would detract from the significance of the telephone box as a non-designated heritage asset and would result in less than substantial harm to this part of the Bank Conservation Area.

The City's streets have high levels of footfall as does this location. It is anticipated that footfall at this location will increase over the next ten years. Increased pedestrian permeability and enhancement of the public realm is a priority for the City. The proposed use would obstruct the highway to an unacceptable degree.

Recommendation

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

Site Location Plan



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown copyright 2004. All rights reserved. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Corporation of London 100023243 2004.

ADDRESS:
Telephone Kiosk O/S 1 Lothbury

CASE No.
17/01055/FULL

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



Main Report

Site

1. The application relates to one K6 telephone kiosk located on the south side of Lothbury, east of its junction with Old Jewry and opposite its junction with Coleman Street.
2. The K6 is a public telephone kiosk designed by Sir Giles Gilbert Scott in 1936 to commemorate the Silver Jubilee of King George V.
3. The telephone kiosk is not listed. It is considered to be a non-designated heritage asset. The site is within the Bank Conservation Area. The Grade II listed 3 – 4 Lothbury is to the north east of the site and the Grade I listed Bank of England is to the east of the site.

Proposal

4. Planning permission is sought to convert the telephone kiosk into a retail unit (Use Class A1) that could sell pre-packed cold drinks, ice cream or hot beverages.
5. The existing telephone and associated equipment would be removed. A self-contained modular unit would be inserted into each telephone kiosk and would not have any fixings to the kiosk or the floor plate of the kiosk. Its footprint would fill the kiosk and would contain a coffee/ice cream machine, storage units and a power supply.
6. The modular unit would not be fixed in position. It would have retractable wheels that would enable it to be wheeled into and out of the telephone kiosk as and when required for maintenance.
7. During operational hours the door to the telephone kiosk would remain open in order to enable access to the modular unit. A member of staff would stand outside the telephone kiosk and serve customers.
8. Stock would be delivered to the site by bicycle or on foot in pedestrianised areas and by a car or small van in non-pedestrianised area. The applicant has advised that small stock levels are required.
9. The existing glazing would be replaced with toughened safety glass to match the appearance of the existing. A lock would be fitted to the door for security purposes.

Consultations

10. The application has been publicised on site and in the press.
11. The views of other City of London departments have been taken into account in the consideration of this scheme.
12. Historic England states that the application should be determined in accordance with national and local policy guidance and on the basis of the City's specialist conservation advice.
13. The City of London Conservation Area Advisory Committee support the City's policy of seeking to reduce street clutter and objected to the proposal considering it to be detrimental to the street scene within this

setting in view of its proximity to a Grade II listed building. This particular change of use would most likely involve the unit being staffed at all times and the kiosk door being permanently open and thus detrimentally affect the Conservation Area. In addition, the Committee strongly objected to the proposal and the increased advertising which would destroy the unique character of this telephone kiosk.

14. The City of London's Licensing Manager has expressed concerns that the proposal would involve a person standing on the street selling goods. The applicant has been advised and has been asked to contact the licensing team for further advice on licensing requirements.
15. The Department of Markets and Consumer Protection have concerns regarding the lack of services and requested that the applicant contacts the department to discuss the change of use.

Policy Context

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

Considerations

18. The Corporation in determining the planning application has the following main statutory duties to perform:-
 - To have regard to the provisions of the development plan, so far as material to the application, to local finance considerations so far as material to the application, and to any other material considerations (Section 70 (2) Town & Country Planning Act 1990);
 - To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
 - In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its settings or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Building and Conservation Areas) Act 1990)
 - When considering the applications special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the conservation area (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
19. In considering the planning application before you, account has to be taken of the statutory and policy framework, the documentation

accompanying the application, and the views of both statutory and non-statutory consultees.

20. Chapter 12 of the NPPF is relevant in this instance as it sets out key policy considerations for applications relating to designated and non-designated heritage assets. Other relevant guidance is provided by Historic England including the documents Conservation Principles, and The Setting of Heritage Assets, Building in Context (HE/CABE) and the PPS5 Practice Guide in respect of the setting of heritage assets.
21. Considerable importance and weight should be given to the desirability of preserving or enhancing the character or appearance of a conservation area and the setting of a listed building, when carrying out any balancing exercise in which harm to the significance of conservation areas or the setting of listed buildings is to be weighed against public benefits.
22. A finding that harm would be caused to a conservation area or the setting of a listed building gives rise to a strong presumption against planning permission being granted.
23. It is necessary to assess all of the policies and proposals in the Development Plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
24. The principal issues in considering this planning application are:
 - The extent to which the proposal complies with Government policy advice (NPPF) and the extent to which the proposals comply with the relevant policies of the Development Plan, having particular regard to:
 - The acceptability of the proposed alterations in design and heritage terms.
 - The suitability of the site to accommodate the proposed retail unit.

The Acceptability of the Proposal in Design and Heritage Terms

25. Policy DM12.2 of the Local Plan states that development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area. Policy DM12.1 seeks to ensure that the significance of heritage assets is sustained. Policy DM10.1 encourages a high standard of design in development proposals. Policy 7.8 of the London Plan seeks to ensure that development affecting heritage assets and their setting should conserve their significance by being sympathetic to their form, scale, materials and architectural detail. Chapters 7 and 12 of the NPPF set out relevant design and heritage policies.
26. The non-listed K6 telephone kiosk is considered to be a non-designated heritage asset for its evidential, historical and aesthetic value. It is an iconic design, a classic element of British street furniture and embodies a formerly commonplace means of communication. As well as this significance, consideration needs to be given to the impact

that the proposal would have on the significance of the Bank Conservation Area. The presence of the telephone kiosk in its current form is complementary to the surrounding Bank Conservation Area.

27. The K6 kiosk lies within the wider setting of two listed buildings. Grade II listed 3-4 Lothbury lies across the road to the north and the Grade I listed Bank of England lies to the east, across the other side of the junction with Prince's Street. As the kiosk is some distance from both listed buildings and separated by busy carriageways, the immediate setting of these listed buildings is not considered to be affected by the proposals.
28. A key characteristic of the K6 telephone kiosk is the 8 by 3 pattern of glazing which allow light and transparency into the structure and is in keeping with the "moderne" aesthetics of the 1930s. The proposed replacement glazing would match the existing and the insertion of a locking system would not materially alter the appearance of the telephone kiosk. Further details of the external alterations and a sample of the glazing could be required by condition.
29. Though unfixed to the fabric of the telephone kiosk, the proposed modular unit would fill the telephone kiosk and have a material impact on its external appearance. It would result in solidification of the appearance of the K6 telephone kiosk to the detriment of its lightweight aesthetic character. The proposed use would require the door to be open during operational hours, changing the visual form, character and footprint of the kiosk and detracting from its aesthetic qualities.
30. The proposed retail activity would not be contained within the telephone kiosk and would spill out on to the street. A member of staff would stand on the highway to sell the products and people would queue on the highway to buy them.
31. The proposed retail use and its associated paraphernalia would detract from the significance of the telephone kiosk as a non-designated asset. The resultant visual clutter and solidification of the telephone kiosk would detract from the visual amenity of the locality and result in less than substantial harm to the significance of this part of the Bank Conservation Area as a designated heritage asset.
32. The Bank Conservation Area Character Summary and Management Strategy SPD notes that the quality of the public realm in the conservation area is high, reflecting the high status and historic nature of the area. In this instance the public realm forms the setting of important listed buildings.
33. Consideration has been given to paragraph 134 of the NPPF. It is not considered that the less than substantial harm to the conservation area would be outweighed by the public benefits of the proposal. The proposals would therefore be contrary to policies DM 12.2, DM12.1 and DM10.1 of the Local Plan, policy 7.8 of the London Plan and the aims of chapters 7 and 12 of the NPPF.

The Suitability of the Site to Accommodate the Proposed Retail Unit

34. Policy CS10 of the Local Plan seeks to focus new retail development on the Principal Shopping Centres and encourage movements between the Principal Shopping Centres by enhancing the retail environment in the retail links. The site is not within a Principal Shopping Centre or along a Retail Link as defined by the Local Plan.
35. Policy DM10.4 of the Local Plan encourages the enhancement of highways, the public realm and other spaces. It states that enhancement schemes should be of a high standard of design, having regard to the need to provide accessible and inclusive design, ensuring that streets and walkways remain uncluttered and the need for pedestrian priority and enhanced permeability.
36. The applicants refer to examples elsewhere in England, where permission of a similar nature has been granted. These would not be comparable with this proposal due to the significantly high level of pedestrian activity on the City's streets.
37. The site forms part of the route from Bank Station to Moorgate and experiences high levels of footfall particularly during peak commuter and lunchtime periods. Planned transport infrastructure changes that include Bank Station upgrades and Crossrail will significantly increase the volume of people passing through this arterial route.
38. The existing telephone kiosk already forms a pinch point on the footway. The proposed retail use would spill onto the highway to such a degree that it would result in obstruction and clutter, would detract from the permeability of the locality and from the public realm improvements in this area which sought to create clearer sightlines, rationalise street furniture and declutter.
39. During operational hours the door to the telephone kiosk would remain open and project over the highway. A member of staff would stand on the highway to serve customers. There is concern that the activity has the potential to reduce the pavement width to such an extent that it would make it difficult for wheelchair users to pass.
40. There is additional concern about the inadequacy of the proposed refuse storage arrangements which have the potential to cause further obstruction of the highway. Policy DM17.1 of the Local Plan encourages the provision of integrated waste storage facilities in new developments in order to avoid the need to place waste on the public highway. The modular unit would provide a waste cupboard. Waste would be collected on a daily schedule by a pre-paid sac collection service. The Waste and Amenity Manager expressed concern that waste cannot be put on the highway for collection between 04.00 and 11.00 as this contradicts the City's Time banding Regulations. There is concern that the waste cupboard would be unable to accommodate a standard refuse sack. The applicant has not demonstrated that a waste sack could be satisfactorily accommodated or that the frequency and timings of collections would be sufficient to prevent the need for waste to be deposited on the highway.

41. The clutter and highway obstruction that the proposed use would generate would detract from the public realm and pedestrian permeability contrary to the aims of policies DM10.4 and DM17.1 of the Local Plan and policies 6.10B and 7.5B of the London Plan.

Conclusion

42. The proposed retail use and its associated paraphernalia would alter the form of the K6 telephone kiosk which would detract from the significance of the telephone kiosk as a non-designated heritage asset and would result in some less than substantial harm to the significance of this part of the Bank Conservation Area.
43. Within the City it is projected that footfall will increase further over the next 10 years with the completion of developments such as Crossrail and the growth of the 'Eastern Cluster'. The enhancement of the public realm and pedestrian permeability is a priority for the City. The proposed conversion of the telephone kiosk would obstruct the highway to an unacceptable degree. It has not been demonstrated that satisfactory refuse storage arrangements would be provided which may result in the need for refuse to be placed on the highway.
44. For these reasons the proposal is considered to be contrary to policies DM17.1, DM 12.2, DM12.1, DM10.1 and DM10.4 of the Local Plan, policies 6.10B, 7.5B and 7.8 of the London Plan and the aims of chapters 7 and 12 of the NPPF.

Background Papers

Internal

03.11.2017 Memo Department of Markets and Consumer Protection 2017

External

16.04.2015 Minutes Conservation Area Advisory Committee

03.11.2017 Letter Historic England

Design and Access/ Heritage Statement September 2017

Existing Drawing Number: EX01

Proposed Drawing Number: PL01

Appendix A

London Plan Policies

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

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

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

Relevant Local Plan Policies

CS10 Promote high quality environment

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

CS12 Conserve or enhance heritage assets

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

CS16 Improving transport and travel

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

CS17 Minimising and managing waste

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

DM10.1 New development

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

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

DM10.4 Environmental enhancement

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

- a) the predominant use of the space, surrounding buildings and adjacent spaces;
- b) connections between spaces and the provision of pleasant walking routes;
- c) the use of natural materials, avoiding an excessive range and harmonising with the surroundings of the scheme and materials used throughout the City;

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

DM12.1 Change affecting heritage assets

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

DM12.2 Development in conservation areas

1. Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.
2. The loss of heritage assets that make a positive contribution to the character or appearance of a conservation area will be resisted.

3. Where permission is granted for the demolition of a building in a conservation area, conditions will be imposed preventing demolition commencing prior to the approval of detailed plans of any replacement building, and ensuring that the developer has secured the implementation of the construction of the replacement building.

DM16.2 Pedestrian movement

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

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

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

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

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

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

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

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.

SCHEDULE

APPLICATION: 17/01055/FULL

1 No. BT Telephone Kiosk O/s 1 Lothbury London

**Change of use of 1no. BT telephone box to 1no. retail kiosk (A1).
Replacement of the existing telephone box glazing with toughened safety glass.**

REASON FOR REFUSAL

- 1 The proposed conversion of the telephone box to a retail unit (Use Class A1) would detract from the significance of the K6 telephone box and result in less than substantial harm to part of the Bank Conservation Area. The scheme would obstruct the highway and detract from the public realm contrary to policies DM17.1, DM12.2, DM12.1, DM10.1 and DM10.4 of the Local Plan and policies 6.10B, 7.5B and 7.8 of the London Plan.

INFORMATIVES

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

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

a full pre-application advice service has been offered;

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

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

- 2 The Plans and Particulars accompanying this application are: PL01.

Committee(s):	Date(s):	Item no.
Planning and Transportation Committee	29 January 2017	
Subject: Postman's Park Conservation Area Character Summary and Management Strategy – draft Supplementary Planning Document		Public
Report of: The Chief Planning Officer		For Decision
<p><u>Summary</u></p> <p>A Character Summary and Management Strategy has been prepared for the Postman's Park conservation area. This analyses the special architectural and historic interest of the conservation area and set out existing policies and guidance relating to it.</p> <p>Members are asked to agree the draft Postman's Park Conservation Area Character Summary and Management Strategy and agree to it being made available for public consultation as part of the process of adoption as a Supplementary Planning Document (SPD).</p> <p>Recommendations</p> <ul style="list-style-type: none"> • Members approve the draft text of the Postman's Park Conservation Area Character Summary and Management Strategy SPD, appended as Appendix A to this report, and agree to it being issued for public consultation for six weeks in Spring 2018. 		

Main Report

Background

1. Section 71 (1) of the Planning (Listed Building and Conservation Areas) Act 1990 requires the local planning authority to "*formulate and publish proposals for the preservation and enhancement of any parts of their area which are Conservation Areas.*"
2. The London Plan, adopted March 2015, encourages the identification and recording of heritage assets through character appraisals or conservation plans.

3. The City Corporation has prepared character summaries for conservation areas, under the umbrella document '*Conservation Areas in the City: A General Introduction to Their Character*' (1994). Combined Character Summary and Management Strategy Supplementary Planning Documents (SPDs) have been adopted for 18 conservation areas and will be prepared for the remainder.
4. The Local Development Scheme (LDS) sets out the planning policy documents to be prepared and the timetable for preparing them. The most recent update of the LDS was approved by your Committee in June 2017 and includes a programme to complete Character Summaries and Management Strategies for the remaining conservation areas which have no document, and to revise and update existing character summaries. These are being prepared in line with current Historic England guidance on the appraisal and management of conservation areas.
5. The City Corporation's Local Plan was adopted by Court of Common Council in January 2015. Policy CS12: 'Historic Environment' seeks to preserve and enhance the distinctive character and appearance of the City's conservation areas, while allowing sympathetic development within them. The draft SPDs are consistent with the approach outlined in the Local Plan.

Current Position

6. The draft Postman's Park Conservation Area Character Summary and Management Strategy is attached to this report – see Appendix A.
7. The draft SPD updates the previous statement (prepared in 1999) with a new format, consisting of entries on each element of the conservation area. Within each entry, a character summary explores the special interest of each element by analysing its historical, spatial and architectural character; a management strategy sets out policies and guidance relating to each element. Opportunities for enhancement are noted where appropriate.
8. It is intended that the Character Summary and Management Strategy will be adopted as an SPD.
9. SPDs must be prepared in accordance with procedures set out in relevant regulations and public consultation must be in accordance with the City's Statement of Community Involvement (SCI), adopted in 2012. The draft SPDs have been prepared having regard to the

matters specified in Section 19 of the Planning and Compulsory Purchase Act (2004) and prescribed in Regulations 8 and 10 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

10. It is proposed that the Character Summary and Management Strategy will be the subject of a public consultation exercise for a six-week period in Spring 2018 in line with the relevant Regulations and the City's SCI. This involves publishing a draft version of the SPD together with a consultation statement (setting out the persons consulted when preparing the draft SPD, a summary of the main issues raised and how those issues have been addressed in the SPD) and carrying out public consultation.
11. At the end of the formal consultation period I will report back to your Committee on any comments received and how these have been incorporated into the final version of the SPD recommended for adoption.

Corporate & Strategic Implications

12. The Postman's Park Conservation Area Character Summary and Management Strategy supports the Strategic aims of the Departmental Business Plan, relating to the sustainable design of the streets and spaces and the protection and enhancement of the City's built environment. These aims are met by promoting the protection and enhancement of the Postman's Park conservation area.
13. An Equality Impact Assessment has been carried out for the draft SPD and no equality issues were identified. This can be found in Appendix B.
14. A Sustainability Appraisal Screening Report has been carried out for the draft SPD, which has concluded that a full Sustainability Appraisal / Strategic Environmental Assessment is not required, subject to statutory consultees' confirmation. This can be found in Appendix C.

Implications

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

Conclusion

16. Members are asked to agree the draft text of the Postman's Park Conservation Area Character Summary and Management Strategy SPD for public consultation in Spring 2018.

Appendices

- Appendix A – This Appendix will be circulated electronically and available on the website. It will also be presented at the meeting.
- Appendix B – Postman's Park EQIA Test of Relevance
- Appendix C – Postman's Park SEA Screening Report

Contact:

Tom Nancollas

Planning Officer (Historic Environment)

0207 332 3692

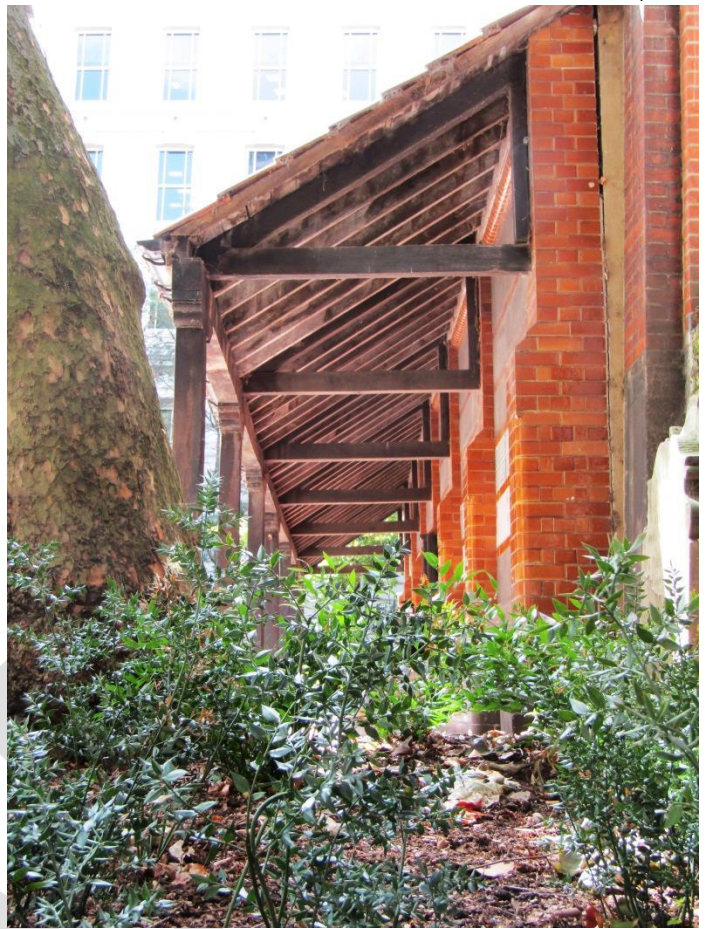
Tom.Nancollas@cityoflondon.gov.uk



Postman's Park Conservation Area

Draft Supplementary Planning Document
January 2018





Christchurch Greyfriars; Watts memorial



Detail of gravestone, Postman's Park; post-box, St Martin's le Grand

Contents

Introduction	p.5
Planning Policies	p.7
The Conservation Area	p.11
Boundary & Fringe	p.12
Buildings	p.13
Green Spaces	p.28
Streets, Routes, Public Realm & Transportation	p.34
Views	p.37
Nocturnal Character	p.38
Appendix 1: Historical Development	p.39
Appendix 2: Local Details	p.42

Cover image:

View of St Botolph Aldersgate across Postman's park, 1886
 Watercolour by John Crowther (1837-1902)
 Source: Collage (<https://collage.cityoflondon.gov.uk>)

Postman's Park conservation area offers an arresting experience of ruins and formal architecture within a biodiverse setting.

Conservation area status helps to manage and promote its special interest so that the area can remain a key part of the City's appeal to businesses, residents and visitors.

Introduction

Located to the west of the City, Postman's Park conservation area encompasses the former City headquarters of the General Post Office, a section of the Roman and medieval City wall including the Aldersgate, two City churches and churchyards and the medieval street plan.

Characterisation

Historical

In the 2nd century much of the conservation area was enclosed by the Roman city wall, which ran along most of the northern boundary. Gates at Aldersgate and Newgate were established in the Roman period.

By the early medieval period, the church of St Botolph Aldersgate had been founded outside the Aldersgate to the north of the City wall. The Franciscan 'Greyfriars' had established their friary just inside the City wall between Aldersgate and Newgate. It would develop into one of the richest such complexes. The religious establishment of St Martin le Grand, outside the conservation area but commemorated in the street name, was also established at this time. Both were dissolved in the 1530s, and part of the former Franciscan friary church became the parish church of Christchurch Greyfriars. Christ's Hospital, a school for orphans, was founded in 1553 by Edward VI who gave the school the land and buildings of the former friary.

A famous coaching inn, the Bull and Mouth, was established by the 16th century on a site just inside the wall south of the Aldersgate.

The Great Fire of 1666 destroyed the district with the exception of the City wall, Aldersgate, Newgate and church of St Botolph. Christchurch Greyfriars was rebuilt by Sir Christopher Wren in 1687 and the tower completed in 1704.

In 1791 St Botolph was rebuilt and the east end was rebuilt again in 1829 when Aldersgate Street was widened.

In 1830 the Bull and Mouth was rebuilt as the Queen's Hotel, before being demolished in 1887 to make way for the grand buildings of the General Post Office. These were built in stages – initially in 1829 on the site of St Martin le Grand, then with substantial ranges on the former friary site between 1869 and 1911.

By the mid-19th century the green space to the south-west of St Botolph was being used as three separate burial grounds: for St Botolph's, St Leonard Foster Lane and Christchurch Greyfriars. By 1875 these had been closed under the Burial Acts and made in to a public garden, further

extended to the north in 1900 when buildings along Little Britain were demolished. That year, the Watts Memorial to Heroic Self-Sacrifice was unveiled in the park. The park's name derives from its association with the General Post Office (GPO) buildings. In 1902 Christ's Hospital moved to new premises in Sussex and the GPO extended into their site.

During the Second World War Christchurch Greyfriars was hit by a bomb and the body of the church was destroyed. It was later laid out as a public garden.

In 1990 the north GPO range was converted for use by Nomura, a Japanese bank. Between 1998 and 2001, the former Sorting Office Buildings on the former friary/school site were demolished and the Bank of America Merrill Lynch headquarters were constructed, retaining King Edward Buildings.

Environmental

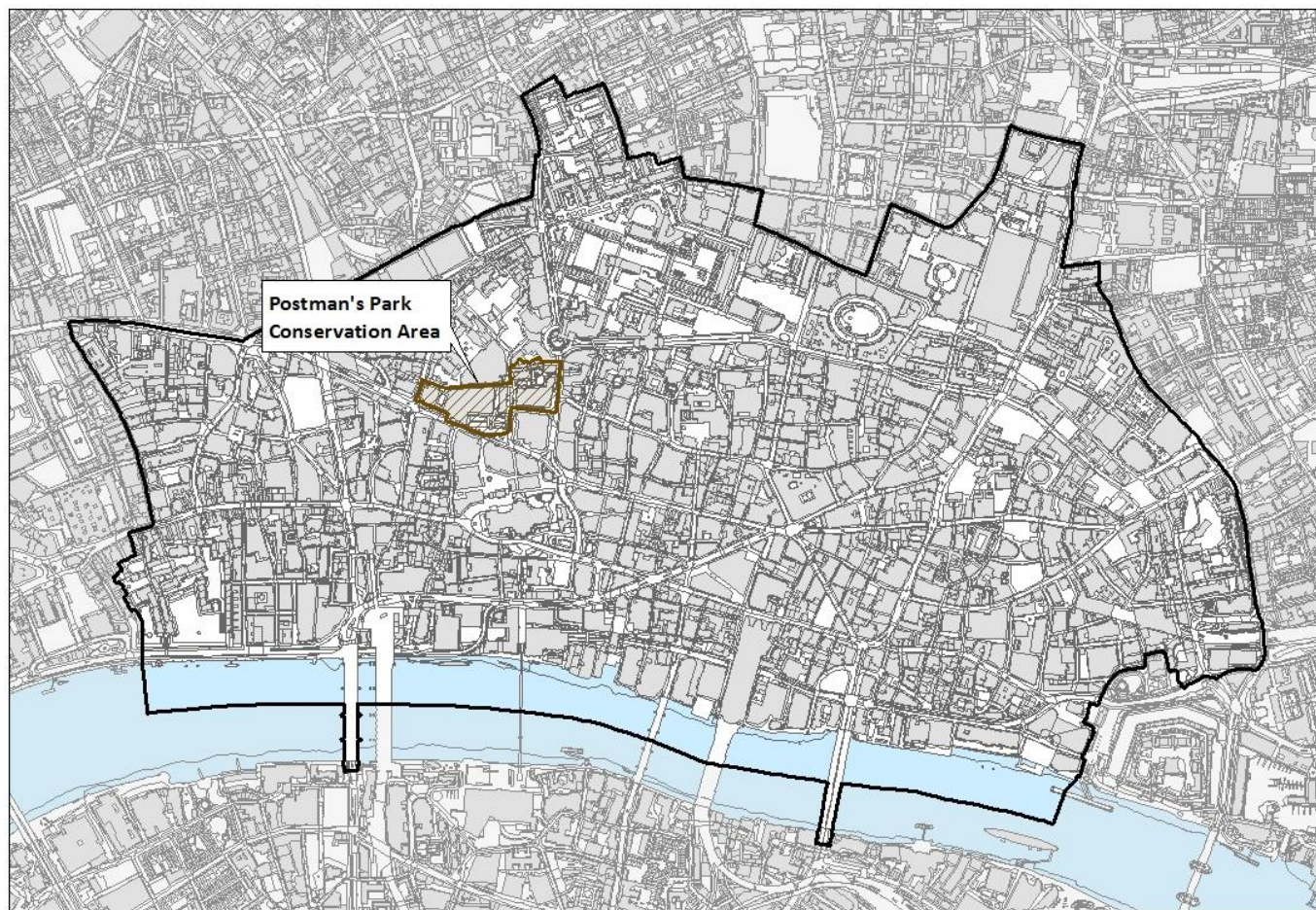
Ruins, monumental buildings and extensive greenery. This conservation area is notable for its pairs of features:

- Two substantial buildings (Nomura House and Bank of America)
- Two churches (one partly ruinous)
- Two churchyards (one sprawling, one regular)
- Two 19th century Portland stone buildings in a classical style
- Two scheduled sections of the Roman and medieval City wall

Archaeological

- Remains of the Aldersgate and Roman and medieval City wall, which runs east-west through the area, and evidence for Roman and medieval occupation within and without;
- Remains of the Greyfriars complex and Christ's Hospital, which lay immediately south of the wall;
- Burials and associated archaeological remains in the three former churchyards that comprise Postman's Park and the former churchyard, the tower and the remains of Christchurch Greyfriars

Introduction



© Crown copyright and database rights 2017 OS 1 00023243.

Contribution to the City

The conservation area provides a valuable amenity for the many city workers and residents in the vicinity.

Postman's Park offers an expanse of well-maintained historic green space enclosed by fine historic buildings and structures. Added to this is the poignancy of the park's former function as three separate burial grounds, further augmented by the presence of the Watts Memorial to Heroic Self Sacrifice. It is a place to go for a break and to inspire reflection.

The two other green spaces in the conservation area – Christchurch Greyfriars garden and churchyard – offer a different experience. Here, the planting and greenery are more formally arranged in contrast to the winding paths of the Park. Enclosed by the ruins of the church, the Greyfriars garden is an arresting place offering lush planting which contrasts with a sense of the devastation caused in the Second World War – again, capable of inspiring reflection. In contrast, the churchyard is a simple rectangle with a linear path that denotes the nave of the Franciscan friary church. This offers a sense of deeper history and green expansiveness, enclosed by railings, that contrasts with the experience of the ruined church.

All these green spaces undoubtedly have high amenity value. Added to this is the interest created in the wider townscape by a varied mix of historic buildings, ranging from the large former GPO premises to the more modest and architecturally varied run of Victorian frontages along Little Britain, which adds richness and depth to the place. The remains of the Roman and medieval City wall provide a further source of interest. As well as the mix of structures and building types, the area is a successful example of mixed uses, combining commercial, office, retail and residential use within this historic setting.

Planning Policies

This Supplementary Planning Document (SPD) sets out the City Corporation's specific policies relating to the Postman's Park conservation area. Development in or affecting this conservation area will be managed in accordance with legislation and the national and local planning policies set out below.

Development should preserve and enhance the distinctive character and appearance of the Postman's Park conservation area – as set out in this SPD – and the significance of individual heritage assets within the boundary. Where appropriate, development should seek to better reveal the significance of the conservation area and other individual heritage assets.

Legislation

The Civic Amenities Act 1967 gave local authorities the power to designate conservation areas, and these powers are now contained in the Planning (Listed Buildings and Conservation Areas) Act 1990. The Act (section 69 (1) (a)) defines a conservation area as an area: "of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance". Section 71 (1) of the Act requires the local planning authority to "...formulate and publish proposals for the preservation and enhancement of any parts of their area which are Conservation Areas" (see www.legislation.gov.uk).

National policy

The Government's planning policies are contained within the National Planning Policy Framework (NPPF), which came into force on 27 March 2012. Historic environment policies are detailed in chapter 12 which sets out the requirements for local authorities and applicants in relation to the conservation of heritage assets, including conservation areas. See www.communities.gov.uk. The Department for Communities and Local Government have published Planning Practice Guidance for the NPPF, of which the section 'Conserving and enhancing the historic environment' is particularly relevant. See <http://planningguidance.planningportal.gov.uk/>.

NPPF historic environment policies are supported by Historic Environment Good Practice Advice notes 1-3, produced by Historic England. See <https://www.historicengland.org.uk/>.

London-wide policy

The London Plan (2015) forms part of the statutory development plan for the City of London and needs to be considered when considering development within the Conservation Area. Key policies to consider are: policies 7.8 Heritage assets and archaeology and 7.9 Heritage-led regeneration. See www.london.gov.uk/thelondonplan.

City of London policy

Planning policy for the City of London is contained within the Local Plan, which was adopted in January 2015. See www.cityoflondon.gov.uk for more information. Development proposals within the Postman's Park conservation area have to be considered in the context of the policies of the Local Plan. Within this framework, particular account will need to be taken of Core Strategic Policies CS10 'Design', CS12 'Historic Environment', CS13 'Protected Views', CS19 'Open Spaces and Recreation', CS20 'Retailing', and CS21 'Housing'.

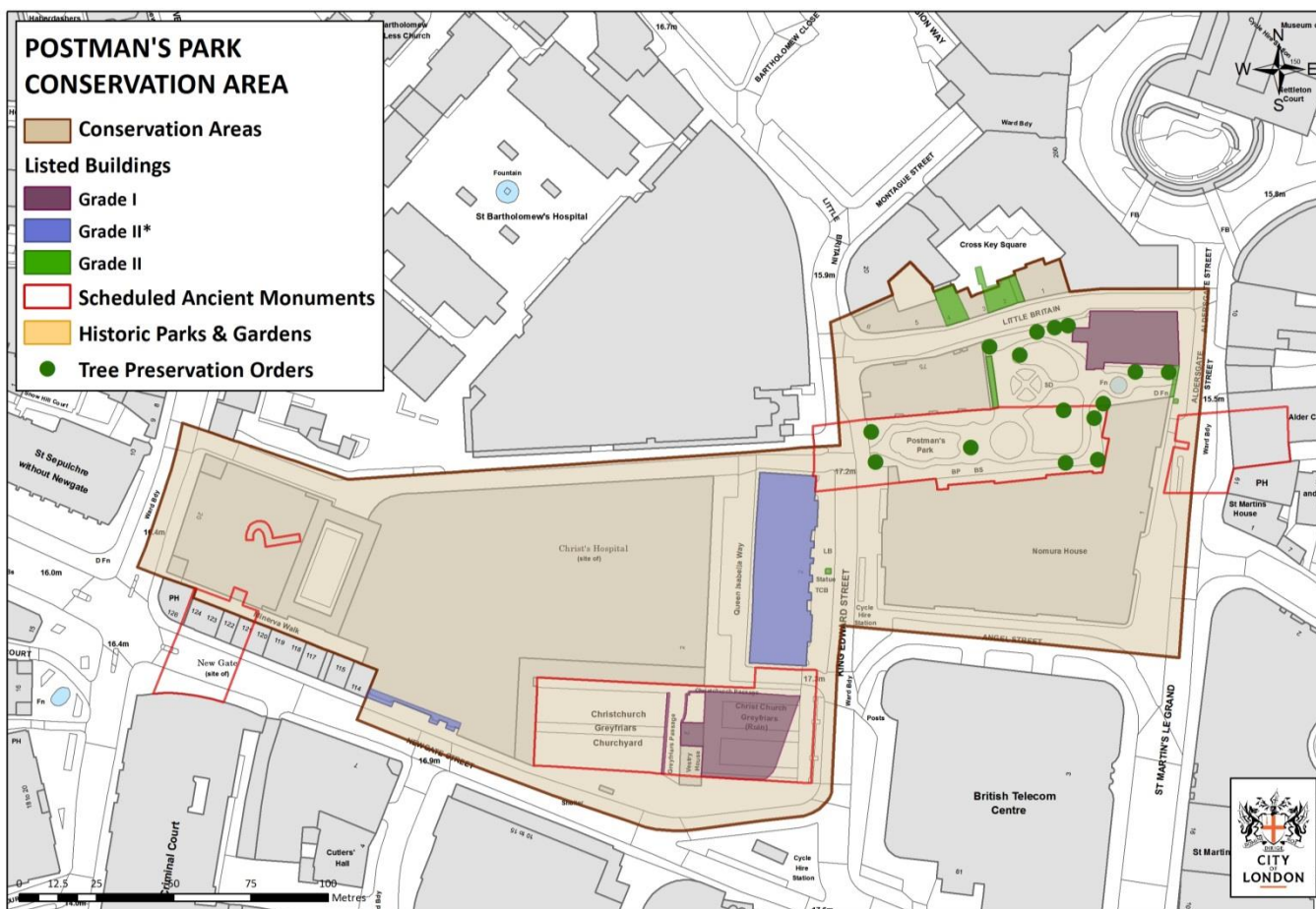
In addition to policy CS10 Design, attention should also be paid to Local Plan policy DM10.6 Advertisements. This policy seeks to encourage a high standard of design and a restrained amount of advertising, in keeping with the character of the City, and to resist excessive or obtrusive advertising, inappropriate illuminated signs and the display of advertisements above ground level. See also clauses 3.10.35 to 3.10.39 for further details.

Planning Policies

Designated heritage assets

Key policies in the Local Plan are: DM12.1 'Managing change affecting all heritage assets and spaces'; DM12.2 'Development in conservation areas', DM12.3 'Listed Buildings' and DM10.5 'Shopfronts'. The designated heritage assets within the conservation area are:

- 4 scheduled ancient monuments,
- 11 listed buildings,
- 1 tree preservation order (TPO) affecting XX trees in Postman's Park



Planning Policies

Archaeology

The City of London is the historic centre of London and has a rich history with monuments and archaeological remains surviving from all periods. It is an historic landscape which has shaped and influenced the modern townscape. There has been almost continuous occupation of the City from the initial Roman settlement and there is some evidence of earlier occupation. The development of the City is contained in the visible and buried monuments and archaeological remains. The history of settlement has led to the build-up and development of a very complex, and in some areas, deep archaeological sequence. Later building development and basement construction has partly eroded the archaeological evidence, and in some areas remains have been lost with no record or an incomplete record of only part of a site.

Due to the complex layering of remains above and below ground, the entire City is considered to have archaeological potential unless it can be demonstrated that archaeological remains have been lost, due to basement construction or other ground works.

Where developments are proposed which involve new groundworks an historic environment assessment, including an assessment of the archaeological potential and impact of the proposals, will be required as part of the planning application. Where significant remains survive, consideration will be given to amendments to the proposals to ensure that disturbance to archaeological remains is minimised or reduced.

The City Corporation will indicate the potential of a site, its relative importance and the likely impact to a developer at an early stage so that the appropriate assessment and design development can be undertaken. Developers should refer to the Archaeology and Development Guidance SPD (2017) for further information.

There is high archaeological potential in Postman's Park Conservation Area, including:

- Roman and medieval structural remains including the City wall and Aldersgate;
- Burials, associated monuments and archaeological remains;
- Remains of the London Greyfriars precincts, including the friary church and associated burials;

Planning Policies

London View Management Framework

This London-wide policy seeks to protect strategic views of St Paul's Cathedral. The western half of Postman's Park is affected by the following LVMF views:

3. Kenwood (Viewing Corridor & Wider Setting Consultation Area)
4. Primrose Hill (Viewing Corridor & Wider Setting Consultation Area)

For more information see www.london.gov.uk

St Paul's Heights

St Paul's Cathedral is an internationally recognised landmark in the London skyline. Since 1937, the City of London Corporation has operated a unique policy known as the 'St Paul's Heights' to protect and enhance important local views of the Cathedral from the South Bank, Thames bridges and certain points to the north, west and east. The long-term consistent implementation of the Heights policy has enabled the views to be protected and enhanced for more than seventy years for the enjoyment of Londoners and those who visit London.

The western half of the Postman's Park conservation area falls within the St Paul's Heights policy area. The buildings affected are:

- Bank of America Merrill Lynch (including part of King Edward Buildings)
- Christchurch Greyfriars
- Vestry House

See www.cityoflondon.gov.uk

Sustainability and climate change

The City Corporation is committed to being at the forefront of action in response to climate change and other sustainability challenges that face high density urban environments. In adapting to meet these challenges, it is important that sustainable development is sensitive to the historic environment. In particular, areas will need to be resilient to warmer wetter winters, hotter drier summers and more frequent extreme weather events.

Issues specifically relevant to the Postman's Park conservation area include:

- To minimise the risks of flooding elsewhere in the City, new development schemes will be expected to make use of appropriate rainwater attenuation measures such as the Sustainable Urban Drainage Systems (SUDS) and green roofs.
- The City is an air quality management area for fine particulates and oxides of nitrogen. It is therefore essential that development does not exacerbate existing air quality issues, particularly around sites of particular vulnerability.

The Local Plan policy CS15 provides guidance on sustainable development and climate change and policy CS18 on SUDS supplemented by more detailed Development Management policies. The City Corporation has produced a *Climate Change Adaption Strategy* (revised and updated January 2010).

Enforcement

Breaches of planning control are investigated in accordance with the City of London Enforcement Plan SPD (adopted in June 2017). This sets out the City's approach to enforcement and the manner and timescales in which breaches will be investigated. See www.cityoflondon.gov.uk.

The Conservation Area

Boundary & Fringe

p.12

North boundary and Culture Mile
East
South
West

Buildings

p.13

No.1 Aldersgate Street (Nomura House)
St Botolph Aldersgate
Nos. 1 – 6 Little Britain
No. 75 Little Britain
Watts Memorial to Heroic Self-Sacrifice
Tower of Christchurch Greyfriars
Vestry House, Greyfriars Passage
Bank of American Merrill Lynch buildings
Including No. 2 King Edward Street

Green Spaces

p.28

Postman's Park
Christchurch Greyfriars
Churchyard
Garden and ruins

Streets, Routes, Public Realm & Transportation

p.34

Aldersgate Street
Little Britain
Angel Street
King Edward Street
Queen Isabella Way
Christchurch Passage
Greyfriars Passage
Minerva Walk
Newgate Street
Giltspur Street

Views

p.37

Nocturnal Character

p.38

Boundary & Fringe

Wards: Aldersgate, Cheap and Farringdon Within
Total area: 3.3 hectares

Original designation date: **1981**

Subsequent boundary adjustment: **1991 – former GPO site de-designated**

Current boundary established: **2007 – former GPO site re-designated**

North boundary and Culture Mile

The Culture Mile initiative meets the north boundary of the conservation area. As such, this part of the conservation area may become a cultural focus.

Please see <https://www.culturemile.london/> for more information.

Most of the north boundary abuts the Smithfield conservation area, particularly St Bartholomew's Hospital and the site of the large new King George V wing completed in 2016. The north-east part of the boundary incorporates the small plots of characterful Victorian buildings on Little Britain. A large development of the 1980s, 200 Aldersgate, looms over the conservation area here.

East boundary

To the east, the conservation area has a sympathetic backdrop in the Foster Lane conservation area. Large buildings outside conservation area boundaries sit either side of this junction on Aldersgate Street.

South boundary

Framed partly by Angel Street and mostly by Newgate Street. In the south-east corner, the large British Telecom Centre borders the conservation area. Generally, it is of sympathetic stone material, but the scale and mass of the building have an overbearing effect on the ruined church of Christchurch Greyfriars. It is set back from the building line behind wide pavements unsympathetic to the urban grain. The buildings of Paternoster Square, opposite to the south, are of sympathetic scale and materials.

Further to the west, the grade II listed Cutler's Hall on Warwick Lane and the Newgate conservation area make positive contributions to the setting of the conservation area.

West boundary

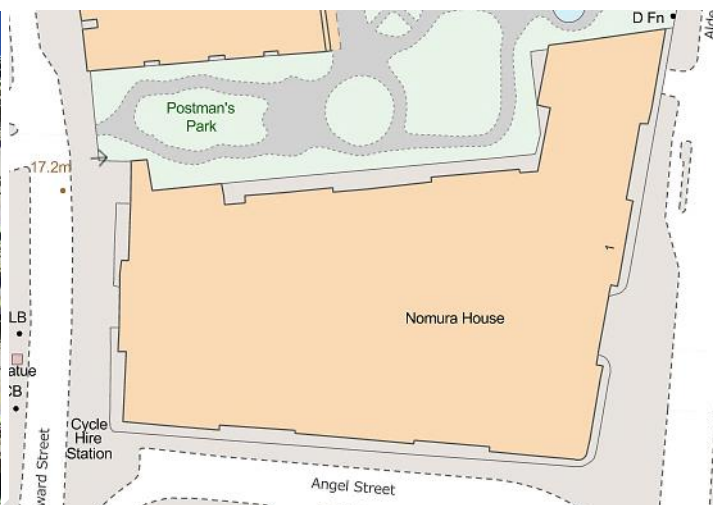
An interesting junction with two other conservation areas: Newgate Street and Smithfield. Their townscapes contribute positively to the Postman's Park conservation area. Around the road junction formed by Giltspur Street, Newgate Street, Holborn Viaduct and Old Bailey are clustered a number of listed buildings including St Sepulchre Holborn (grade I), the Viaduct Tavern (grade II), the Central Criminal Court (grade II*), Britannia House (grade II) and 15 Old Bailey (grade II). All make a positive contribution to the setting of the Postman's Park conservation area.

Buildings

No. 1 Aldersgate Street (Nomura House)



View of E elevation; plan



Birds' eye view approx. north-west (Source: Google Earth screenshot © Google 2017); E elevation detail



Character & Significance

A very large steel-framed building faced in Portland stone. Constructed between 1889-95 by Sir Henry Tanner, it was once the north range of the General Post Office (GPO) until they moved in 1984, whereupon it was rebuilt behind retained facades by the Fitzroy Robinson Partnership. The great slate mansards and attic storey date from this redevelopment.

Pevsner describes the building's classical architectural language as '*ornate but unadventurous, in the way of most 19th century official architecture*'. The mass of the facades is intelligently broken down into large bays and further modelled with pronounced string courses and regular window openings. Much carved detailing and architectural sculpture, related to the Post Office use, adds further interest. Fine, original ornamental railings gird the building at street level.

With No.2 King Edward Street, this building lends an official flavour to the conservation area. Its scale, materiality and architecture are reminiscent of the Government buildings along Whitehall. The building is valuable evidence of the scale and importance of the GPO in the late Victorian and Edwardian periods, and of the architectural character deemed fitting for such buildings.

No. 1 Aldersgate Street (Nomura House)

Other designations

Immediately abutting the light-wells of the building's north elevation, in Postman's Park, is the scheduled section of Roman wall and medieval bastion.

Management Strategy

Nomura House remains in office use. As a cornerstone of the conservation area, the building is considered to be a non-designated heritage asset. As well as its strong visual role, the building has associations with the postal service that gives the conservation area its name. This significance is expressed in its monumental scale, architecture and prominence.

Alterations to the building should be sympathetic to its 19th century classical, official character. Alterations should seek to sustain and enhance this character and avoid discordancy. Changes to the roofline and windows are particularly sensitive due to the building's large scale. Any alterations to the mansards and attic storey should be contained within the existing roofline. Changes to windows should be in an appropriate style. Despite their 'sash window' appearance, the current windows are clearly modern.

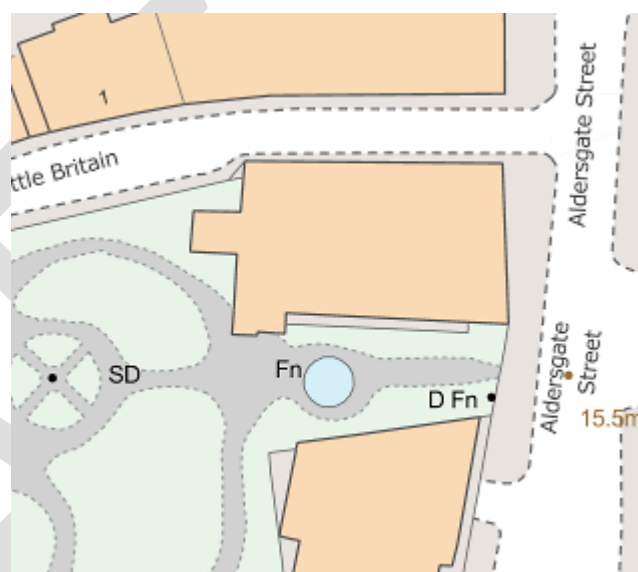
Other enhancements

- Interpretation through signage or other means of the building's former use in the streetscape and in Postman's Park



View from within Postman's Park

St Botolph Aldersgate



View looking NE from Postman's Park; map view

Other designations

Grade I listed building

Character & Significance

Unusually, St Botolph Aldersgate was affected by the Great Fire of 1666 but wasn't rebuilt until 1789-91 on the site of the preceding medieval church. Churches dedicated to St Botolph, the patron saint of travellers, were built at Aldgate, Billingsgate and Bishopsgate. The presence and name of this church are important evidence for the demolished Aldersgate, which previously stood nearby.

To the north, south and west elevations there are modest brick elevations punctured with simple arched window openings characteristic of the 18th century, while the stuccoed east (liturgical) end is finished more decoratively, employing classical architectural devices including Ionic columns, a Venetian window and a pediment. The design of this elevation dates from 1829, when Aldersgate Street was widened and the elevation was rebuilt further back. The low square tower is of brick with a lead dome and small bell-cote.

Postman's Park is an amalgamation the churchyards of St Botolph, St Leonard Foster Lane and Christchurch Greyfriars. There is still a strong visual relationship between St Botolph's church and the former churchyards, though this could be better interpreted for the public. The simplicity of the church's materials, detailing and modesty of scale sympathise with the greenery of the surrounding park and contrast effectively with the more ornate elevations of Nomura House and Nos. 1-6 Little Britain. The intactness and domestic scale of this church makes for a striking contrast with the ruined Christchurch Greyfriars to the south west.

St Botolph Aldersgate

Management Strategy

St Botolph's is a Guild church and no longer holds regular Anglican services; currently it is used by an evangelical Christian group and the London City Presbyterian Church holds services on Sundays. As a grade I listed church in use for ecclesiastical purposes, alterations to the building are managed under the Ecclesiastical Exemption instead of the LBC system. Planning permission is required for works that would result in a material change to its external appearance.

The church is a key building in the conservation area and makes a strong positive contribution. Its inherent special architectural and historic interest is recognised through its grade I listing. Any changes to the building's appearance could affect its positive contribution to the conservation area. Works to the facades, and individual elements such as windows, should be limited to conservation and enhancement. Repairs should follow best conservation practice, including the use of traditional methods such as lime mortar and materials that suitably match those of the existing building.

Small-scale proposals such as signage or CCTV should be located and designed to be subservient in scale and appearance to the church.

Traffic signals and signage on Aldersgate Street currently detract from views of the east elevation.

Other enhancements

- More information about the history of the church and churchyard within Postman's Park.



View of the E end from Aldersgate Street

Nos. 1-6 Little Britain



View from Postman's Park; view E along Little Britain (below)



Other designations

No.2 and No.4 are grade II listed buildings.

Nos. 1-6 Little Britain



Plan in relation to churchyard

Character & significance

General

An important, characterful group of late 19th century frontages in a rich mixture of materials, detailing and architectural styles. They are the only group of buildings in the conservation area to retain vestiges of the traditional, narrow plot widths characteristic of the medieval City (with Victorian re-fronting giving them their present appearance); despite the later development on the site behind, there are vestiges of former routes through into Cross Key Square. This group is important in framing Postman's Park from the north; views of the group from the park have a characterful interplay of varied aesthetics with the railings and abundant planting. They make an important contribution to the character and appearance of the conservation area. Following the development of 1985 the frontages were renumbered and in some cases combined under one address, though they read separately in the street.

No.1 is the former White Horse public house and slender elevation directly to the east. Incorporates passage, gated and locked, into Cross Key Square behind. Both frontages are of red brick with stone detailing.

Nos. 2-3 (grade II listed) former offices of 1897 with Tudor detailing and two arched entrances framing a large central ground floor window. This is of paler stock brick with robust stone dressings.

No.4 two frontages – the slim, relatively plain three-bay brick elevation with red brick and terracotta detailing, then the four-bay warehouse of 1859 with regular arched window openings carried on slender iron colonnettes (this part grade II listed). This building has a particularly vivid contribution to the conservation area through its repeating arches.

No.5 six-bay plain brick frontage with stucco ground floor and 6/6 sashes; three-bay stone offices of 1924.

No.6 corner building comprising two elevations – plain stone five-bay elevation to Little Britain/King Edward Street with stucco ground floor; two-bay brick elevation to King Edward Street with stone dressings and ornamented gable.

Nos. 1-6 Little Britain

Management Strategy

The group of buildings are in residential use. The two listed buildings will be subject to listed building consent (LBC) for any works affecting their special architectural or historic interest and subject to additional relevant policies.

This group of frontages makes a substantial contribution to the character and appearance of the conservation area. The contribution they make relies on the interplay of different architectural elements, detailing and materiality and this should not be undermined through poor quality alterations or repairs.

Works to the facades should be undertaken to conservation best practice employing traditional materials, finishes and fittings that match the existing as closely as possible.

Changes to the roofline and windows are particularly sensitive due to the buildings' traditional scale and design. The roofline in particular remains of traditional scale and proportions. Proposals for roof extensions or other alterations should avoid breaching the existing roofline. Changes to windows should replicate an appropriate 19th- or early 20th-century window style and avoid an overtly modern appearance, whether in style or reflective properties.

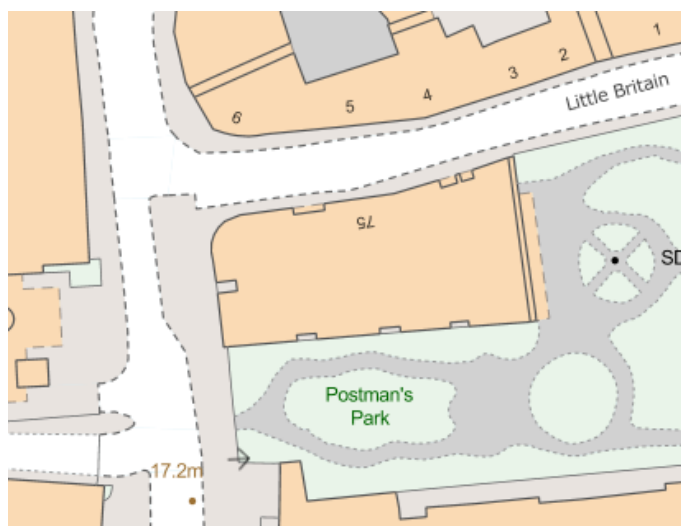
Other enhancements

- Animate ground floor frontages with appropriate commercial uses where these do not conflict with existing uses;
- Open Cross Keys Square;
- Pedestrianise Little Britain to create a compelling 'microquarter' of shops/restaurants facing Postman's Park (which would contribute to the Culture Mile);
- Improve setting to rear in future development schemes.



Gated entrance to Cross Keys Square

No. 75 Little Britain



Plan; view from Postman's Park

Character & Significance

A block of flats by GMA Architecture, completed in 1996. The building is roughly rectangular with seven storeys, clad in brick with stone dressings. At its east end the grade II listed Watts Memorial is attached to the wall. The elevations to Little Britain and King Edward Street are broken down into alternating bays and recessed balconies, echoing traditional narrow plot widths, with a rounded corner. The materials and scale of the building make a neutral contribution to the conservation area.

Management Strategy

The building is in residential use. The adjoining grade II listed Watts Memorial is a key consideration in any proposals affecting this site and relevant additional policies will apply.

Alterations to the existing building should be in sympathy with the building's existing character and employ similarly traditional materials and finishes.

Watts Memorial to Heroic Self-Sacrifice



Character and significance

Constructed in 1899 on the initiative of the Victorian artist George Frederick Watts, the loggia-style structure is of timber with a pitched tiled roof sheltering rows of glazed plaques mounted above a brick plinth. They commemorate people who lost their own lives while attempting to save that of another.

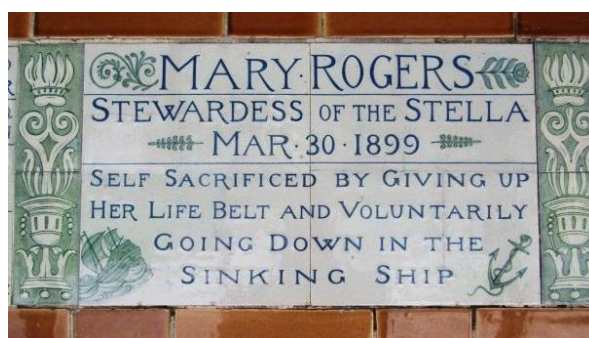
There are 54 ceramic tablets, commemorating 62 individuals. The last was added in 2009. They have high aesthetic and communal value. The memorial has historic value for its associations with the well-known Victorian artist G.F. Watts.

The presence of the memorial adds a further layer of cultural richness to the park and its commemorative purpose aligns well with the former use of this place as a burial ground.

Management Strategy

The Watts Memorial is listed at grade II. Because Postman's Park is a former churchyard still subject to the Ecclesiastical Exemption (in the curtilage of St Botolph's Aldersgate), works that affect the special architectural or historic interest of the memorial are managed through the Faculty system. Planning Permission is required for material changes to its external appearance.

The Memorial is managed by The Friends of the Watts Memorial on behalf of the PCC of St Botolph Aldersgate. In order to sustain and enhance the special interest of the memorial and the positive contribution it makes to the conservation area, only sensitive works of repair and conservation are considered appropriate.



Tower of Christchurch Greyfriars

Other designations

Grade I listed building. The site is a scheduled ancient monument. The site is affected by the St Paul's Heights policy area.

Character & Significance

The tower and ruins of the church stand on the site of the Greyfriars friary church, one of the largest and richest religious establishments of the medieval City with royal patrimony. Below ground, the remains of this complex survive and are scheduled. After the dissolution of the monasteries, their church became a parish church and was destroyed in the Great Fire of 1666.

Wren rebuilt the church in 1677-87 and the tower was completed in 1704. The church was destroyed again in WW2. It has been widely recognised as one of Wren's finest designs. It has the architectural complexity, capitalising on the effects of light and shade, which is characteristic of the best of the City churches. Its prominence makes it a key landmark of the conservation area.

Surviving monuments from the church are fixed to the north wall of the tower.

Management Strategy

The tower has been converted to residential use. Its inherent special architectural and historic interest, and high significance, has been recognised through its grade I listing. LBC is required for any works that affect its special interest.

Only high quality conservation works, when necessary and appropriate, are suitable for this building. Alterations to its facades, architectural detailing or individual elements such as windows could affect the strong positive contribution the building makes to the conservation area and its inherent special interest. Proposed alterations should consequently be minimised, in favour of conservation-led maintenance and repair.



Vestry House

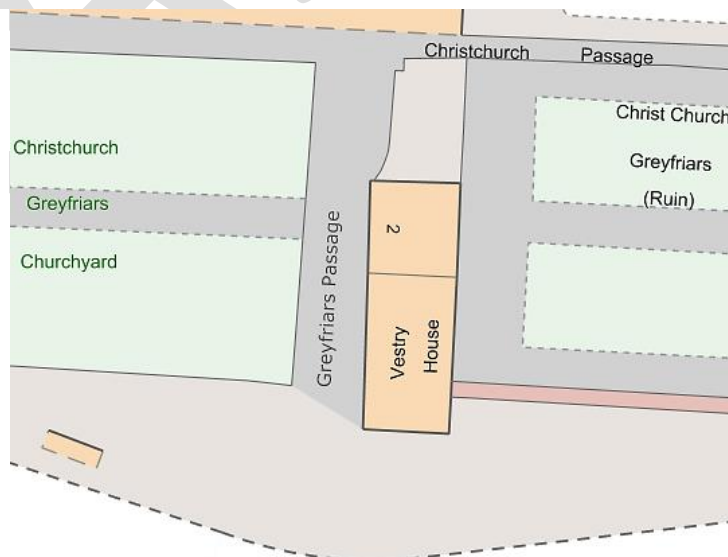


View of Vestry House from the churchyard

Character & Significance

A neoclassical building in brick with stone dressings. Completed in 1981 by the Seely & Paget Partnership, the building's style and scale relate to a vestry that was previously on the site.

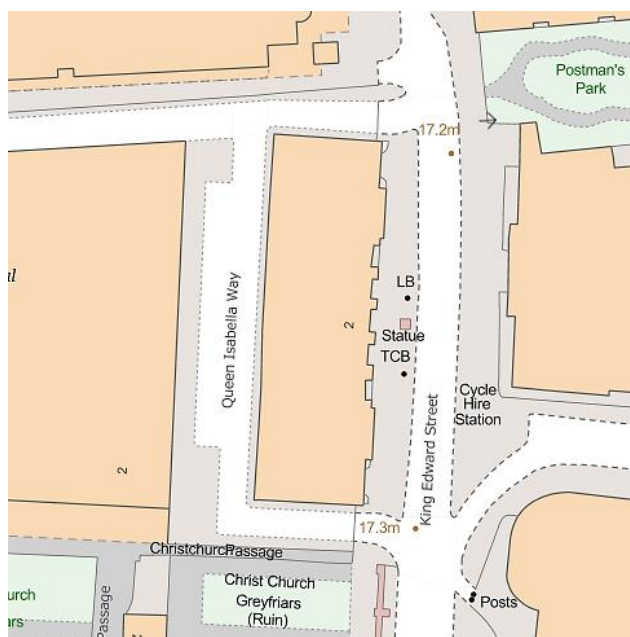
The building's scale complements the scale of the tower and church ruins and the churchyard nearby. The classical architectural language of round-arched openings, pediment and sash windows are sympathetic to the character and appearance of the conservation area. Its brick and stone materials sit comfortably among the stone, brick and ironmongery that characterises this part of the conservation area.



Management Strategy

The building is currently in commercial use. The building is affected by the St Paul's Heights policy area. It is considered to make a positive contribution to the character and appearance of the conservation area. Any proposals for alteration should seek to sustain and enhance this positive contribution.

Bank of America Merrill Lynch – King Edward Buildings



Plan; view looking SW from Postman's Park; detail of E elevation (below)

Other designations

Grade II* listed building. The building is affected by the St Paul's Heights policy area.

Character & Significance

Like Nomura House, formerly part of the GPO and completed in 1911 to designs by Sir Henry Tanner. It was the 3rd of the complex of GPO buildings on this site and was built on the former site of Christ's Hospital. The building is of a similarly free classical style in Portland Stone to Nomura House and reads as a group with that building (and the statue of Rowland Hill). There are a few subtle differences – this building is slightly lower with a consequent effect on the proportions of the architecture. It is less altered than Nomura House.

The building is valuable evidence of the scale and importance of the GPO in the late Victorian and Edwardian periods, and of the architectural character deemed fitting for such buildings.

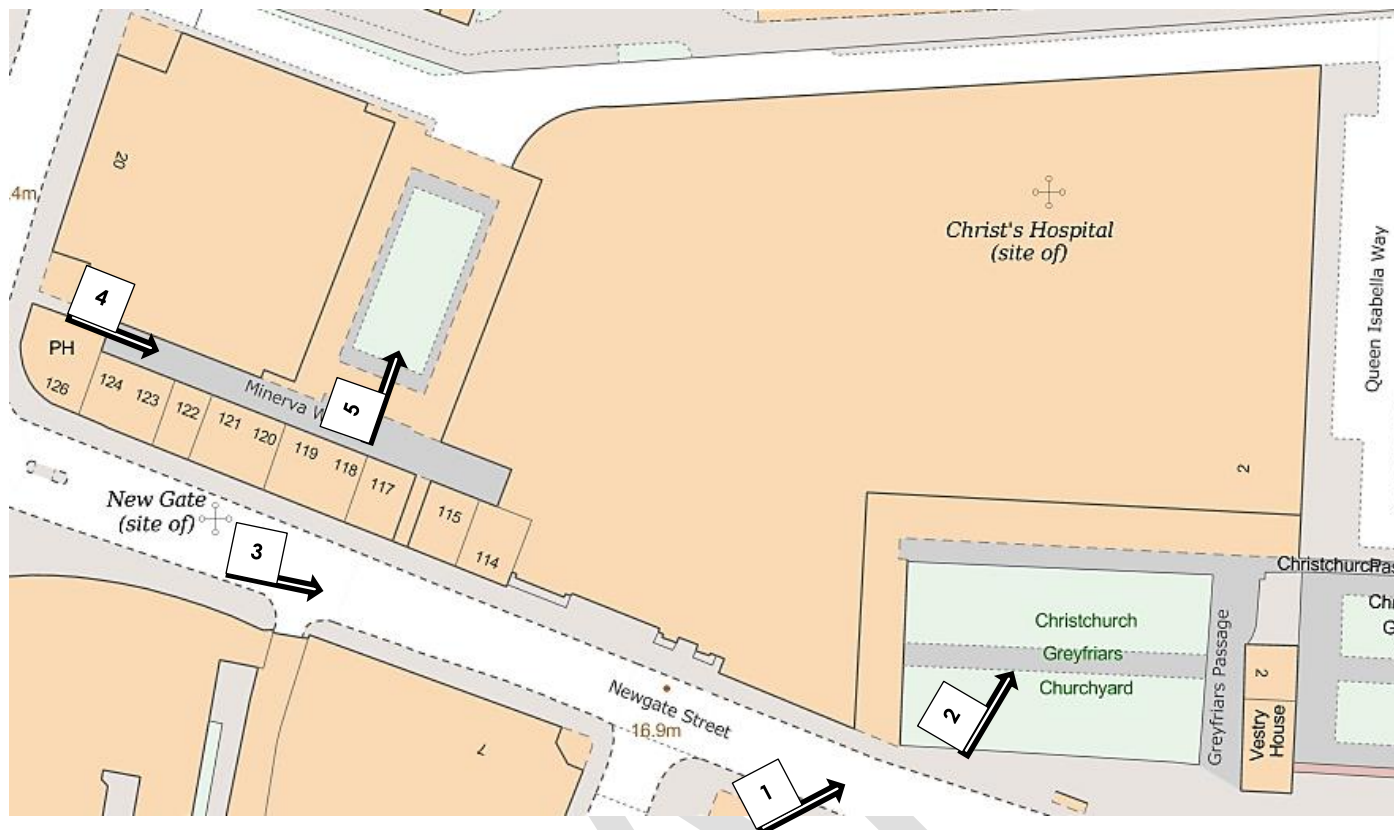
Management Strategy

The building makes a substantial contribution to the conservation area. It is listed at grade II* and subject to the listed building consent process.

The building remains in office use. Proposals for alteration must sustain and enhance the positive contribution of this building to the conservation area. Alterations to the building should be sympathetic to its 19th century classical, official character. Alterations should seek to sustain and enhance this character and avoid discordancy.



Bank of America Merrill Lynch Buildings



Map showing location of views displayed below



Views 1 & 2

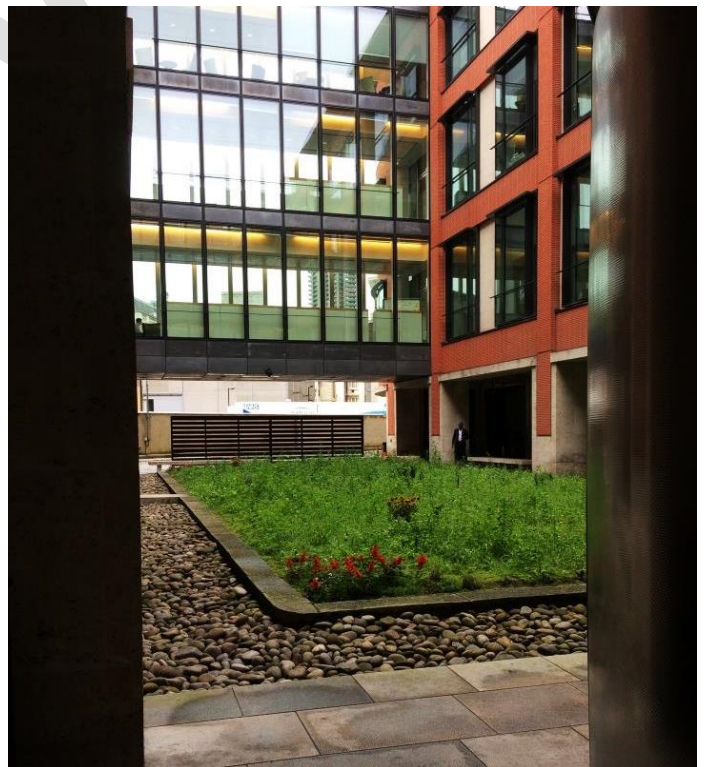
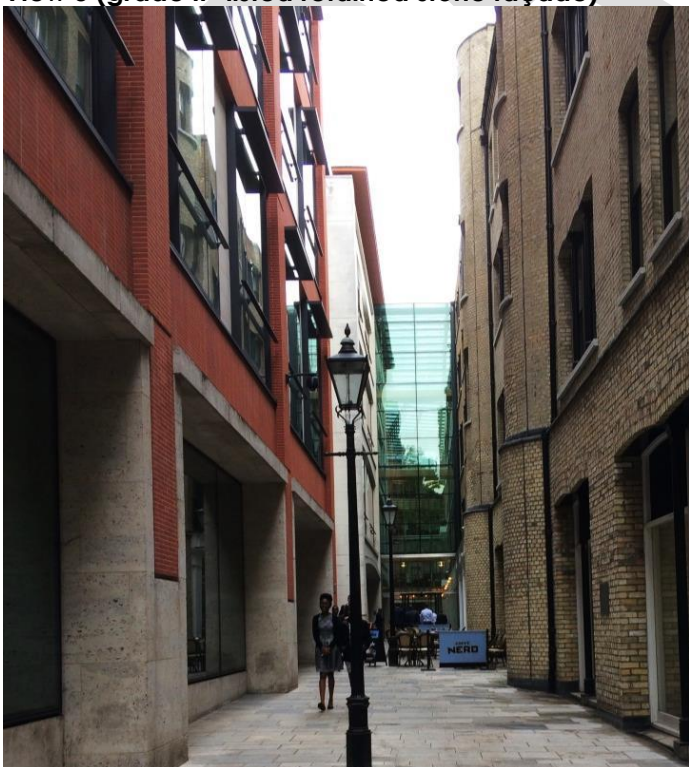
Other designations

The Roman wall and bastion under the west part of the site are designated as scheduled ancient monuments; the retained façade to Newgate Street is listed grade II*; the site borders the scheduled remains of the London Greyfriars. The site is affected by the St Paul's Heights policy area.

Bank of America Merrill Lynch Buildings



View 3 (grade II* listed retained stone façade)



Views 4 (Minerva Walk) & 5 (courtyard)

Bank of America Merrill Lynch Buildings



Image source: Google Earth screenshot © Google 2017

Character & Significance

Bank of America Merrill Lynch occupies a large part of the former GPO site and comprises a series of three interlinked buildings with different elevational treatments that have been successfully stitched into the surrounding historic townscape. The site and setting is particularly sensitive. As well lying within the Postman's Park conservation area, it borders the Newgate and Giltspur Street conservation areas to the west and the settings of numerous listed buildings. Remains of the Roman and medieval City wall and a bastion are scheduled and lie below the new buildings. The scheduled London Greyfriars site is located immediately to the east of the buildings.

The primary materials are Portland stone and brick – used in varying shades of brown and red. These are used in different combinations, from the brown brick and roach-bedded stone of the Newgate Street elevation to the entirely stone-fronted façade facing south onto the churchyard. The latter is particularly well-detailed with recurring column motifs expressed above the colonnade.

The development incorporates the grade II* listed retained former Sorting Office Newgate Street façade of 1911 by Sir Henry Tanner, the architect who designed the postal buildings elsewhere in the conservation area. The line of the Roman and medieval City wall is marked in paving on Minerva Walk. Public access to the Roman and medieval City wall and bastion is possible via Giltspur Street.

The quality of this development has been recognised through a City Heritage Award, a Civic Trust Award, a Worshipful Company of Architects Award and a IAO/OAS Best Central London Development Award, all given in 2002.

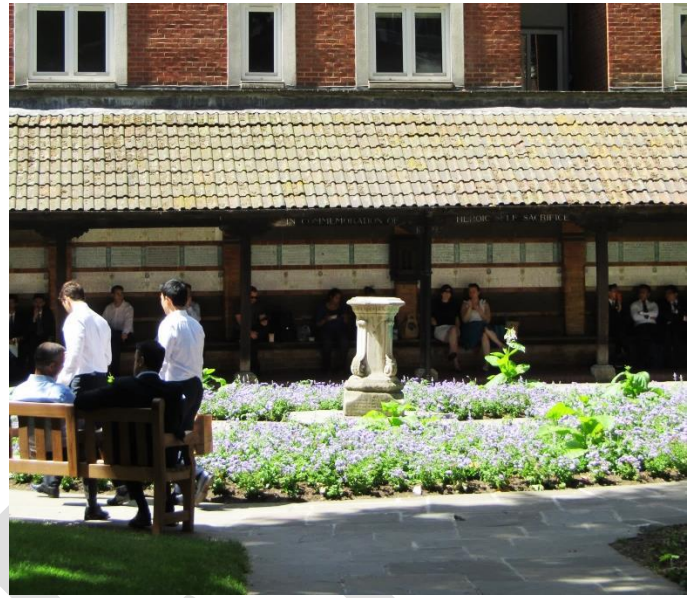
Management Strategy

This award-winning development is recognised to make a contribution to the character of the conservation area. In scale, design, detailing and materials it responds appropriately to its sensitive context. Proposals for alteration should seek to sustain and enhance the development's contribution to the conservation area.

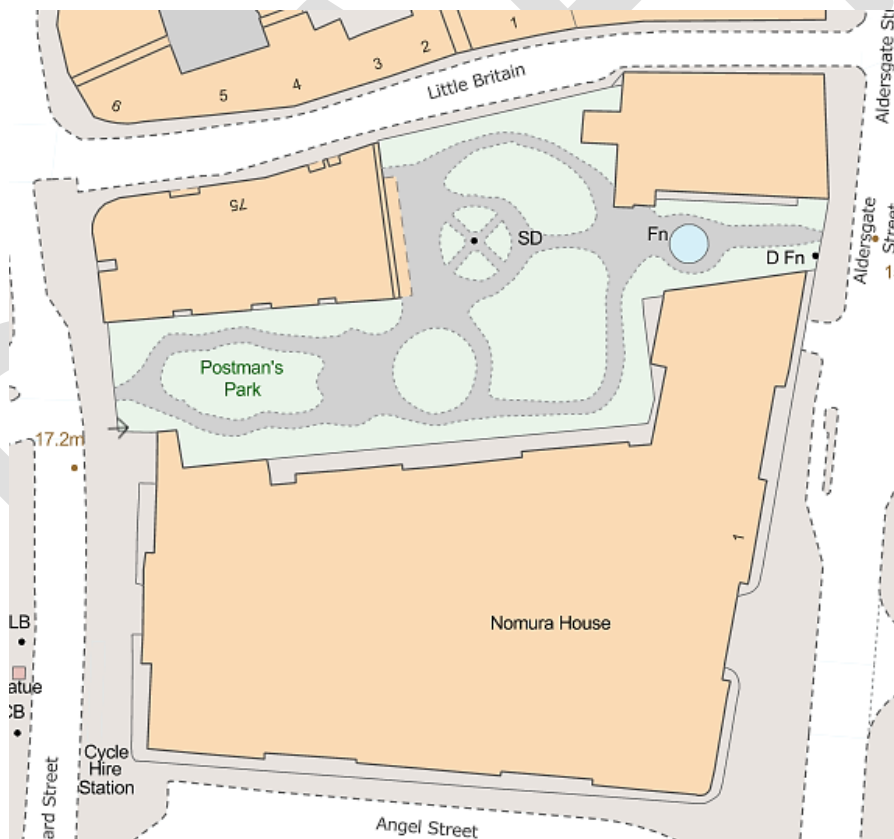
Other enhancements

- Reopening the route through the buildings between Minerva Walk and Christchurch Passage;
- Enhanced information displays about the history of the site;
- More information displays about the scheduled ancient monument.

Green Spaces Postman's Park



Birds' eye view looking approx. south-west (Source: Google Earth screenshot © Google 2017); view of the Watts Memorial



Postman's Park

Other designations

One Tree Preservation Order affecting XX trees; grade II listed gates and railings to east entrance; grade II listed Watts Memorial; scheduled ancient monument section of London Wall

Character & Significance

A verdant park of irregular shape that links Aldersgate Street at its eastern entrance with King Edward Street at its western entrance. Within, there are sinuous circuits of attractively-paved Yorkstone paths traversing large areas of greenery and planting. Relocated gravestones line the boundaries with buildings; good quality railings form the other borders. The Watts Memorial to Self-Sacrifice and St Botolph Aldersgate contribute interest and richness to the park.

The name derives from its associations with the General Post Office to the south; the park was formerly three separate burial grounds (serving St Botolph Aldersgate, St Leonard Foster Lane and Christ Church Newgate) closed by 1875, a use seen in the raised level of the park, its relationship to the church and the numerous gravestones lining the boundary.

Postman's Park is one of the largest churchyard spaces in the City and makes a valuable contribution to amenity through its trees, greening and multitude of interesting features. Its status as three former burial grounds is unique. It is one of the anchoring features of the conservation area, to which it gives its name.

Postman's Park is managed as an open space by the City Corporation.

Management Strategy

As an amalgam of three former burial grounds, subject to faculty jurisdiction, a faculty would be required for works to Postman's Park. Depending on the proposal, planning permission may also be required. Works to the listed gates and railings and other individual features would be managed under the faculty process.

Proposals should aim to preserve and enhance the existing character of the space. The park is considered to make a key contribution to the special interest of the conservation area through its openness, greenery, layout, boundaries and structures within. Alterations to or removal of any of these elements would affect the integrity of the park, its special interest and its contribution to the conservation area.

Like-for-like repair and maintenance of the structures is acceptable, but it is advisable to contact the Development Division to discuss. Maintenance of the planting scheme and trees is acceptable, though works to trees in conservation areas or that are subject to TPOs will require consent.

Postman's Park has been identified as a proposed Site of Importance for Nature Conservation (SINC).

Other enhancements

We encourage proposals for the following works:

- Repair and conservation of –
 - Watts memorial
 - gravestones
 - gates and railings
 - Drinking fountains
- Greater physical interpretation of the site's history, particularly its use as three former burial grounds
- Access improvements, including the correction of uneven pathways and the removal of trip hazards, where these would not conflict with sensitive historic features.

Postman's Park



View 1: 1884 (Collage)

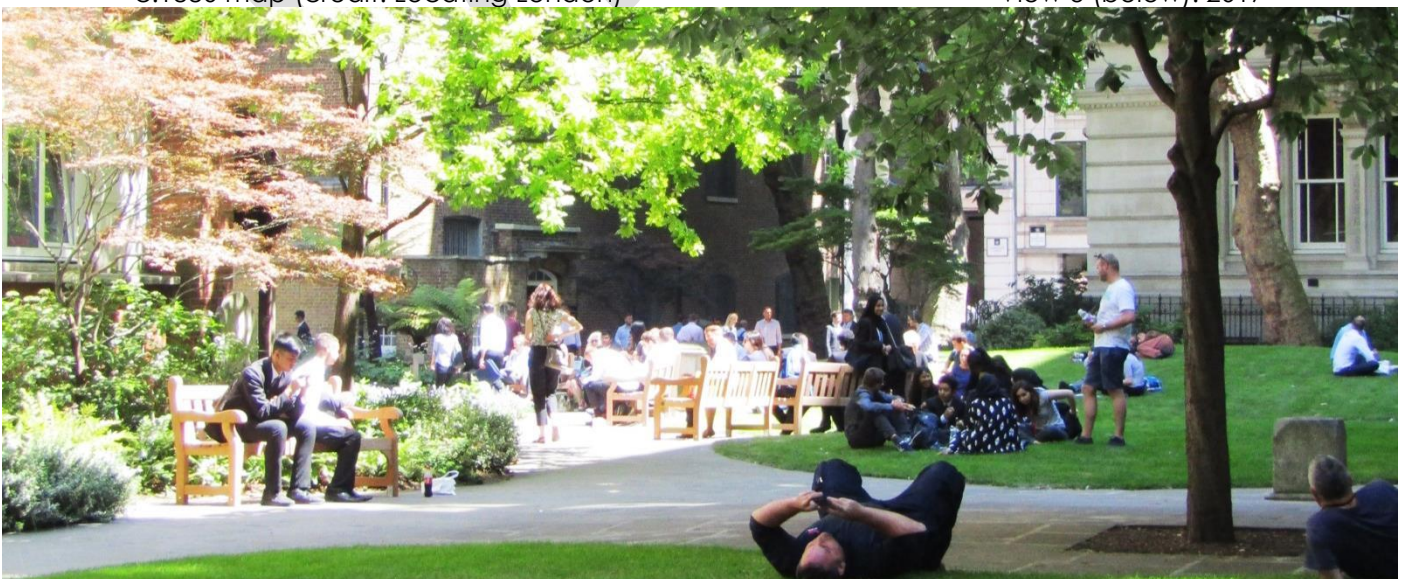


View 2: 1928 (Collage)



c.1880 map (credit: Locating London)

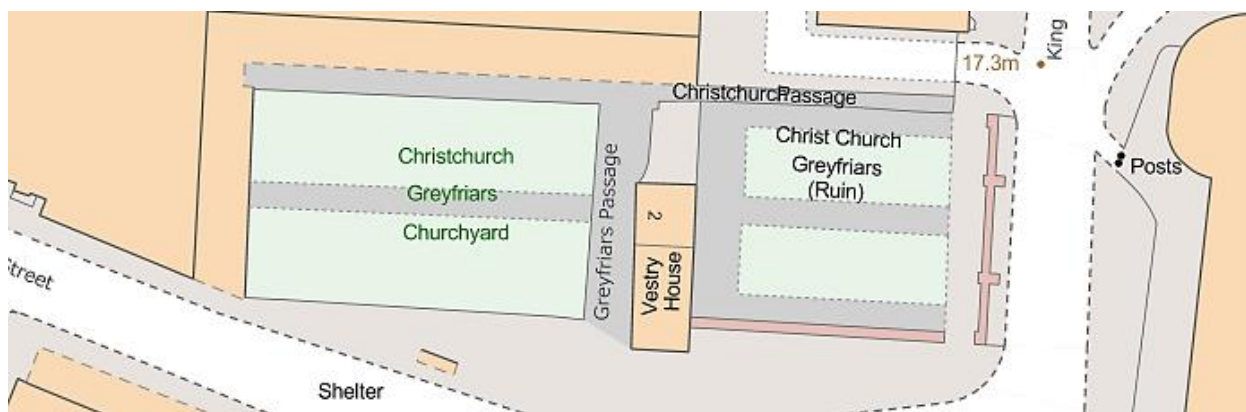
View 3 (below): 2017



Christchurch Greyfriars Churchyard



Christchurch Greyfriars Churchyard



Other designations

The London Greyfriars SAM covers the entire churchyard and the Christchurch Greyfriars garden to the east. The 18th century railings, gates and piers to the east end of the churchyard are listed at grade II. The site is affected by the St Paul's Heights policy area.

Character & Significance

With the ruins of the 17th century Wren church to the east, this churchyard occupies the site of the Greyfriars friary, one of the largest and richest religious establishments of the medieval City. Below ground, the remains of this complex survive and are scheduled. Established in 1225, their church, one of the largest in the medieval City, became a parish church after the dissolution of the monasteries and was destroyed in the Great Fire of 1666. Following this, the western half of the old site of the Friary church became this churchyard. The former nave of the Friary church is marked by the path and avenue of trees.

Like Postman's Park, this is one of the larger churchyards in the City and provides a significant amount of green space, a welcome contrast against the surrounding buildings. It has an important relationship with the remains of Christchurch Greyfriars to the east as both occupy the long rectangular former site of the Friary church. It is an evocative place from which to view the remains of the 17th century church. The churchyard contains ledger stones, chest tombs, lamp standards and is bounded by traditional-style railings, all of which reinforce its contribution to the conservation area.

Management Strategy

The churchyard is an open space managed by the City Corporation. It will be subject to the SMC process and relevant policies. As a former churchyard subject to faculty jurisdiction, a faculty would be required for works to the churchyard and to individual elements such as the listed gates and railings to the east. Depending on the proposal, planning permission may be required.

The existing form and layout of the churchyard is considered to make a strong contribution to the character of the conservation area and should be retained. The ground plan relates to that of the former Friary church and significant alteration to this could cause harm to the conservation area. Otherwise, minor alterations should aim to sustain and enhance the existing character of the space. The rectangular perimeter could be enhanced to incorporate more seating, circulation space and access points.



Garden and Ruins of Christchurch Greyfriars



Other designations

The ruins of the church are listed at grade I. The London Greyfriars SAM covers the site and the churchyard to the west. The site is affected by the St Paul's Heights policy area.

Character & significance

With the churchyard to the west, these ruins occupy the site of the Greyfriars friary, one of the largest and richest religious establishments of the medieval City. Below ground, the remains of this complex survive and are scheduled. Established in 1225, their church became a parish church after the dissolution of the monasteries and was destroyed in the Great Fire of 1666. Wren rebuilt the body of the church in 1677-87. It was a spectacular, generously proportioned interior with sumptuous decoration. Unfortunately, the church took a direct hit in the Blitz and the interior was completely destroyed. Road widening in 1974 saw the whole of the east end, which had survived to its full height, demolished (a low stone wall has since been added to mark the limit of the east end). The garden within the remaining, consolidated ruins was laid out in 1989 and the large square structures mark the former positions of the columns of the Wren church.

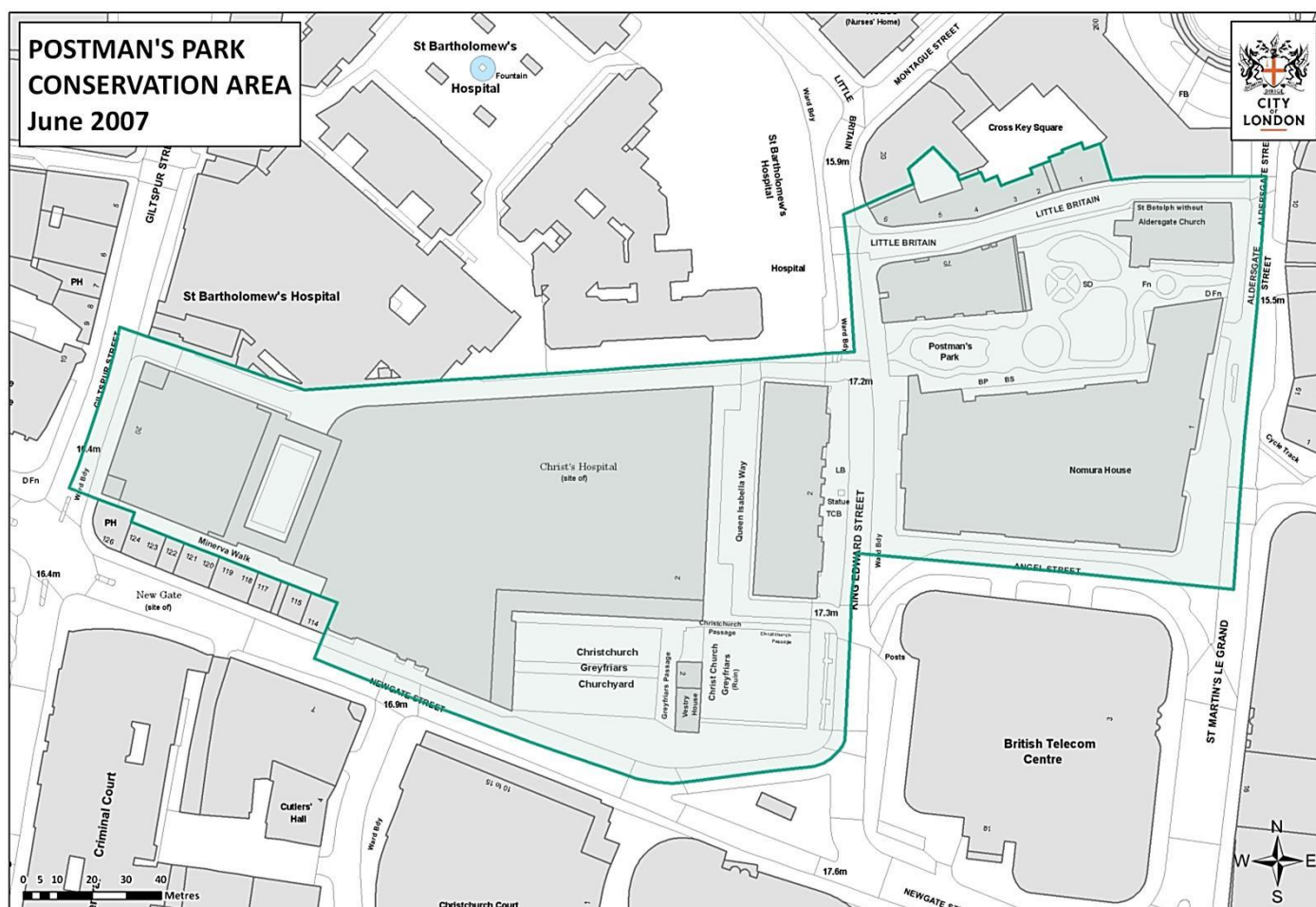
This is an arresting part of the conservation area. The exposed rubble walls of the ruin, still substantial despite their 1970s truncation, are a dramatic prospect and contrast with the soft planting of the garden. Long and short views across and from within the conservation area provide a number of ways in which to experience the structure. The textures of the ruins contrast with the intact, architectural formality of the surrounding buildings.

Management Strategy

The site is an open space managed by the City Corporation. The grade I listed ruins will be subject to LBC and associated policies, including the ground surface, and additional controls under the SMC process. The present arrangement of the ruins and the garden make a very high contribution to the conservation area and should be retained in their present form. This site is no longer subject to faculty jurisdiction.

Only high-quality repair and conservation works, when required, will be appropriate for the ruin structures. All works are likely to require consent. Any proposed alterations could affect the special interest of the ruins and their strong contribution to the conservation area. Some variation in the planting scheme could be accommodated, but only if the net amount of greening is maintained.

Streets, Routes, Public Realm & Transportation



Local Plan Policy DM12.1 Managing change affecting all heritage assets and spaces

3. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted.

Key transport issues

Aldersgate Street south of London Wall, King Edward Street, Little Britain between Montague Street and King Edward Street, Newgate Street and St Martin le Grand are borough distributor roads and form a gyratory section of the City's northern relief route, which is designed to keep motor vehicle traffic, particularly heavy goods vehicles, out of the City's core. It also forms an important part of London's bus network. By concentrating motor vehicle traffic, particularly goods vehicles, on it, the northern relief route has a major adverse impact on the areas through which it passes, including the Postman's Park conservation area.

The City Corporation is reviewing the costs and benefits of removing this gyratory system and restricting the northern relief route in this part of the City to a single two-way road. Removal of the gyratory is likely to enable the number of junctions in the area that need to be controlled by traffic signals to be reduced. Cycle hire docking stations on King Edward Street and Newgate Street are useful amenities to facilitate more active travel and less taxi use but are prominent features in the local streetscapes.

Streets, Routes, Public Realm & Transportation

Aldersgate Street/St Martin Le Grand

Ultimately Roman in origin; the Aldersgate under which the road runs has Roman foundations. Widened in 1829, when the east end of St Botolph Aldersgate was rebuilt. This is one of the main arteries of the conservation area, forming its western border. Only the southern section of Aldersgate Street lies within the CA, up until its junction with Little Britain. Just south of the entrance to Postman's Park, under the carriageway, are the scheduled remains of the Roman and medieval City wall incorporating the remains of the medieval Aldersgate. As well as the scheduled monument, there are two grade II listed items of street furniture – a police call box and the gates and railings to the churchyard. There are traffic signals next to the east end of the church that it would be desirable to move.

Little Britain

Recorded as *Brettonstrete* in 1329. Forms the north-east boundary of the conservation area. It is a quietway/cycle route that could benefit from being pedestrianised. Disabled parking bays on Little Britain east of King Edward Street form an important facility for St Bartholomew's Hospital but encourage cars to park in this otherwise quiet street.

Angel Street

Probably late 16th century in origin, formed across part of the dissolved Greyfriars precinct. Now a much truncated short street forming the south-east boundary of the conservation area. Part of the St Paul's gyratory. Coach parking bays on Angel Street provide a facility primarily for tourist traffic to St Paul's Cathedral. However, the coaches detract from the views of grade II* listed King Edward Buildings and of Nomura House.

King Edward Street

Recorded as *Stukandelane* in 1275, known as *Stinking Lane* in the Middle Ages, then as *Butchers' Hall Lane* from the 17th century until 1843 when it received its present name. Until 1552 the church of St Nicholas Shambles stood at the south east end. It is a short street linking Newgate Street with Little Britain and a key north-south route through the conservation area. It would be desirable to remove the bus stand where queueing buses interrupt views of No.2 King Edward Street.

Queen Isabella Way

Formed by the Bank of America development in the late 1990s.

Christchurch Passage/Greyfriars Passage

These evocative and relatively tranquil routes have existed since the late 16th century following the dissolution of the Friary. They add valuable permeability to the conservation area and offer differing perspectives from which to experience the ruins of Christchurch Greyfriars and the associated churchyard.

Minerva Walk

Formed by the Bank of America development in the late 1990s. The route was originally part of a cross-site route that led from Christchurch Passage through the Bank of America buildings. There is an evocative contrast between the 19th century rear brick walls to the south and the newer façade to the north. The line of the Roman and medieval City wall is marked out in the paving.

Newgate Street

The Newgate was Roman in origin. By 1196 this route was called *The Shambles* in reference to the butcher's shops along it. In 1617 the route received its present name. It is a main thoroughfare in the City and one of the main conduits between the City and the West End. It frames much of the conservation area to the south and its breadth and length allow long views of landmarks.

Giltspur Street

An early medieval street, said to be named from knights attending Smithfield jousts, a small section of which falls within the conservation area.

Streets, Routes, Public Realm & Transportation

Public Realm schemes

Improvements to City streets and public spaces are subject to an overarching set of 16 Area Enhancement Strategies created by the City Corporation's City Public Realm team.

The **West Smithfield (2013)**, **Cheapside & Guildhall (2015)** and **St Paul's (in preparation) Area Enhancement Strategies** are all relevant to the Postman's Park conservation area. They set out a series of planned improvements to the area's streets and public spaces and a delivery plan. Please see www.cityoflondon.gov.uk.

DRAFT

Views

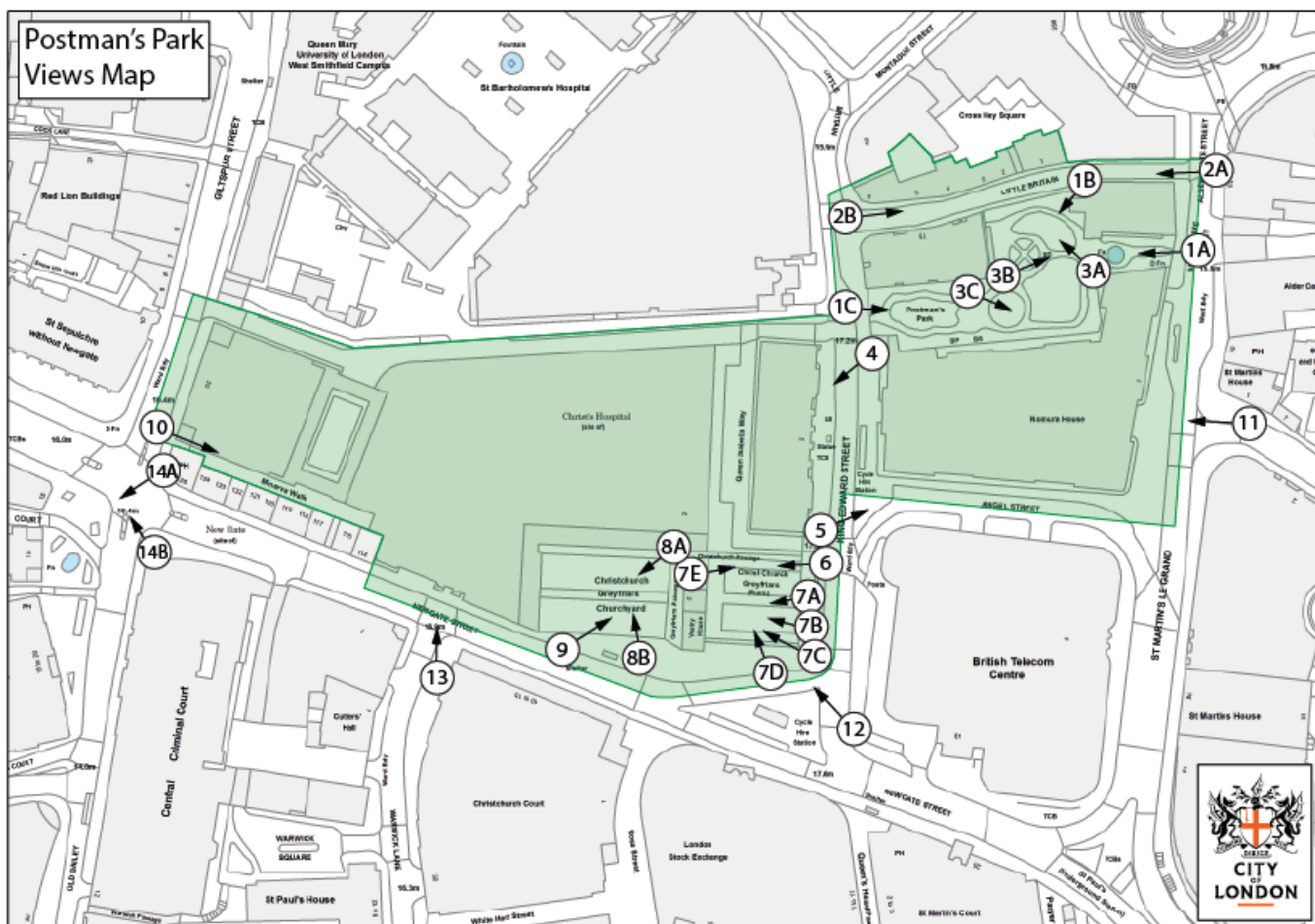
Interior

1. Views into Postman's Park from
 - a. Aldersgate Street
 - b. Little Britain
 - c. King Edward Street
2. Views along Little Britain from
 - a. North of St Botolph Aldersgate
 - b. From junction with King Edward Street
3. From within Postman's Park
 - a. View of Nos. 1-6 Little Britain
 - b. View of St Botolph Aldersgate
 - c. View of Nomura House
4. View of King Edward Buildings from west entrance of Postman's Park
5. View of Nomura House from King Edward Street
6. View along Christchurch Passage from King Edward Street
7. Views into Christchurch Greyfriars garden from
 - a. North-east corner
 - b. East wall

- c. South-east corner
 - d. South, Newgate Street
 - e. West doorway
8. Views into Christchurch Greyfriars churchyard from
 - a. Christchurch Greyfriars garden/Greyfriars Passage
 - b. Newgate Street
9. View across Christchurch Greyfriars churchyard towards Nomura House
10. View along Minerva Walk from Giltspur Street

Exterior

11. View of Nomura House from Gresham Street
12. View of Christchurch Greyfriars garden from outside BT centre
13. View of north side of Newgate Street
14. Views into surrounding conservation areas
 - a. Newgate Street
 - b. Smithfield



Nocturnal Character



(L-R) Little Britain, Postman's Park and Christchurch Greyfriars churchyard

Conservation areas are experienced by night as well as by day. Nocturnal patterns of activity and illumination can affect how their special character is appreciated. Lighting scale, intensity, colour temperature and uniformity all influence traditional townscapes. For example, a particularly bright form of internal illumination can draw undue attention and be particularly strident in a historic context, whilst a modern building with a highly glazed façade can result in greater light spill, trespass and detract from a visual hierarchy at night.

Within Postman's Park conservation area, the most sensitive and suitable lighting schemes are found at Christchurch Greyfriars. In the churchyard, original lamp standards with gas mantle style fittings provide a warm golden glow that appropriately evokes the mood of a 19th-century churchyard. The light spillage from Bank of America Merrill Lynch is relatively minor and does not overwhelm this effect. The ruins of the church are subtly lit with lamps embedded in the paving, allowing the textures of the stonework and surviving architectural details to be appreciated at night.

As busy arteries brightly lit by standard street lighting, the main roads of the conservation area have a somewhat generic nocturnal character.

Locked at night, Postman's Park itself is entirely unlit and consequently provides a valuable pocket of darkness, beneficial for biodiversity as well as character. It is affected by light spillage from Nomura House.

Little Britain is currently adversely affected by overly bright LED streetlamps. The nocturnal character of the street should be similar to that of Christchurch Greyfriars churchyard: a warm orange glow issuing from traditional style light fittings. The street could be enhanced by introducing this style of illumination.

Within the draft City of London Lighting Strategy (2018), Postman's Park falls within the 'Culture Mile character area. One of the key recommendations for this area is: "*Celebrate the rich historic and iconic architecture of the area by introducing lighting which is sensitive to the original design intent.*"

Appendix 1: Historical Development

After the Claudian conquest in AD 43, the Romans swiftly established Londinium on the north bank of the Thames. In the 2nd century the city was enclosed by the Roman city wall and ditch, a stretch of which east-west through the conservation area. The Aldersgate and the Newgate openings through the wall were established in the Roman period. The 'Cripplegate' fort lay immediately to the east of the conservation area. In 410 AD, Britain ceased to be part of the Roman Empire and occupation of Londinium ceased.

In the 9th century, Saxons under King Alfred the Great reoccupied the walled City. In the 11th century the Aldersgate is first recorded as Ealdredsgate. The gate may have been named after Ealdred, Archbishop of York, who crowned King William I on Christmas Day 1066 during the Norman Conquest of England.

First recorded in 1138, St Botolph Aldersgate was founded outside the Aldersgate to the north and its churchyard was established before 1348. St Botolph was the patron saint of travellers and churches dedicated to him were founded at Aldgate, Billingsgate and Bishopsgate. Two other parish churches bordered the conservation area: St Audoen within Newgate, recorded by 1220, and St Nicholas Shambles, the latter of which was founded by the 11th century. The latter was named from the Shambles, a pungent row of butchers' stalls on what is now Newgate Street.

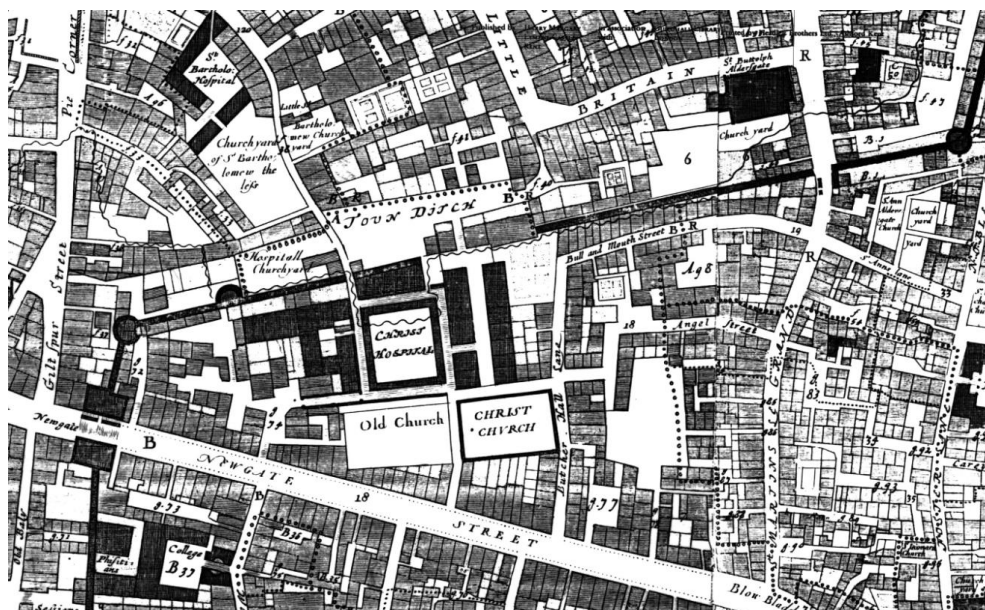
By 1250, the Franciscan 'Greyfriars' had established their friary just inside the City wall between Aldersgate and Newgate. It would develop into one of the richest such complexes. At their peak, in the early 14th century, there were about 90 friars. Their benefactors ranged from Londoners to royals. Sprawling across land accumulated from various sources, their complex occupied virtually all of the land immediately south of the City wall between Newgate, Newgate Street and Aldersgate. Occupying what are now the separate sites of Christchurch Greyfriars churchyard and garden, their church was one of the largest and finest in the City.

Another religious establishment, St Martin le Grand, was established just outside the conservation area boundary but commemorated in the street name. A collegiate church and monastic precinct, it was not subject to the City's jurisdiction and had the status of a liberty, free from all authority except that of the monarch. As such, thieves and debtors could claim rights of sanctuary there. Like the Greyfriars, it was a significant presence in the area. During the reign of Edward I (1272 – 1307) the curfew was rung from St Martin's.

Both were dissolved in the 1530s, and part of the former Franciscan friary church became the parish church of Christchurch Greyfriars. Christ's Hospital, a school for orphans, was founded in 1552 and awarded a Royal Charter by the young King Edward VI who gave the school the land and buildings of the former Greyfriars. Being superseded by Christchurch Greyfriars, St Audoen Newgate and St Nicholas Shambles ceased to be parish churches and were demolished. The precincts of St Martin le Grand were increasingly exploited as a place of sanctuary and consequently acquired a squalid and criminal character.

A famous coaching inn, the Bull and Mouth, was established by the 16th century on a site just inside the wall south of the Aldersgate. Coaching routes from it ran to the north, through Aldersgate. In 1603, James I of England and VI of Scotland entered the City through Aldersgate to formally assume the crown of England. In commemoration, in 1617, it was rebuilt with an equestrian figure of the King prominently displayed on the north face.

Appendix 1: Historical Development



Ogilby & Morgan map, 1676

The Great Fire of 1666 destroyed the district with the exception of the City wall, Aldersgate, Newgate and church of St Botolph. Christchurch Greyfriars was rebuilt by Sir Christopher Wren, with the body of the church completed in 1687 and the tower in 1704. Additionally, Wren rebuilt the south front of the new buildings of Christ's School, forming a set-piece with the new church. Other rebuilding was completed to designs by Robert Hooke and Nicholas Hawksmoor. The school was rebuilt again between 1793 and 1836.

After the Great Fire, in 1670, the Aldersgate was repaired. By this time the environs to the north had become a fashionable residential area.

In 1791 St Botolph Aldersgate was rebuilt and the east end was rebuilt again in 1829 when Aldersgate Street was widened.

In 1830 the Bull and Mouth was rebuilt as the Queen's Hotel, before being demolished in 1887 to make way for the grand buildings of the General Post Office. This was the first major sorting office in London and was located here because land was cheaper than in the more central districts of the City (the GPO outgrew its former site in Lombard Street) and because of the convenient proximity of the road north.

These were built in stages – initial in 1829 on the site of St Martin le Grand, then with substantial ranges on the former Franciscan friary site between 1869 and 1911. An early form of reinforced concrete, the Hennebique system, was used for the large Sorting Office building. This stood on the site of the Merrill Lynch development and linked King Edward Buildings with the entrance on Newgate Street. In 1927 the post office railway began running underneath the site.

By the mid-19th century the green space to the south-west of St Botolph was being used as three separate burial grounds: for St Botolph's, St Leonard Foster Lane and Christchurch Greyfriars. By 1875 these had been closed under the Burial Acts and made in to a public garden, further extended to the north in 1900 with building plots along Little Britain. That year, the Watts Memorial to Heroic Self-Sacrifice was unveiled in the park. The park's name derives from its associations with the General Post Office buildings. In 1902 Christ's Hospital moved to new premises in Sussex and the GPO was extended over their site.

The churchyard of Christchurch Greyfriars was closed in the mid-19th century. Responsibility for maintenance of all former churchyards passed to the City of London Corporation.

Appendix 1: Historical Development

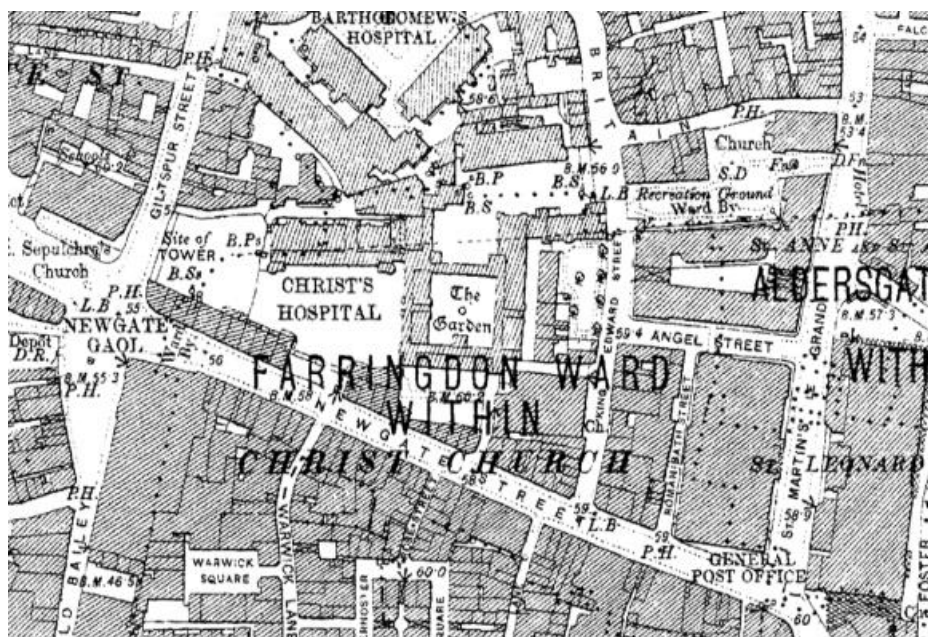


Image credit: Locating London

Ordnance Survey map, c.1880

During the Second World War Christchurch Greyfriars was hit by a bomb and the body of the church destroyed. It was later made into a public garden.

In 1990 the former north GPO range was converted for use by Nomura, a Japanese bank. A few years later, the former Sorting Office Buildings on the former Franciscan friary site were demolished and the Bank of America Merrill Lynch headquarters constructed, retaining King Edward Buildings.

Appendix 2: Local Details

Blue plaques, architectural sculpture, memorials and public statuary provide evidence of the distinctive character of the conservation area.

City of London blue plaques

These mark the sites of vanished buildings and enable pedestrians to orientate themselves to the history of the place.

No. 5 Little Britain: *Adjoining this site stood the house of John Bray, scene of Charles Wesley's evangelical conversion May 21st 1738*

Nomura House (N-S, all on the east elevation):
Site of the French Protestant Church Demolished 1888
Site of Northumberland House
Site of the Bull and Mouth Inn Demolished 1888

King Edward Building (Bank of America Merrill Lynch)
Near this spot stood Poulter's Hall 1630-1666

Retained Sorting Office façade, Newgate Street (Bank of America Merrill Lynch)
Site of Grey Friars Monastery 1225 – 1538
Site of Christ's Hospital 1552 – 1902

Giltspur Street/Minerva Walk, Bank of America Merrill Lynch
Site of the Giltspur Street Compter Demolished 1854



Architectural sculpture

There are many fine examples of architectural sculpture in the conservation area, such as decorative relief motifs, lettering, sculptural groups and ornamental features. Embellishing the principal elevations underlined a building's use, identified its occupant, conveyed prestige or simply gave it greater aesthetic impact. Examples can be found on the following buildings:

- **Nomura House**
 Postmaster General keystones
 Spandrels with figures writing and receiving letters
- **No. 4 Little Britain**
 Decorative capitals and keystones

Appendix 2: Local Details

Memorials

Aside from the Watts Memorial (see below), there are a number of important memorials and funerary structures that evoke the poignancy of the former use of the churchyards in the conservation area. They are to be found in the following places:

- Numerous gravestones and other funerary structures in Postman's Park.
- Gravestones and table tombs in Christchurch Greyfriars churchyard
- Memorials affixed to the north wall of the Christchurch Greyfriars' tower



Post-box and statue of Rowland Hill on King Edward Street

The statue is listed at grade II and relevant listed building policies apply.

Both items immediately evoke the significant associations of the area with the Postal Service. Sir Rowland Hill was a Victorian reformer who introduced the penny post. He died in 1879 and the statue was erected in 1881. When scanned with a smartphone, this statue 'talks', providing information on Rowland Hill. Both it and the post-box stand fittingly outside one of the former buildings of the General Post Office (GPO).

This page is intentionally left blank

TEST OF RELEVANCE: EQUALITY ANALYSIS (EA)

The screening process of using the Test of Relevance template aims to assist in determining whether a full Equality Analysis (EA) is required. The EA template and guidance plus information on the Equality Act and the Public Sector Equality Duty (PSED) can be found on Colnet at: <http://colnet/Departments/Pages/News/Equality-and-Diversity.aspx>

Introduction

The Public Sector Equality Duty (PSED) is set out in the Equality Act 2010 (s.149). This requires public authorities, in the exercise of their functions, to have ‘due regard’ to the need to:

- Eliminate discrimination, harassment and victimisation
- Advance equality of opportunity between people who share a protected characteristic and those who do not, and
- Foster good relations between people who share a protected characteristic and those who do not

The characteristics protected by the Equality Act 2010 are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership.
- Pregnancy and maternity
- Race
- Religion or belief
- Sex (gender)
- Sexual orientation

What is due regard?

Page 153

- It involves considering the aims of the duty in a way that is proportionate to the issue at hand
- Ensuring that real consideration is given to the aims and the impact of policies with rigour and with an open mind in such a way that it influences the final decision
- Due regard should be given before and during policy formation and when a decision is taken including cross cutting ones as the impact can be cumulative.

The general equality duty does not specify how public authorities should analyse the effect of their business activities on different groups of people. However, case law has established that equality analysis is an important way public authorities can demonstrate that they are meeting the requirements.

Even in cases where it is considered that there are no implications of proposed policy and decision making on the PSED it is good practice to record the reasons why and to include these in reports to committees where decisions are being taken.

It is also good practice to consider the duty in relation to current policies, services and procedures, even if there is no plan to change them.

How to demonstrate compliance

Case law has established the following principles apply to the PSED:

- **Knowledge** – the need to be aware of the requirements of the Equality Duty with a conscious approach and state of mind.
- **Sufficient Information** – must be made available to the decision maker
- **Timeliness** – the Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken not after it has been taken.
- **Real consideration** – consideration must form an integral part of the decision-making process. It is not a matter of box-ticking; it must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.
- **Sufficient information** – the decision maker must consider what information he or she has and what further information may be needed in order to give proper consideration to the Equality Duty
- **No delegation** - public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it, and that they do so in practice. It is a duty that cannot be delegated.
- **Review** – the duty is continuing applying when a policy is developed and decided upon, but also when it is implemented and reviewed.

However there is no requirement to:

- Produce equality analysis or an equality impact assessment
- Indiscriminately collect diversity data where equalities issues are not significant

- Publish lengthy documents to show compliance
- Treat everyone the same. Rather, it requires public bodies to think about people's different needs and how these can be met
- Make services homogeneous or to try to remove or ignore differences between people.

The key points about demonstrating compliance with the duty are to:

- Collate sufficient evidence to determine whether changes being considered will have a potential impact on different groups
- Ensure decision makers are aware of the analysis that has been undertaken and what conclusions have been reached on the possible implications
- Keep adequate records of the full decision making process

Test of Relevance screening

The Test of Relevance screening is a short exercise that involves looking at the overall proposal and deciding if it is relevant to the PSED.

Note: If the proposal is of a significant nature and it is apparent from the outset that a full equality analysis will be required, then it is not necessary to complete the Test of Relevance screening template and the full equality analysis and be completed.

The questions in the Test of Relevance Screening Template to help decide if the proposal is equality relevant and whether a detailed equality analysis is required. The key question is whether the proposal is likely to be relevant to any of the protected characteristics.

Quite often, the answer may not be so obvious and service-user or provider information will need to be considered to make a preliminary judgment. For example, in considering licensing arrangements, the location of the premises in question and the demographics of the area could affect whether section 149 considerations come into play.

There is no one size fits all approach but the screening process is designed to help fully consider the circumstances.

What to do

In general, the following questions all feed into whether an equality analysis is required:

- How many people is the proposal likely to affect?
- How significant is its impact?
- Does it relate to an area where there are known inequalities?

At this initial screening stage, the point is to try to assess obvious negative or positive impact.

If a negative/adverse impact has been identified (actual or potential) during completion of the screening tool, a full equality analysis must be undertaken.

If no negative / adverse impacts arising from the proposal it is not necessary to undertake a full equality analysis.

On completion of the Test of Relevance screening, officers should:

- Ensure they have fully completed and the Director has signed off the Test of Relevance Screening Template.
- Store the screening template safely so that it can be retrieved if for example, Members request to see it, or there is a freedom of information request or there is a legal challenge.
- If the outcome of the Test of Relevance Screening identifies no or minimal impact refer to it in the Implications section of the report and include reference to it in Background Papers when reporting to Committee or other decision making process.

1. Proposal / Project Title: Postman's Park draft Conservation Area Character Summary and Management Strategy SPD

2. Brief summary (include main aims, proposed outcomes, recommendations / decisions sought):
The draft Postman's Park CA SPD is a document that analyses the significance of the conservation area and sets out policies for its preservation and enhancement.

3. Considering the equality aims (eliminate unlawful discrimination; advance equality of opportunity; foster good relations), indicate for each protected group whether there may be a positive impact, negative (adverse) impact or no impact arising from the proposal:

Protected Characteristic (Equality Group) <input checked="" type="checkbox"/>	Positive Impact	Negative Impact	No Impact	Briefly explain your answer. Consider evidence, data and any consultation.
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed documents have no relevant content
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Where appropriate, the documents encourage enhancements to access
Gender Reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed documents have no relevant content
Marriage and Civil Partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed documents have no relevant content
Pregnancy and Maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed documents have no relevant content
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed documents have no relevant content
Religion or Belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed documents have no relevant content
Sex (i.e gender)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed documents have no relevant content
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed documents have no relevant content

4. There are no negative/adverse impact(s) Please briefly explain and provide evidence to support this decision:
The documents touch on equalities issues only where access to the buildings/streetscape/public realm is concerned. They encourage enhancements to access where appropriate.

5. Are there positive impacts of the proposal on any equality groups? Please briefly explain how these are in line with the equality aims:
Please see above.

6. As a result of this screening, is a full EA necessary? (Please check appropriate box using <input type="checkbox"/>)	Yes	No	Briefly explain your answer: The proposed documents are neutral in equalities terms aside from the positive aspect referred to above.
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

7. Name of Lead Officer: Tom Nancollas **Job title:** Planning Officer (Historic Environment) **Date of completion:** 08 January 2018

Signed off by Department Director : *Kathryn Stubbs* **Name:** Kathryn Stubbs **Date:** 16 January 2018

Screening Statement

On the determination of the need for a Strategic Environmental Assessment (SEA) in accordance with the *Environmental Assessment of Plans and Programmes Regulations 2004* and *European Directive 2001/42/EC* of the:

Postman's Park Conservation Area Draft Supplementary Planning Document

21/12/17



Sustainability Appraisal/Strategic Environmental Assessment Screening for:
Postman's Park Conservation Area Draft Supplementary Planning Document

1. Purpose of Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA)
 - 1.1. The SEA Directive identifies the purpose of SEA as “ to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development” (Directive 2001/EC/42)
 - 1.2. Sustainability Appraisal (SA) is the process by which this Directive is applied to Local Plan documents. SA aims to promote sustainable development through the integration of social, environmental and economic considerations into the preparation of plans.
 - 1.3. The City's Local Plan is subject to Sustainability Appraisal. However the 2008 Planning Act allows for Supplementary Planning Documents to be prepared without a full SA as long as they are screened to establish whether they will result in significant effects as defined by the SEA Directive.
 - 1.4. The SEA Directive exempts plans and programmes from assessment “When they determine the use of small areas at local level or are minor modifications to the above plans or programmes...” and states that “they should be assessed only where Member States determine that they are likely to have significant effects on the environment.”
 - 1.5. The criteria for determining the significance of effects are taken from schedule 1 (9 (2) (a) and 10 (4) (a) of the Environmental Assessment of Plans and Programmes Regulations 2004 and are defined in appendix 1. These can be split into the criteria related to (i) the scope and influence of the document (ii) the type of impact and area likely to be affected
2. Purpose of the Postman Park Conservation Area Draft SPD
 - 2.1. The Key objectives of this strategy are to provide guidance on managing development affecting this conservation area to ensure it is in line with legislation and national and local planning policies.
 - 2.2. This strategy is a Supplementary Planning Document which provides guidance regarding the City's Local Plan policies for historic environment, heritage asset conservation areas, listed buildings, protected views, open spaces and recreation and design.
 - 2.3. The London Plan and City of London Local Plan have been evaluated through the SA and Habitats Regulation Assessment (HRA) screening process, which incorporates the requirements of the SEA Directive, and have been found to be sound. This document provides details of how the City will apply the London Plan and Local Plan policies associated with the historic environment and open spaces.
3. SEA Screening Procedure
 - 3.1. The Responsible Authority (the City of London Corporation) must determine whether the plan or program under assessment is likely to have significant environmental effects. This assessment must be made

taking account of the criteria set out in Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004 (see appendix 1), and in consultation with the Environment Agency, Historic England and Natural England.

3.2. Where the Responsible Authority determines that the plan or programme is unlikely to have significant environmental effects, and therefore does not need to be subject to full Strategic Environmental Assessment, it must prepare a statement showing the reasons for this determination.

3.3. Appendix 1 shows the results of this screening process for the Postman's Park Conservation Area SPD

4. Screening and Consultation Outcome

4.1. This screening demonstrates that the Postman's Park Conservation Area SPD is unlikely to have significant effects on the environment. Therefore it will not be necessary to carry out a full SA/SEA on this document.

4.2. Each of the statutory consultees has been consulted on this initial screening statement and their responses are summarised below:

Consultee	Response
Environment Agency	Insert consultation responses
Natural England	
English Heritage	

5. Determination

6. The Postman's Park Conservation Area SPD is unlikely to have significant effects on the wider environment since it provides guidance on the implementation of Local Plan policies which will have largely positive impacts. Therefore it will not be necessary to carry out a Strategic Environmental Assessment on this SPD

Appendix 1 Criteria for determining the likely significance of effects on the environment

1. Characteristics of the Postman's Park Conservation Area SPD having particular regard to:

SEA Directive Criteria Schedule 1 Environmental Assessment of Plans and Programmes Regulations 2004	Summary of significant effects
(a) The degree to which the SPD sets out a framework for projects and other activities, either with regard to the location, nature, size or operating conditions or by allocating resources	The Postman's Park Conservation Area SPD will provide guidance to supplement the Local Plan, London Plan and national historic environment policies which are the overarching frameworks for development in the City. It will not allocate resources but will provide additional guidance to assist in development management in the Postman's Park conservation area, making sure that the historic significance of the area and its listed buildings are conserved.
(b) The degree to which the SPD influences other plans and programmes including those in a hierarchy	This SPD should influence the implementation of individual schemes within the Postman's Park Conservation Area. However this will be in line with policy in the Local Plan which was subject to full sustainability appraisal
(c) The relevance of the SPD for the integration of environmental considerations in particular with a view to promoting sustainable development	The Postman's Park Conservation Area SPD is in line with Policy CS 12, Policy CS 15 and Policy CS 18 of the Local Plan and the Management Strategy provides additional guidance on the issues of environmental enhancement, sustainability and climate change, flood risk, transport, open spaces, trees, biodiversity, soft landscaping and archaeology, which support the Local Plan approach to these issues. The Planning Inspector's report of the Local Plan examination stated that the Local Plan has taken account of the sustainability appraisal which was adequate.
(d) Environmental problems relevant to the SPD	The Postman's Park Conservation Area SPD Management Strategy and Listed Building Management Guidelines provide guidance on the implementation of the Local Plan's policies regarding sustainability and climate change identifying particular issues which affect the Postman's Park area, including open spaces and trees, biodiversity, SuDS and rainwater attenuation, air quality and transport impacts.
(e) The relevance of the SPD for the implementation of Community legislation on the environment (for example plans and programmes related to waste management or water protection)	The SPD will have a positive impact in line with Community legislation regarding climate change, energy, air quality and flood risk and will therefore contribute to local implementation of this legislation.

2 Characteristics of the effects and area likely to be affected having particular regard to:

SEA Directive criteria Schedule 1 Environmental Assessment of Plans and Programmes Regulations 2004	Summary of significant effects
(a)The probability, duration, frequency and reversibility of the effects	The aim of the Postman's Park Conservation Area SPD is to identify the historically important features and open spaces of the area with a view to ensuring their conservation and enhancement in line with Policy CS12 and Policy CS15. Therefore any sustainability effects of this SPD are likely to be positive, in line with the findings of the SA of Policy CS12 and Policy CS15
(b)The cumulative nature of the effects of the SPD	The impact of this SPD is likely to be positive, affecting a small area at local level, therefore it is anticipated that any cumulative impacts will tend to be positive
(c)The trans boundary nature of the effects of the SPD	This SPD will cover a relatively small area at local level therefore it is unlikely to have any trans boundary effects
(d)The risks to human health or the environment (e.g. due to accident)	There are no perceived risks to human health from this SPD
(e)The magnitude and spatial extent of the effects (geographic area and size of the population likely to be affected) by the SPD	This SPD covers a small area and will only have local impacts. The area has a low residential population but a significant number of people either work in the area or pass through it daily. The conservation of the historic environment in this area will not adversely affect these populations.
(f)The value and vulnerability of the area likely to be affected by the SPD due to: Special natural characteristics or cultural heritage Exceeded environmental quality standards or limit values Intensive land use	This SPD applies to the Postman's Park conservation area, the historic, cultural and environmental characteristics of which it aims to identify and enhance. Parts of this conservation area have been identified as Local Sites of Importance for Nature Conservation. This SPD will support this designation in protecting the natural environment.
(g)The effects of the SPD on areas or landscapes which have recognised national Community or international protected status	No national or international protected sites will be affected by this SPD since it covers a small area of the City which does not contain any nationally designated sites. This SPD aims to conserve and enhance the historic landscape including protection of historic views.

This page is intentionally left blank

Committee: Planning and Transportation Committee	Date: 29 January 2018
Subject: declaration of city walkway through London Wall Place (part of Bassishaw Highwalk and part of Saint Alphage Highwalk)	Public
Report of: Director of the Built Environment	For decision

Summary

The new highwalk network and the four new city walkway bridges at London Wall Place have now been constructed and, with the exception of the Bassishaw Highwalk city walkway bridge over London Wall, which is at a clearance height of 5.3 metres, they conform to the City Corporation's standards for new city walkways and new city walkway bridges. It is therefore now considered appropriate for the City Corporation to effect the opening of the new highwalk network to the public by accepting the vesting in it of the four new city walkway bridges and declaring the new highwalk network to be a city walkway.

Recommendation

I recommend that your Committee:—

1. Approve the vesting in the City Corporation of the city walkway bridges at (i) Saint Alphage Highwalk over Fore Street; (ii) Saint Alphage Highwalk over Fore Street Avenue; (iii) Bassishaw Highwalk over London Wall; and (iv) Saint Alphage Highwalk over Wood Street; acknowledging in doing so that the city walkway bridge at Bassishaw Highwalk over London Wall is at a clearance height of 5.3 metres.
2. Declare to be a city walkway the highwalks through London Wall Place and over the city walkway bridges to be known as Bassishaw Highwalk (part) and Saint Alphage Highwalk (part) on a date to be determined in terms of the resolution set out at Appendix 1 to this report.
3. Delegate authority to the Transport Planning and Development Manager to insert an appropriate date for the declaration to come into force, such a date to be within 30 days of your Committee resolving to declare the highwalks to be a city walkway.

Main Report

Background

1. On 27 June 2011 your Committee resolved to grant planning permission 10/00832/FULEIA and this was granted on 26 August 2011. This is planning permission for the:

Demolition of existing buildings and structures and erection of two buildings comprising an 18 storey west building and 14 storey east building providing 66,839 sq. m of office (Class B1) floorspace and 2,075 sq. m of retail floorspace (Classes A1/A2/A3). Alterations to City Highwalk at Willoughby Highwalk, removal, realignment and reinstatement of Bassishaw Highwalk across London Wall, alterations to Moorfields Highwalk over Fore Street Avenue, removal, realignment and reinstatement of Alban Highwalk between Wallside/The Postern and Alban Gate and removal of Alban Gate Rotunda at London Wall and Alban Gate. Removal of stair from St Alphage podium level to St Alphage Garden and Salters Garden. Hard and soft landscaping and necessary enabling works, including alterations to and within the public highway.

2. The redevelopment involved the replacement of the majority of Saint Alphage Highwalk (except for the section around Moor House to the east and the short link into Andrewes Highwalk in the Barbican Estate to the north) and that section of Bassishaw Highwalk over the city walkway bridge over London Wall with a new highwalk network including new city walkway bridges over Fore Street, Fore Street Avenue, London Wall and Wood Street.
3. On 11 April 2013 the City Corporation and London Wall Place LP acting by its general partner London Wall Place (GP) Limited (afterwards called “the Developer”) entered into an additional agreement under section 106 of the Town and Country Planning Act 1990 relating to the provision of the new city walkway. This agreement provides that the four new city walkway bridges shall vest in and be maintained by the City Corporation. It also provides that the Developer shall be responsible for the proper cleansing, maintenance and repair (including renewal) of all surface and structural elements, drainage, lighting and other structures forming part of the new city walkway except for the new city walkway bridges; although the City Corporation shall be responsible for the cost of the supply and consumption of electricity in lighting the new city walkway.
4. On 17 December 2013 planning permission 13/00583/FULL, an application under section 73 of the Town and Country Planning Act 1990 to vary condition 47 of planning permission 10/00832/FULEIA, was granted under delegated authority; and on 30 June 2014 planning permission 14/00259/FULL, a further application under section 73 of the Town and Country Planning Act 1990 to vary condition 47 of planning permission 10/00832/FULEIA, was also granted under delegated authority.

Current Position

5. The new highwalk network and the four new city walkway bridges have now been constructed and, with the exception of the Bassishaw Highwalk city walkway bridge over London Wall, which is discussed at paragraphs 6–10 *below*, they conform to the City Corporation’s standards for new city walkways and new city walkway bridges. The new city walkway bridges are therefore suitable to be vested in the City Corporation and the new highwalk network is therefore suitable to be declared to be a city walkway.

6. The approval in principle for the Bassishaw Highwalk city walkway bridge over London Wall approved a clearance height for this bridge of 5.41 metres. This approval was below the usual contemporary requirement for a clearance height of 5.7 metres because of the close proximity of other bridges below this height.
7. Unfortunately, during the design of the city walkway bridge the permanent deflection under dead load was not taken into consideration and, together with some other design development and an incorrect interpretation of the original survey, given the skew and crossfalls, which further reduced the clearance, the actual clearance height of the bridge as constructed is 5.3 metres (and not the approved 5.41 metres). Regrettably this was not picked up until the bridge was welded together and installed on site. When the reduced clearance height was identified the Developer was asked to raise the bridge. Unfortunately this was not feasible due to the continuity of the structure, the fixings to the supporting building and the proximity of other structures.
8. As a result the Developer was then asked to assess what would happen if it was to be the case that the bridge was struck by a high vehicle. The Developer's designers back-analysed the footbridge for impact forces and were able to confirm in accordance with the UK National Annex to the Eurocode that the bridge would not suffer significant structural damage or become unstable. The analysis undertaken is for high vehicles travelling at 45 miles per hour, whereas the actual speed limit on London Wall is 20 miles per hour, so it is a conservative assessment of the consequences of a bridge strike. In addition, the bridge is of significant box construction and cannot be considered to be lightweight. If the bridge does get struck damage is likely to occur to the patina that protects the weathering steel; however, this patina can reform and the thickness of all of the steel members of the bridge was incidentally but fortuitously increased during the design process to accommodate damage to the patina in order to allow for graffiti removal using dry-ice-blasting techniques.
9. The height at which bridges are considered to be "low" and require to be signed as such is 5.03 metres, so the reduced constructed height of 5.3 metres is still 0.27 metres above this "low bridge" height.
10. The non-compliance with the approved clearance height of 5.41 metres therefore need not preclude the City Corporation from accepting the vesting in it of this city walkway bridge nor declaring a city walkway over this city walkway bridge.

Proposal

11. It is therefore now considered appropriate for the City Corporation to effect the opening of the new highwalk network to the public by accepting the vesting in it of the four new city walkway bridges and declaring the new highwalk network to be a city walkway.

12. Appropriate wording for a resolution to effect this declaration, including plans of the city walkway to be declared and the city walkway bridges to be vested, are appended to this report as Appendix 1.
13. It is recognized that the plans needed to provide an appropriate level of clarity as to what is to be declared and what is to be vested are necessarily complicated and that therefore they can be difficult to read when reproduced at A4 size. Color copies of the plans at A3 size are therefore available in the Members' Reading Room and will be displayed in the Livery Hall prior to and during your Committee's meeting of 29 January 2018. The plans can also be e-mailed to any Member and to any other person who wishes to receive them so that they can be viewed more conveniently using the viewing tools in Adobe Acrobat or similar document viewing software. Please let Craig Stansfield, whose contact details are at the end of this report, know if you wish to have the plans e-mailed to you.

Corporate and Strategic Implications

14. Declaring the new highwalk network to be a city walkway and vesting the city walkway bridges in the City Corporation, thereby enabling the new highwalk network to be used as of right by the public, serves to assist in delivering the City Corporation's Corporate Plan 2015–2019 and the Department of the Built Environment Business Plan 2017–2020, particularly Department of the Built Environment top-line objective 6, viz "Creating an accessible city which is stimulating, safe and easy to move around in".

Financial Implications and Risks

15. The City Corporation will be responsible for the city walkway bridges once they are vested in it and for the cost of the electricity used in lighting all of the city walkway once it is declared and this will involve additional costs. These costs are roughly commensurate with the costs involved in maintaining the parts of Bassishaw Highwalk and Saint Alphage Highwalk that were removed to facilitate the redevelopment and these costs can therefore be contained within the Department of the Built Environment's existing revenue budgets.
16. The Developer shall be responsible for the proper cleansing, maintenance and repair (including renewal) of all surface and structural elements, drainage, lighting and other structures forming part of the new city walkway except for the new city walkway bridges. However, should the Developer default in his obligations and the City Corporation need to exercise its step-in rights to ensure adequate management of the city walkway, and it was not possible in the circumstances to recover the costs of doing so from the Developer, there could be additional costs for the City Corporation. This is considered to be unlikely, but if it such a situation arose the costs involved may not be able to be contained within the Department of the Built Environment's existing revenue budgets.

Property Implications

17. Vesting of the four new city walkway bridges in the City Corporation would replace the four city walkway bridges that were removed when the London Wall Place site was cleared for redevelopment. The new city walkway bridges would be managed by the Department of the Built Environment.
18. The city walkway would also be a new City Corporation asset for the benefit of the public, but management of the city walkway except for where it passes over the four city walkway bridges would remain with the Developer. The City Corporation would, however, have step-in rights should the Developer default in his obligations.

Key Risks

19. In addition to the financial risk involved with the City Corporation needing to exercise its step-in rights should the Developer default on his obligations (discussed at paragraph 16 *above*), there is a risk involved in accepting the vesting of the city walkway bridge at Bassishaw Highwalk over London Wall at the constructed clearance height of 5.3 metres as this increases the risk of a bridge strike by a high vehicle. The risk of liability is considered to be low as the city walkway bridge at 5.3 metres is not so low as to be below the 5.03-metre standard minimum clearance over every part of the carriageway of a public road, and as a result it is recommended that the City Corporation accept this risk without taking any mitigating action.

Conclusion

20. The new highwalk network and the four new city walkway bridges at London Wall Place have now been constructed and, with the exception of the Bassishaw Highwalk city walkway bridge over London Wall, which is at a clearance height of 5.3 metres, they conform to the City Corporation's standards for new city walkways and new city walkway bridges. It is therefore now considered appropriate for the City Corporation to effect the opening of the new highwalk network to the public by accepting the vesting in it of the four new city walkway bridges and declaring the new highwalk network to be a city walkway.

Appendices

Appendix 1: Resolution of the Planning and Transportation Committee

Craig W. J. S. Stansfield

Transport Planning and Development Manager

Department of the Built Environment

telephone: + 44 7802 378 810

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

This page is intentionally left blank

RESOLUTION OF THE PLANNING AND TRANSPORTATION COMMITTEE

(under powers delegated to them by the Court of Common Council on 19 July 2001)

DATED the [to be inserted by the Transport Planning and Development Manager]
day of [to be inserted by the Transport Planning and Development Manager]

WHEREAS the Mayor and Commonalty and Citizens of the City of London acting by the Planning and Transportation Committee pursuant to the delegation to that Committee specified *above* (hereinafter called “the City”) are authorised by section 6 of the City of London (Various Powers) Act 1967 (as amended) (hereinafter called “the Act”) and in accordance with an agreement dated 11 April 2013 (hereinafter called “the Agreement”) **BY RESOLUTION TO DECLARE** any way or place in the City of London appearing to the City:

- (i) to be laid out or otherwise suitable for a city walkway within the meaning of section 5 of the Act,
- (ii) to which access is available directly from a street or another way or place that is a city walkway, and
- (iii) that is laid out or rendered suitable for a city walkway in accordance with one of the provisions specified in subsection (1) of the said section 6

TO BE A CITY WALKWAY as from such date as may be specified in such resolution

AND WHEREAS it appears to the City that:

- (i) the way or place specified in Schedule 1 hereto is laid out or otherwise suitable for a city walkway within the meaning of the said section 5; and
- (ii) access to such way or place is available directly from a street and from another way or place that is a city walkway; and
- (iii) the way or place is laid out or rendered suitable for a city walkway in accordance with subsection (1)(b) of the said section 6

AND WHEREAS the public right of way and of access on the way or place specified in Schedule 1 shall be subject to the limitations and conditions in Schedule 2 hereto in accordance with subsection (1A) of the said section 6 and in accordance with the Agreement

NOW THEREFORE the City in pursuance of section 6(1) of the Act by resolution **HEREBY DECLARE** the way or place described in Schedule 1 hereto on and after the [to be inserted by the Transport Planning and Development Manager] day of [to be inserted by the Transport Planning and Development Manager] to be a city walkway subject to the limitations and conditions in Schedule 2 hereto.

Dated the [to be inserted by the Transport Planning and Development Manager] day
of [to be inserted by the Transport Planning and Development Manager].

THE COMMON SEAL OF THE MAYOR
AND COMMONALTY AND CITIZENS
OF THE CITY OF LONDON
was hereunto affixed in the presence of:

Authorised Officer
Guildhall
LONDON
EC2P 2EJ

SCHEDULE 1

ALL THAT way or place known as Bassishaw Highwalk (part) and Saint Alphage Highwalk (part) (hereinafter called “the New City Walkway”)

- over the city walkway bridge over Fore Street to the existing part of Saint Alphage Highwalk and from thence to Andrewes Highwalk (part of Saint Alphage Highwalk); and
- over the city walkway bridge over Fore Street Avenue to the existing part of Saint Alphage Highwalk and to Moor House (part of Saint Alphage Highwalk); and
- over the city walkway bridge over London Wall to the existing part of Bassishaw Highwalk and to City Tower (part of Bassishaw Highwalk and part of Saint Alphage Highwalk); and
- over the city walkway bridge over Wood Street to Alban Highwalk (part of Saint Alphage Highwalk); and
- over the highwalks linking these four city walkway bridges through the London Wall Place development, including through parts of, over parts of and under parts of the buildings known as 1 London Wall Place and 2 London Wall Place (part of Bassishaw Highwalk and part of Saint Alphage Highwalk)

as shown on city walkway declaration plans

1. London Wall Place—Declaration Plan: Overview plan
2. London Wall Place—Declaration Plan: Walkway 01—connecting to City Place House [1]
3. London Wall Place—Declaration Plan: Walkway 01—connecting to City Place House [2]
4. London Wall Place—Declaration Plan: Walkway 02—curved bridge adjacent to St Alphage Church Tower Remains
5. London Wall Place—Declaration Plan: Walkway 03—connecting to Barbican
6. London Wall Place—Declaration Plan: Walkway 04—connecting to Albangate [sic]
7. London Wall Place—Declaration Plan: Walkway 05—connecting to Moor House
8. London Wall Place—Declaration Plan: Walkway 06—parallel to Fore Street
9. London Wall Place—Declaration Plan: Walkway 07—adjacent to St Alphage Gardens

attached hereto.

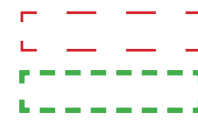
SCHEDULE 2

The public right of way and of access on the New City Walkway may be temporarily suspended to the extent that and for the minimum period that is required for the *following* purposes:

- (a) to permit works of maintenance, repair or renewal of the New City Walkway subject to prior approval from the City which must be requested not less than 28 days prior to the proposed date of restriction or closure, save in case of genuine emergency or of de minimis works requiring less than 4 hours' suspension of access but which must be notified to the City within 48 hours of such suspension; or
- (b) in the interests of public safety or security where the need is first confirmed by the City or by a City of London police officer holding at least the rank of superintendent other than in cases of imminent threat where such confirmation must be obtained within 6 hours of the closure or the suspension of the right of way must cease; or
- (c) force majeure.

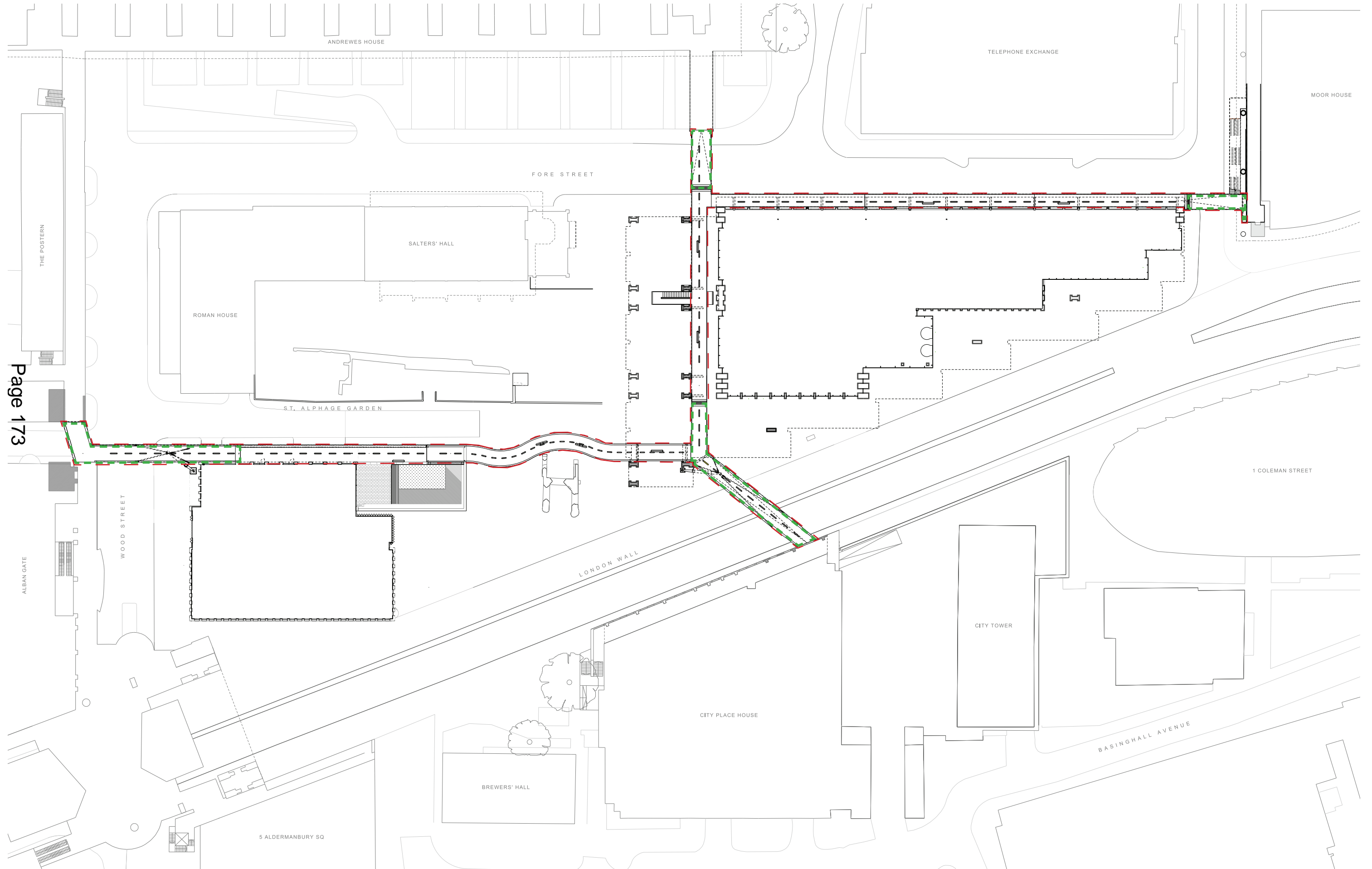
London Wall Place - Declaration Plan

Overview plan



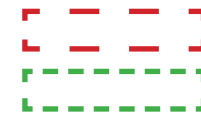
Extent of City Walkway

Extent of City Walkway Bridges vested in the City Corporation



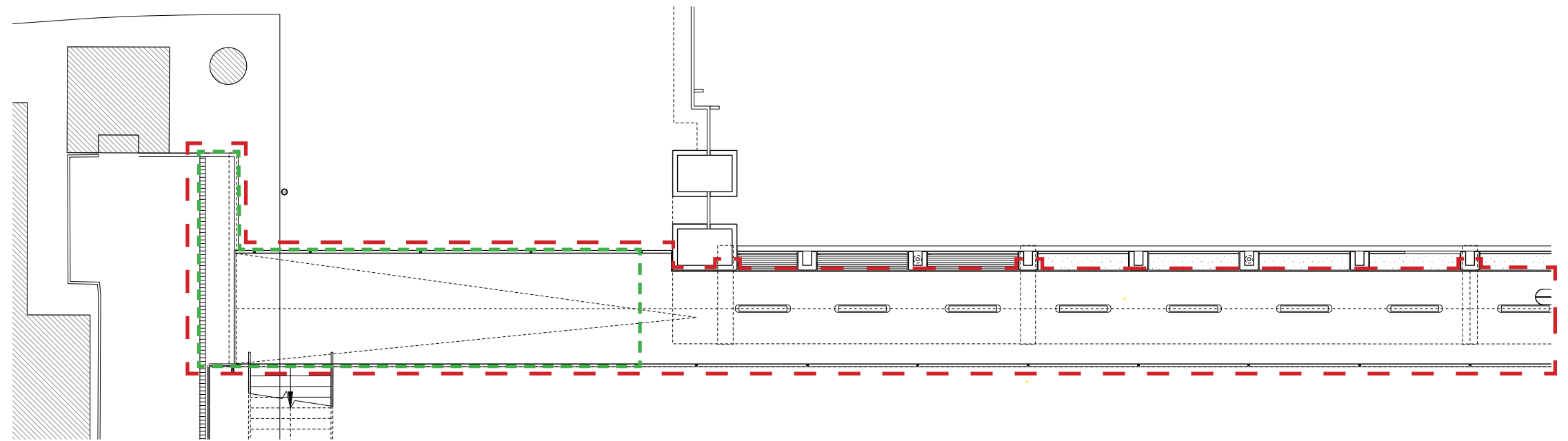
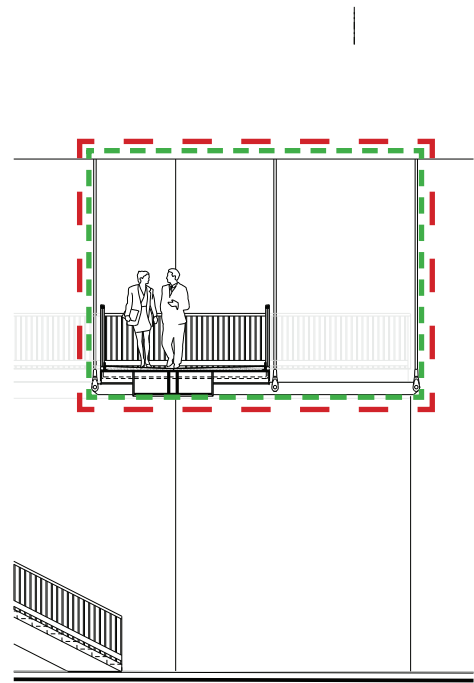
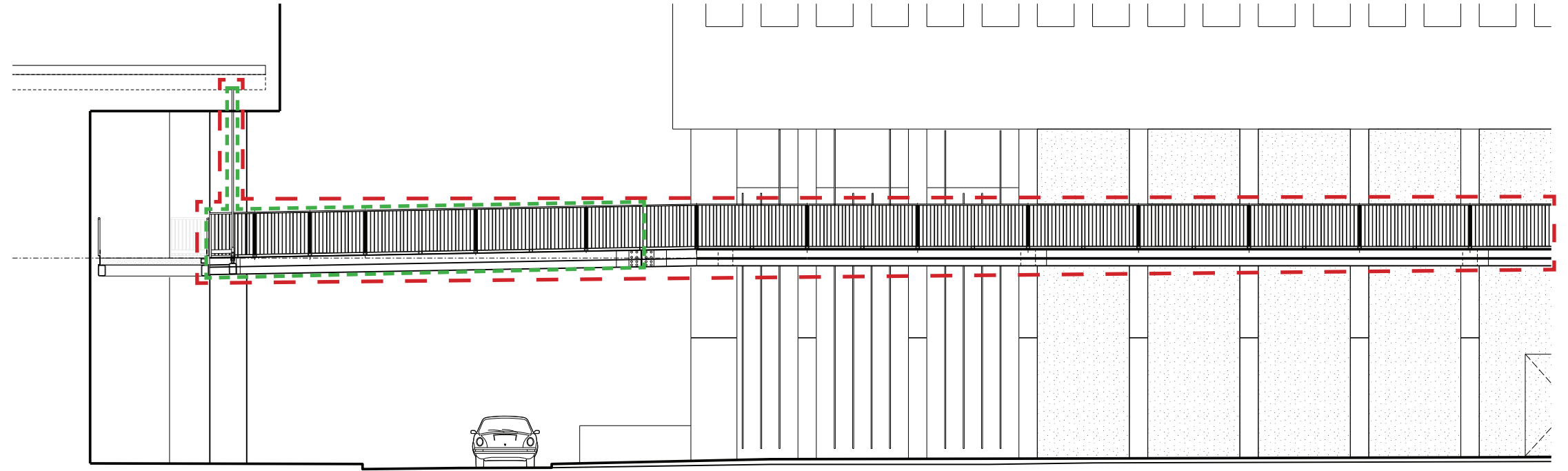
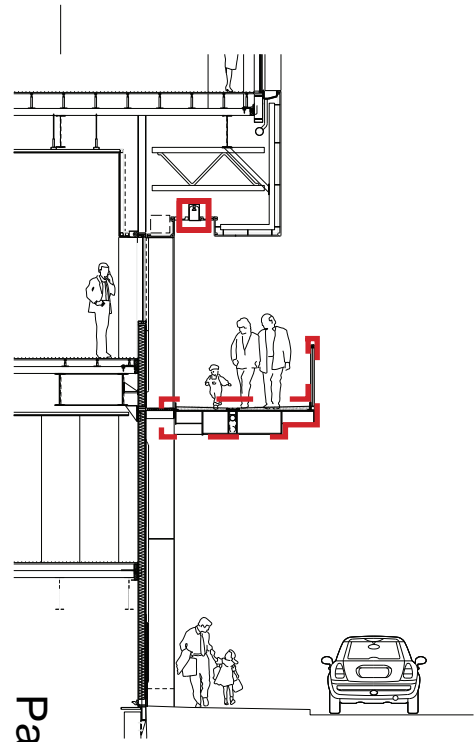
London Wall Place - Declaration Plan

Walkway 05 - connecting to Moor House



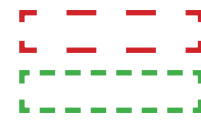
Extent of City Walkway

Extent of City Walkway Bridges vested in the City Corporation



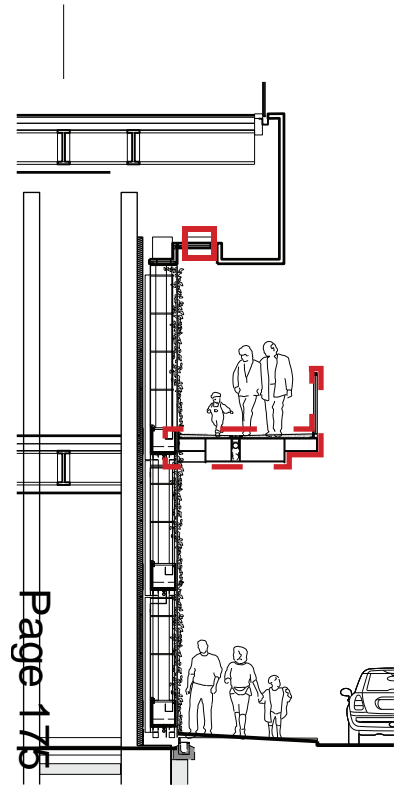
London Wall Place - Declaration Plan

Walkway 06 - parallel to Fore Street

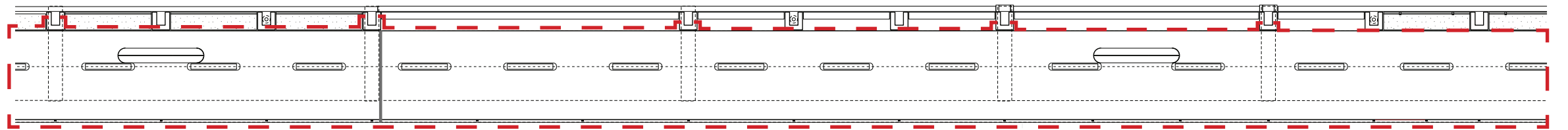
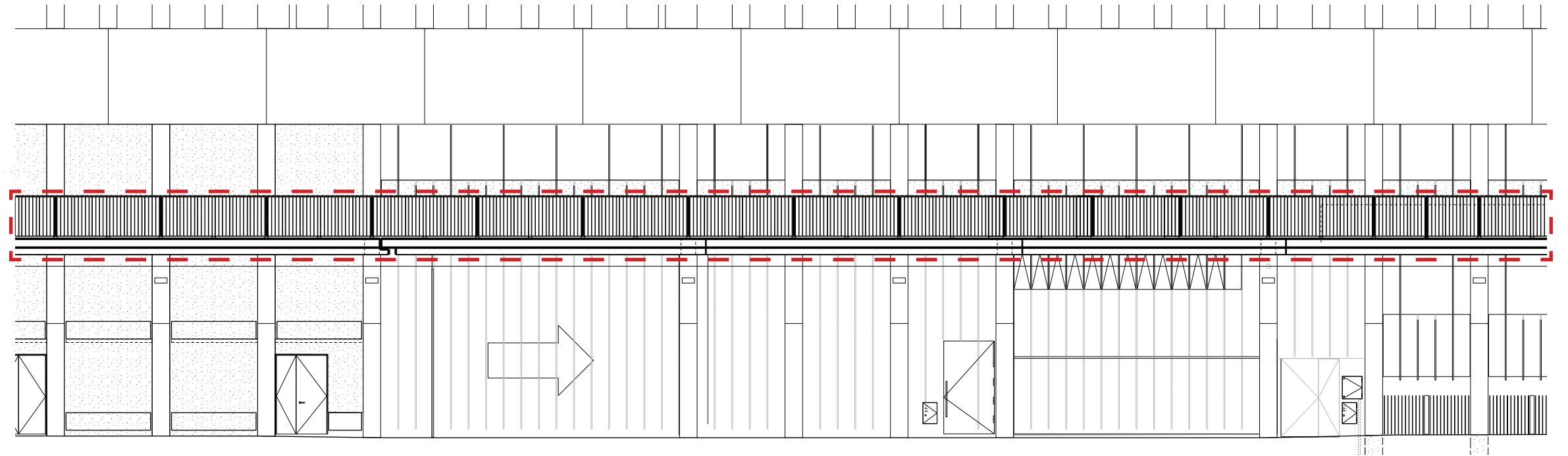


Extent of City Walkway

Extent of City Walkway Bridges vested in the City Corporation

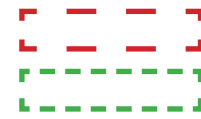


Page 175



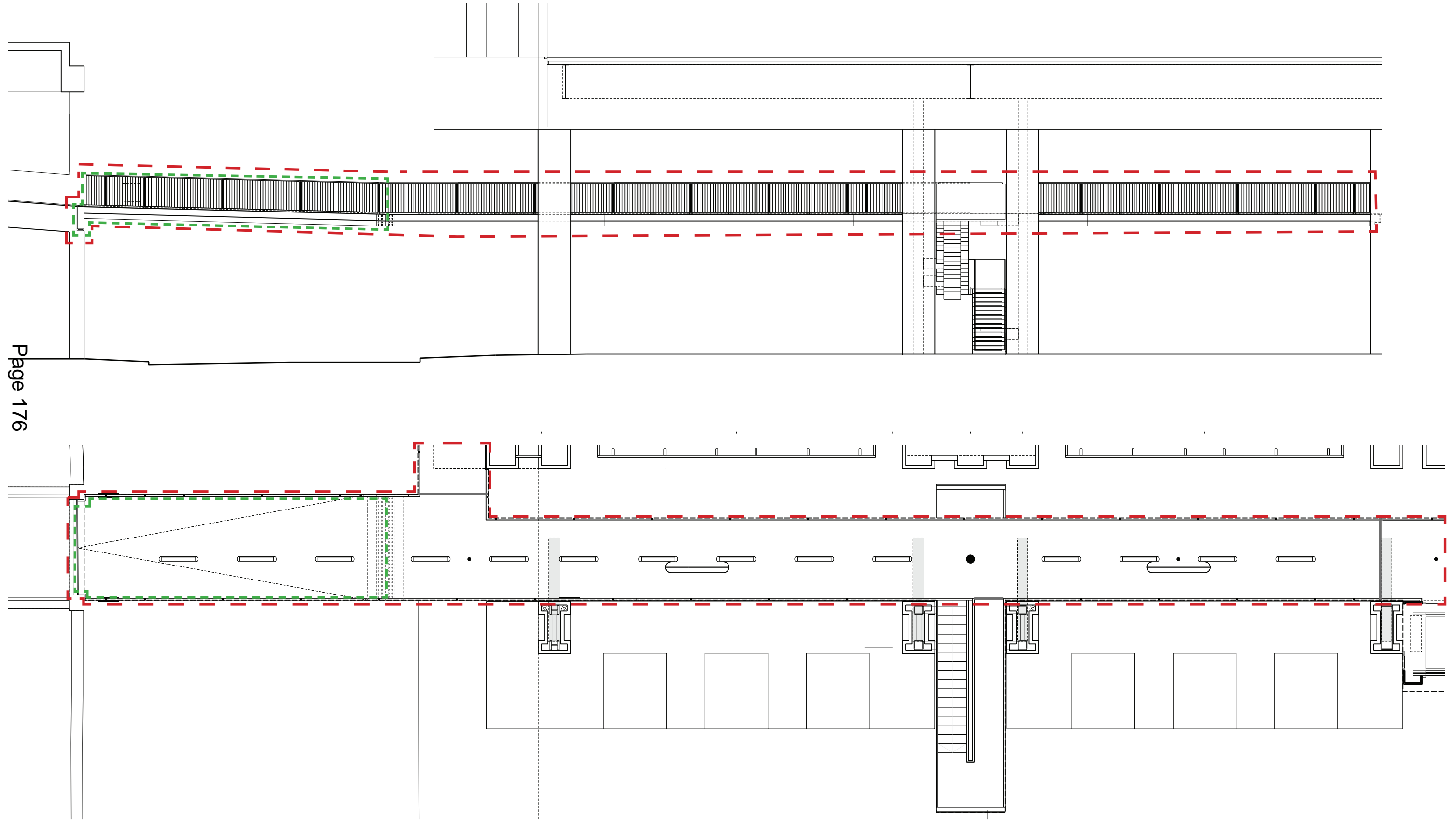
London Wall Place - Declaration Plan

Walkway 03 - connecting to Barbican



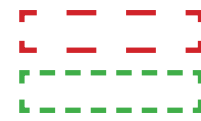
Extent of City Walkway

Extent of City Walkway Bridges vested in the City Corporation



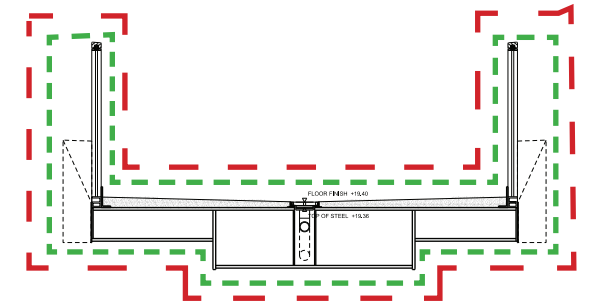
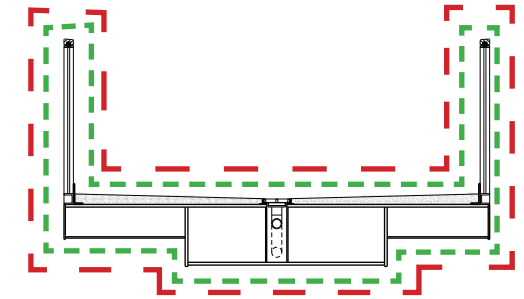
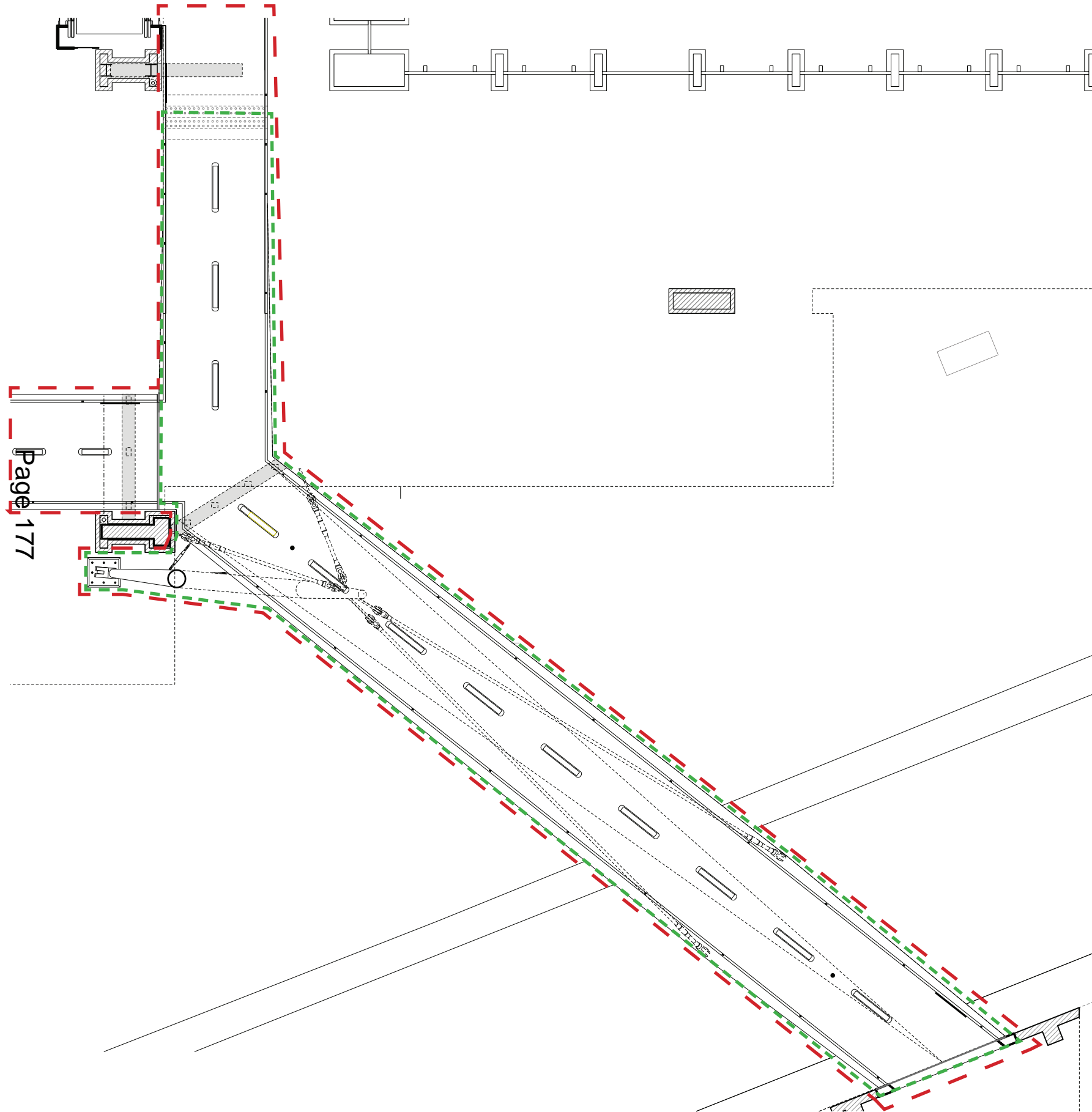
London Wall Place - Declaration Plan

Walkway 01 - connecting to City Place House



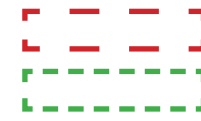
Extent of City Walkway

Extent of City Walkway Bridges vested in the City Corporation



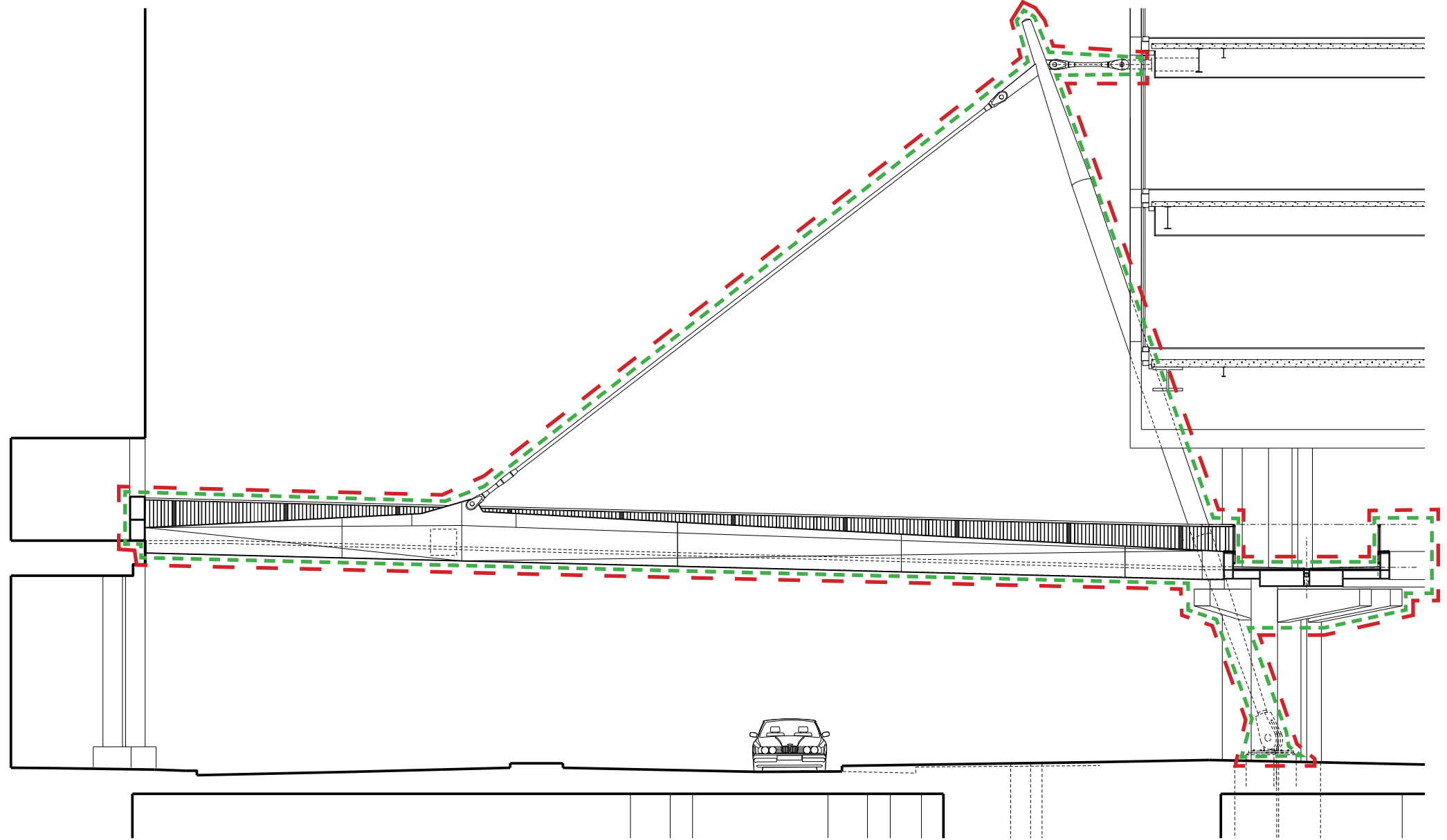
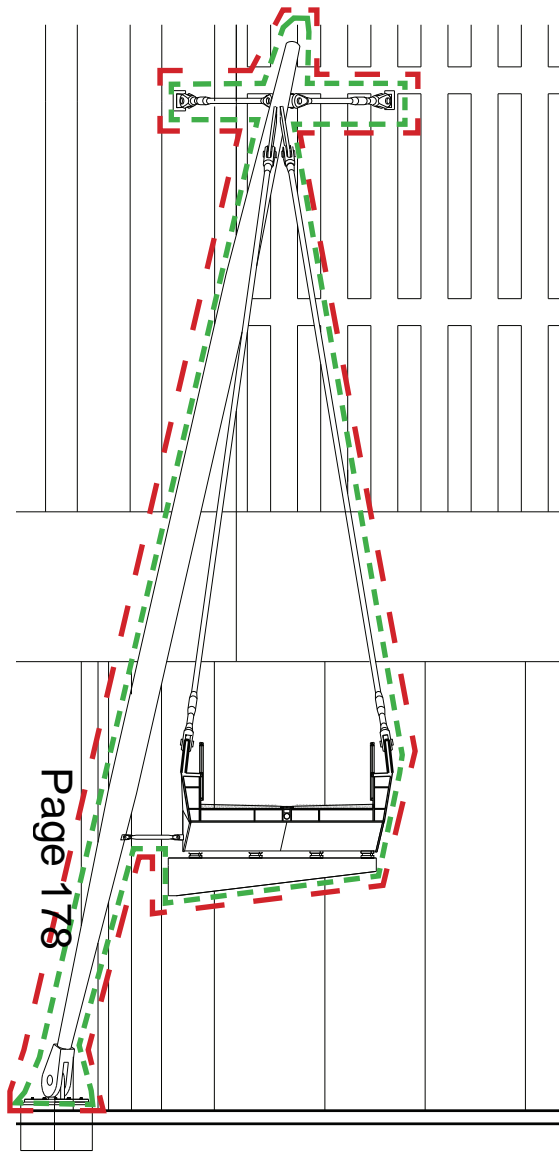
London Wall Place - Declaration Plan

Walkway 01 - connecting to City Place House



Extent of City Walkway

Extent of City Walkway Bridges vested in the City Corporation



London Wall Place - Declaration Plan

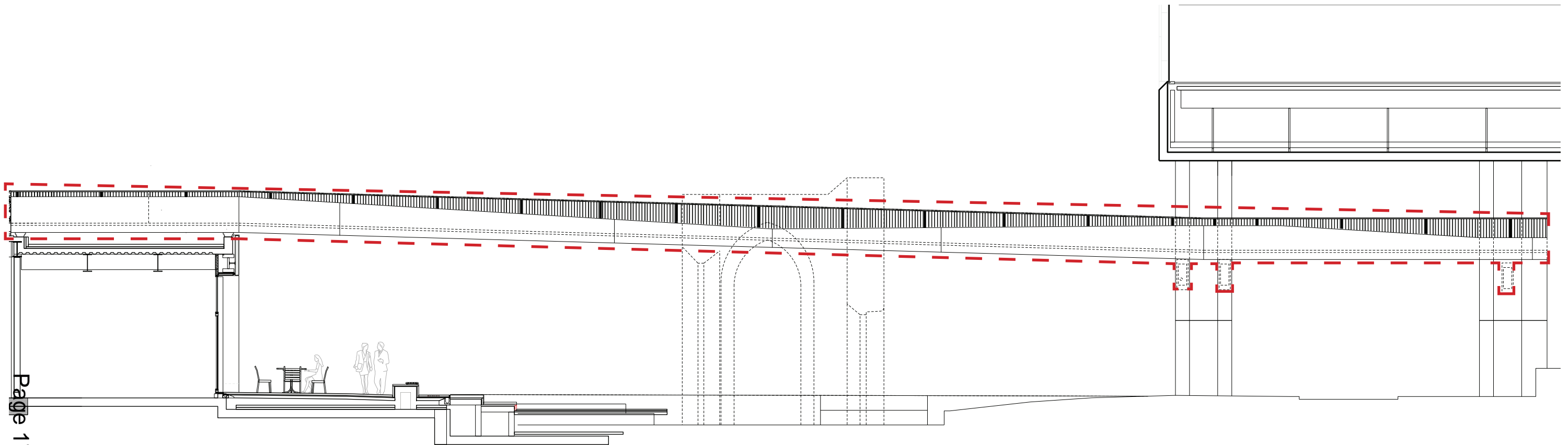
Walkway 02- curved bridge adjacent to St Alphage Church Tower Remains



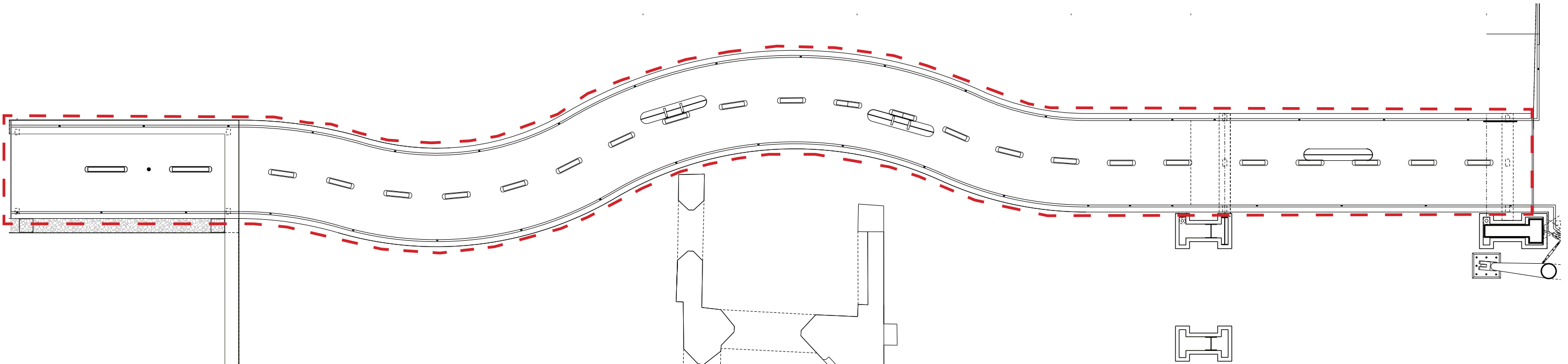
Extent of City Walkway



Extent of City Walkway Bridges vested in the City Corporation

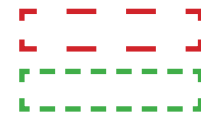


Page 179



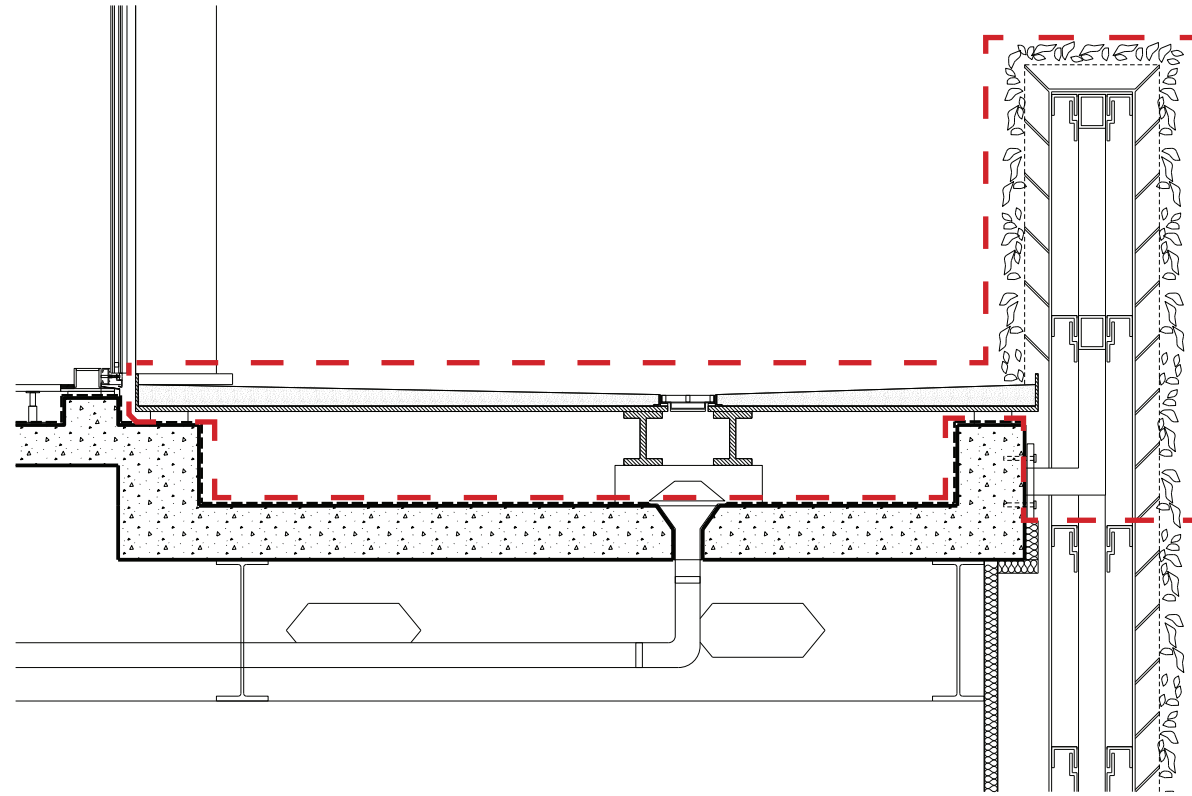
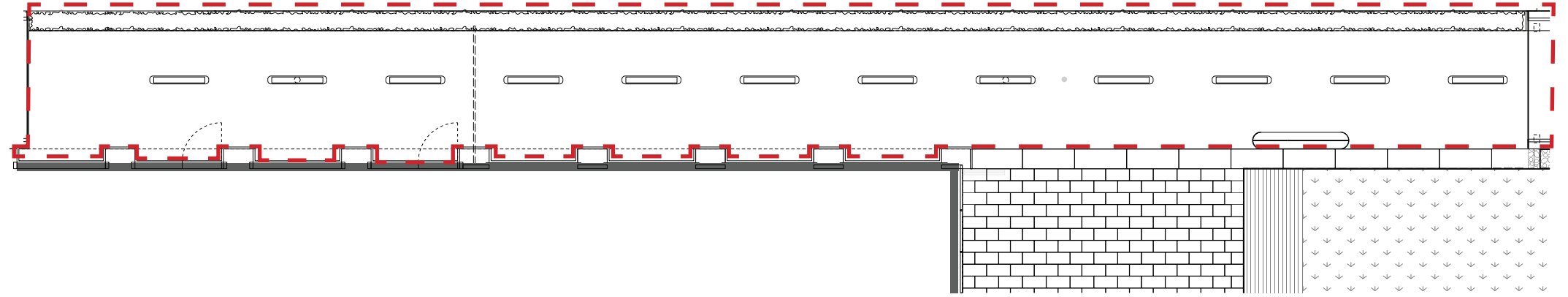
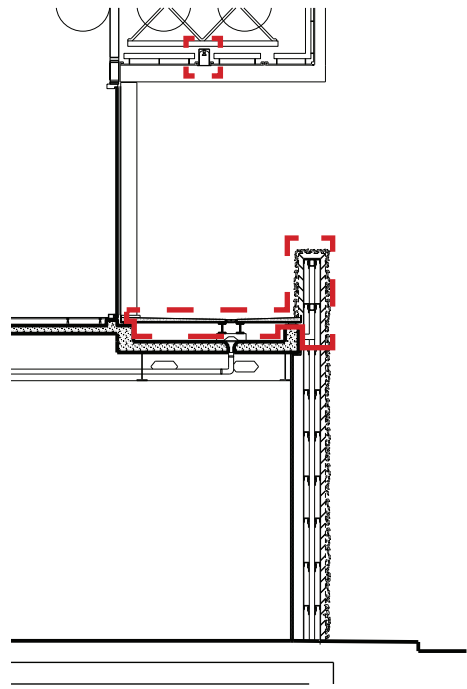
London Wall Place - Declaration Plan

Walkway 07 - adjacent to St Alphage Gardens



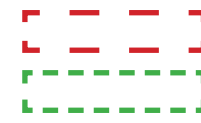
Extent of City Walkway

Extent of City Walkway Bridges vested in the City Corporation



London Wall Place - Declaration Plan

Walkway 04- connecting to Albangate

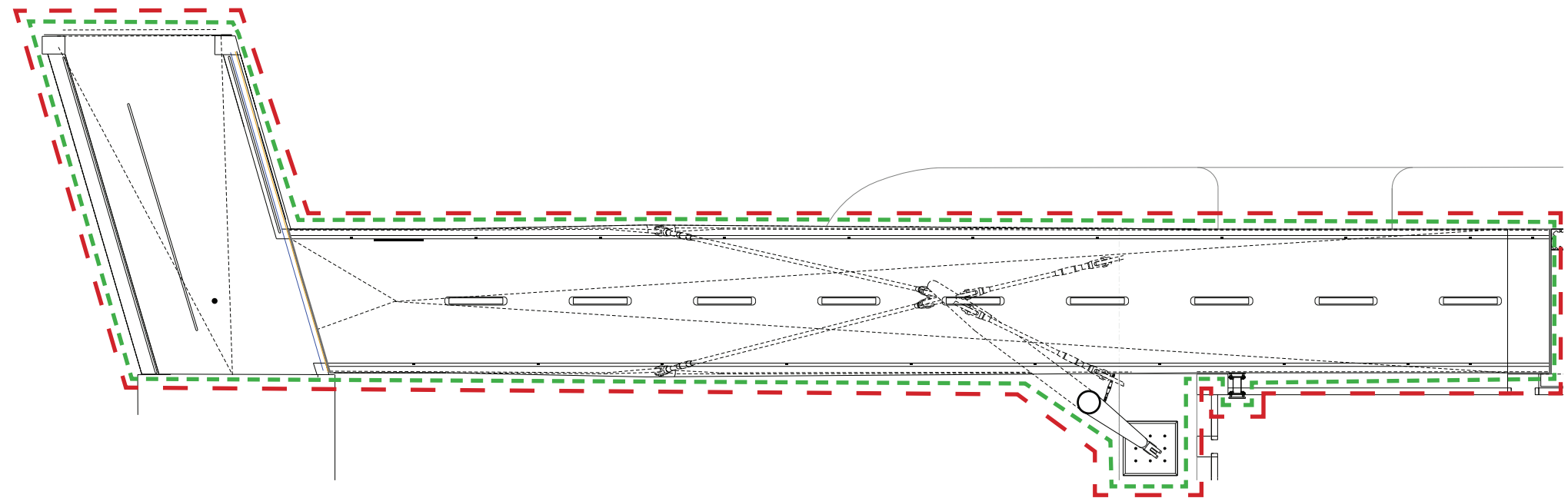
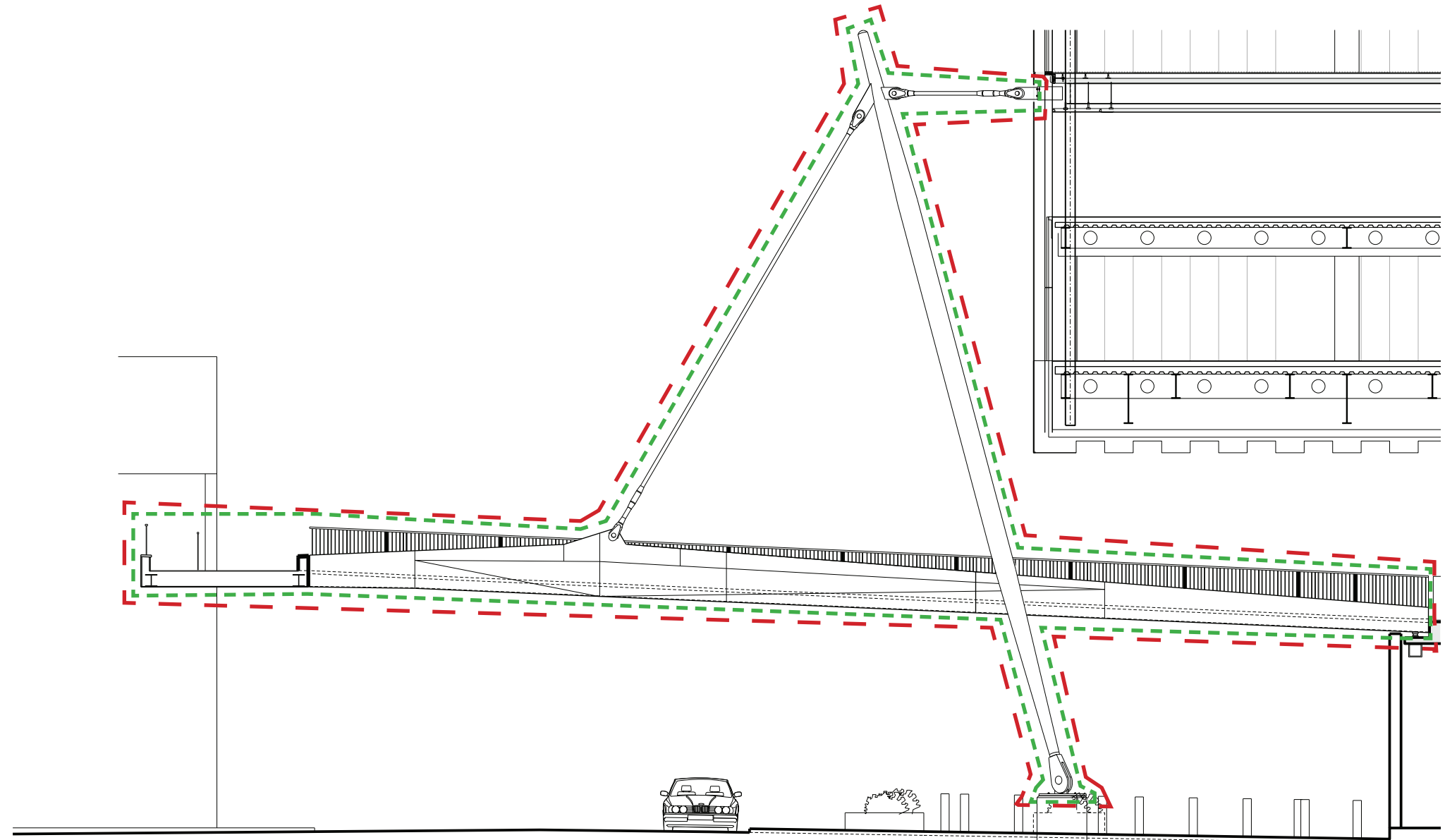
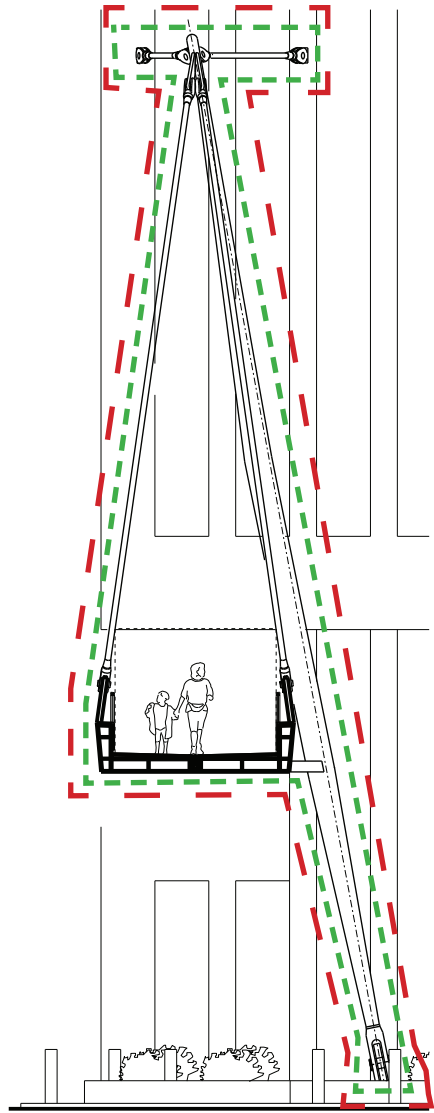


Extent of City Walkway



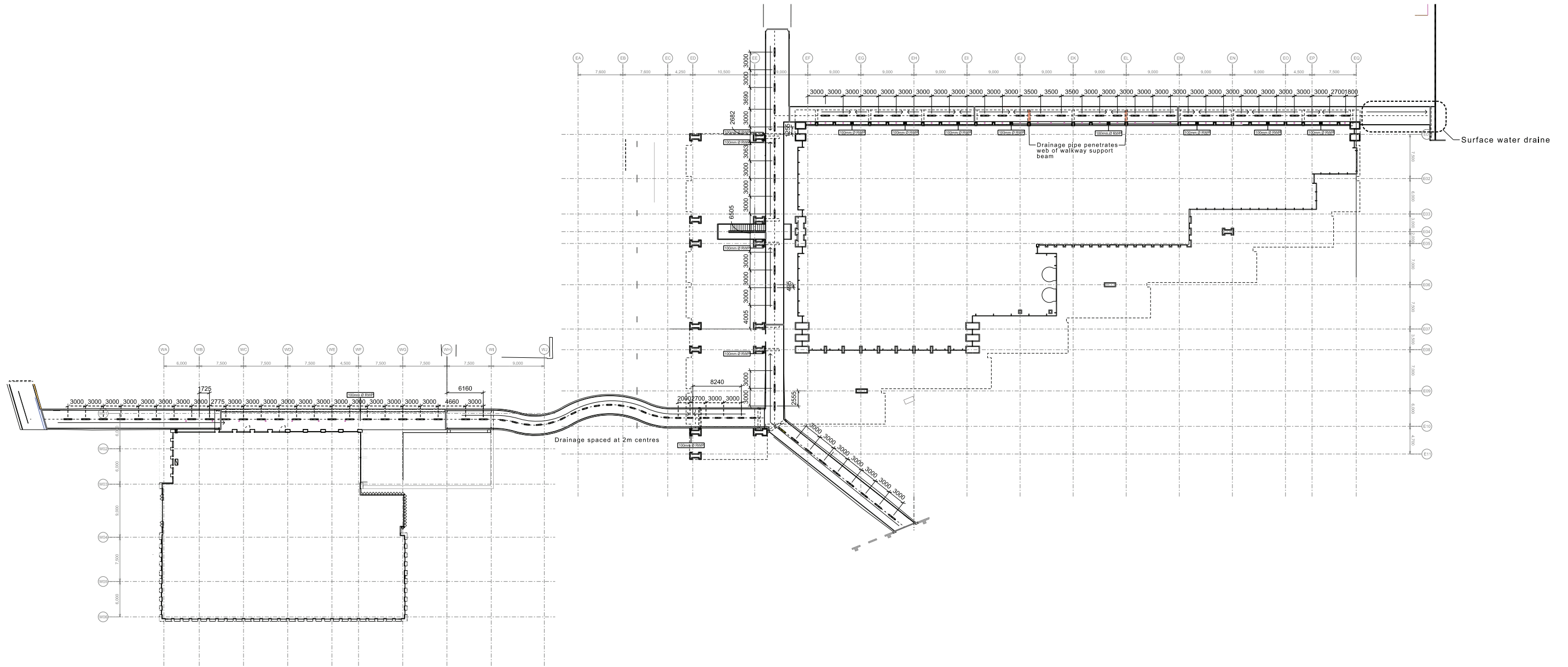
Extent of City Walkway Bridges vested in the City Corporation

Page 181



London Wall Place - Declaration Plan

Drainage plan setting out



This page is intentionally left blank

Committee(s)	Dated:
Planning & Transportation Committee	29/01/2018
Subject: City Corporation response to consultation on the Mayoral Community Infrastructure Levy 2 Draft Charging Schedule	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Decision
Report author: Peter Shadbolt, Department of the Built Environment	

Summary

The Mayor has published a Draft Charging Schedule for a new Mayoral Community Infrastructure Levy (CIL), to replace the existing Mayoral CIL and s106 charges in order to part fund the delivery of Crossrail 2. This follows from consultation on a Preliminary Draft Charging Schedule published in June 2017 that was considered by the Planning & Transportation Committee on 25 July 2017.

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

The Mayor has made no changes to his Mayoral CIL proposals as they relate to the City of London, retaining an Mayoral CIL general rate for development including housing of £80 per square metre and specific rates of £185 per square metre for offices, £165 for retail and £140 for hotels. The Mayor has provided further viability evidence to support proposed Mayoral CIL charge rates in the City, in response to earlier objections from the City Corporation and others. This revised evidence, alongside experience in the operation of the Mayor's current CIL and s106 charging regimes, suggests that the proposed replacement Mayoral CIL rates should not have an adverse impact on overall development viability in the City. A Mayoral commitment to ongoing monitoring and biennial review of his CIL should provide a mechanism to address any viability concerns that arise.

Although the Mayor has provided further evidence on viability against current planning policies, account does not appear to have been taken of the impact of emerging draft London Plan policy on development costs and viability. The Mayor should commit to assessing the impact of his emerging policies on his proposed Mayoral CIL rates, and borough and City of London local CIL and s106 planning obligations, before he confirms the Mayoral CIL, to provide assurance that there will be no adverse impact.

The Mayor has confirmed his intention that Mayoral CIL funds will be used to part fund Crossrail 2, but has not provided the additional assurance sought by the City Corporation, and others, on how funds would be used in the event that Crossrail 2

does not proceed. Further assurances are sought from the Mayor in this regard, including a commitment to effective liaison with boroughs and the City in the development of funding proposals through the Regulation 123 List.

The City of London CIL sets out a nil charge for health and education facilities, in line with the Mayor's current CIL, but also development used wholly or mainly for the operational purposes of the emergency services. In light of the importance of the emergency services in providing necessary and vital public services in London, the Mayor is asked to introduce a similar nil charge rate for emergency services operational buildings within his Mayoral CIL.

Recommendation(s)

Members are recommended to:

- Agree the key points of the City Corporation's proposed response set out below:
The City Corporation:
 - Supports the delivery of the Crossrail 2 railway and supports in principle for the introduction of a new Mayoral CIL charge to contribute towards the cost of delivering this strategic transport infrastructure.
 - Has no objection to the proposed Mayoral CIL charge rates applicable within the City of London, but seeks the Mayor's commitment that he will keep these charges under review and work with the City Corporation and London Boroughs to review the Mayoral CIL if evidence emerges of an adverse impact on development.
 - Requests that the Mayor consider in full the impacts on development costs of the emerging draft London Plan on the viability of the Mayoral CIL before CIL rates are confirmed.
 - Requests that the Mayor extend his CIL nil charge rate to cover development used wholly or mainly for the operational purposes of the emergency services.
- Agree that the detailed comments set out in paragraphs 7 - 18 of this report will be forwarded to the Mayor as the City Corporation's response to the Mayor's consultation on the Mayoral CIL2 Draft Charging Schedule.

Main Report

Background

1. In April 2012, the Mayor introduced a Mayoral Community Infrastructure Levy (MCIL1) applicable across London in order to contribute to a target of £600m funding for Crossrail through CIL and s106 planning obligations. The Mayor now expects to have met this target by April 2019 and intends to continue to levy an amended Mayoral CIL (known as MCIL2) from April 2019 to contribute towards the costs of delivering Crossrail 2 or other strategic infrastructure.

2. MCIL1 is levied at a rate of £50 per square metre of new floorspace in the City of London and other parts of Central London. Alongside MCIL1, the Mayor levies s106 planning obligations, with contributions sought from office, retail and hotel development within central London at a rate per square metre of £140 for offices, £90 for retail and £61 for hotels. Contributions under s106 are subject to viability and can be amended if evidence indicates that the contribution would make the development unviable. Where a development is liable for both MCIL1 and Mayoral s106, the Mayor agreed that the total contribution would be the greater of the two charge regimes.
3. In addition to Mayoral CIL and Mayoral s106, the City Corporation levies a City CIL on development at a rate per square metre of £75 for office, hotel and retail development and £95 or £150 for residential. The City Corporation also levies s106 planning obligations on commercial development of £20 per square metre for affordable housing and £3 per square metre for training, skills and education. Residential development is required to make a contribution towards affordable housing equivalent to 30% provision on site or 60% off site. In setting the City CIL and City s106 rates, a viability assessment was undertaken which considered the impact of the City and Mayoral CIL and s106 levies on development and it concluded that contributions at the agreed rates would be deliverable.
4. The statutory process for setting and implementing a CIL requires 2 rounds of formal public consultation on a Preliminary Draft Charging Schedule and a Draft Charging Schedule, followed by a public examination. Proposed CIL rates have to be supported by viability evidence demonstrating that the CIL would not have an overall adverse impact on the viability of development across the area in which the CIL is in place.
5. In June 2017, the Mayor published for consultation a Preliminary Draft Charging Schedule (PDCS) for MCIL2. This was considered by Planning & Transportation Committee at its meeting on 25 July 2017. The Committee expressed support for Crossrail 2 and supported the principle of using MCIL2 to part fund the railway, but objected to the proposed MCIL2 rates for the City until it could be reassured that the rates are supported by robust viability evidence that takes account of City specific issues.

Current Position

6. Following consultation on the PDCS, the Mayor has considered the comments made and published his MCIL2 Draft Charging Schedule for public consultation. The Draft Charging Schedule is accompanied by a Supporting Information document and a revised viability analysis. The Mayor has also published a summary of the 59 responses received to the PDCS including several which reflected City Corporation concerns. The key issues raised by respondents were:
 - a large element of support for Crossrail 2 or the use of MCIL to part fund Crossrail 2;
 - the cumulative impact on viability of MCIL2 and borough CIL and s106 planning obligations;
 - the impact of MCIL2 on the delivery of affordable housing;

- concerns over detailed boundaries;
- potential use of MCIL2 if Crossrail 2 does not proceed;
- viability methodology;
- availability of relief from payment of CIL.

Detailed Proposals and Response to City Corporation Concerns

A) Use of MCIL2

7. The Mayor has restated his intention to use MCIL2 to contribute towards the cost of delivering Crossrail 2 and set this out in his Regulation 123 List (a statutory description of the projects or programmes that will be funded through CIL). Crossrail 2 is a proposed new railway running from SW to NE London, running through central London underground via Victoria, St. Pancras and Angel stations. Although Crossrail 2 would not pass directly through the City, it would result in a significant increase in rail capacity into and through London which will enhance the capital's transport links and its accessibility and network resilience. Crossrail 2 will open up opportunities for further housing growth which will be of particular significance for London as a whole. The City Corporation is committed to both supporting and promoting the case for Crossrail 2 and the Mayor's intention to use MCIL2 to part fund the railway can be supported.
8. In commenting on the PDCS, the Planning & Transportation Committee sought further clarity on how the Mayor would use MCIL2 in the event that Crossrail 2 did not proceed. In particular, whilst supporting the need for London-wide contributions to strategic infrastructure, the Committee felt that specific and higher contributions from offices, retail and hotel development in the City should be used principally to fund new transport infrastructure that directly benefits the central area of London or makes a significant contribution to improving access into the City. In his Draft Charging Schedule the Mayor has reiterated his intention that MCIL2 will contribute towards Crossrail 2 or, in its absence, other strategic infrastructure, but has not provided any further clarity on alternative infrastructure projects other than referring to London-wide proposals contained in his Transport Strategy and the draft London Plan. In the absence of this additional clarity, the Mayor should be asked to commit to full public consultation on potential funding programmes, through his Regulation 123 List, to enable the City Corporation to input into the selection of appropriate strategic infrastructure projects to be funded through MCIL2 in the event that Crossrail 2 does not go ahead.

B) MCIL2 Charge Rates applicable in the City of London

9. The Mayor has not made any changes to the proposed MCIL2 charge rates which would apply to development within the City of London. The City remains in the Central London Band 1 area for MCIL payments, with development other than offices, retail and hotels being charged at a rate of £80 per square metre. The Mayor has retained his proposal to transfer current Mayoral s106 charges for offices, retail and hotel development, into MCIL. The proposed charge rates per square metre of development are set out in Table 1, which also provides a comparison with current MCIL1 and s106 planning obligation rates.

Table 1: Comparison of MCIL2, MCIL1 and Mayoral s106 charge rates

Land Use	MCIL2 Rate (£)	MCIL1 Rate (£)	S106 Rate (£)
Offices	185	0	140
Retail	165	0	90
Hotel	140	0	61
Other development	80	50	0
Education	0	0	0
Health	0	0	0

10. The viability evidence supporting MCIL2 has been revised and further evidence presented to support the Mayor's proposed rates. In relation to the £80 per square metre general charge (including housing) applicable within Band 1, the evidence has tested viability by considering the MCIL2 rate as a percentage of the highest and lowest average house price across central London. This suggests that MCIL2 would represent between 0.51% and 1.09% of average house prices. The evidence notes that this percentage is modest when compared, for example, to Stamp Duty rates between 1% and 12%, and concludes that other building costs and values over the development cycle are more likely to have an impact on viability than the MCIL2 rate. Given the high development values and costs in the City (for uses other than office, retail and hotel), this conclusion seems justified and therefore the base rate for general development (including housing) of £80 per square metre is acceptable.
11. A greater concern for the City of London is the potential impact of MCIL2 rates for office, retail and hotel development. Very little City specific evidence was provided at the PDCS stage to support the proposed rates and the City Corporation, alongside other central London Boroughs, requested further viability information. The Mayor's viability study has now provided additional information, including an assessment of the impact of MCIL2 on office development in the City, and the impact on office, retail and hotel development in Westminster. In terms of office development in the City, the viability evidence suggests that, for a Grade A office development achieving a rental of approximately £65 per square foot, MCIL2 would represent 1.79% of the development's capital value, with the increase in MCIL2 over current s106 planning obligations representing an additional 0.22% of capital value. For retail in Westminster, MCIL2 is calculated to represent 0.4% of capital value and for hotel 1.62% of capital value. The viability study concludes that these proportions of capital value are unlikely to be of sufficient significance in relation to other development costs to change a decision on whether to proceed or not with development.
12. Although the viability study does suggest that MCIL2 will not impact on the viability of development in the City as a whole, the study has not looked in detail at the combined impact on City development of MCIL2, City of London CIL and City of London s106 planning obligations.
- Cumulative impact on commercial development: When setting the City of London CIL and s106 planning obligations in 2014, the City Corporation commissioned a viability assessment which took into account the cumulative

impact of City Corporation proposals and MCIL1 and Mayoral s106 charges. One test of whether existing rates have impacted on development viability is the extent to which developers have sought to reduce s106 payments (Mayoral and City of London) to deliver new development. To date, no developer has requested a reduction in Mayoral s106 rates for office, retail or hotel development, suggesting that current rates are affordable. The proposed increases in rates through MCIL2 would appear, from the MCIL2 viability assessment, to have a negligible additional impact, so it is unlikely that MCIL2 rates would have an adverse impact on the overall viability of commercial development in the City of London.

- Cumulative impact on residential development: The City of London CIL rates for residential development took into consideration MCIL1 rates, plus City of London Local Plan requirements for affordable housing. The viability testing undertaken for MCIL2 suggests that the additional costs imposed on residential developers by the £80 charge are likely to be negligible when compared to other development costs and therefore are unlikely to impact on the overall viability of residential development. Experience within the City is that residential developers often seek to challenge Local Plan affordable housing requirements through viability assessments. Although MCIL2 would increase development costs and have a small impact on residential viability, it is other development costs, particularly land value and purchase costs, that are the key determinant in whether a developer can meet affordable housing policy requirements. Clarification of City of London affordable housing policy through amendments to supplementary planning guidance and changes to City of London Local Plan policy will reinforce the expectation that the full policy costs of development are taken into account in the purchase of sites and this should ensure that higher levels of contribution can be achieved in future.

C) Viability Testing under MCIL2

13. The City Corporation's response to the PDCS raised concerns about the flexibility of the MCIL2 charges, specifically that MCIL2 charges would not be subject to viability testing at the individual development level, unlike current Mayoral s106 charges for office, retail and hotel development. As a result, there was a concern that any adverse impact on development viability could only be mitigated by amendments to City of London s106 planning obligations. The Draft Charging Schedule confirms that the Mayor does not intend to make available exceptional relief from MCIL2 on the grounds of viability. However, even if the Mayor allowed such relief, it is unlikely to be applicable in the City as national CIL Regulations limit the use of such exceptional relief to those cases where sums payable under s106 are greater than those under CIL.

D) Impact of Emerging London Plan Policy Requirements

14. MCIL viability testing has considered the impact of MCIL2 charge rates on development in London in the context of current planning policy. It has not specifically considered the impact of emerging London Plan policy on the costs and deliverability of new development. A number of London Plan draft policies will potentially increase the cost of development through, for example, higher affordable housing requirements, targets for zero carbon development, new

proposals to require the greening of buildings, and requirements for the delivery of affordable and flexible workspace. The cumulative implications of London Plan policy changes and MCIL2 rates should be considered through viability assessment and the MCIL2 Examination in Public.

E) MCIL2 Monitoring and Review

15. The Mayor has committed to continue his current practice of a biennial review of MCIL which should provide an opportunity to identify any potential adverse impacts of MCIL2 on development viability, including any ongoing impacts arising out of the cumulative effects of MCIL and London Plan policy. The Mayor should be asked, when undertaking this review, to consider the cumulative impacts of MCIL and borough (including City of London) CIL rates and s106 planning obligations to ensure that MCIL2 is not adversely impacting on development viability. Where an adverse impact is identified, the Mayor should commit to joint working with affected boroughs to consider and implement a review of MCIL to ensure that development remains viable in the longer term.

F) MCIL2 Nil Charge Rates

16. The Mayor is intending to retain within MCIL2 existing MCIL1 nil charge rates for education and health facilities, and this it to be welcomed. Similar nil charge rates have been adopted in the City of London CIL. The City of London CIL also includes a nil charge for development used wholly or mainly for the operational purposes of the emergency services, which would include the needs of the police and fire service within the City. As these are essential public services, necessary to the effective and safe functioning of London as a whole, the Mayor should be asked to include a nil charge rate for the operational purposes of emergency services within MCIL2. Such a change would have a negligible impact on potential MCIL2 income, but would enhance the viability of essential public service development where it is required.

Mayoral CIL 3 (MCIL3)

17. Within the viability evidence supporting MCIL2, the Mayor has sought to provide longer term certainty to the development industry by including guidance on a possible further amendment to the Mayoral CIL (MCIL3) which is assumed to take effect from 2024. Indicative rates are set out for the current categories of Mayoral CIL chargeable development, which assume that the proposed MCIL2 rates are further uplifted in accordance with build cost indexation. The Mayor also raises the possibility of changes to the allocation of boroughs to MCIL charge bands and the replacement of individual charges for office, retail and hotel development with a single Central London commercial development charge.

18. The Mayor's confirmation that he intends to continue to levy a Mayoral CIL does provide greater certainty to developers in making longer term investment decisions and to boroughs in developing local plan policies and local CIL and s106 charges. The indicative charge rates must, at present, carry little weight given the potential for economic change and change in national, regional and local policy over the medium term. The Mayor should be asked to confirm that he will continue to work closely with the City Corporation and London Boroughs in

the operation of MCIL2, its review and the development of any future proposals for MCIL3.

Next Steps

19. National CIL Regulations indicate that any person or organisation that comments at the Draft Charging Schedule stage will have the right to be heard at the CIL public examination. Following the consultation, the Mayor will appoint an independent examiner to conduct an Examination in Public into the Draft Charging Schedule. The Mayor expects this EiP to take place in the autumn of 2018, potentially alongside the EiP into the draft London Plan. Subject to the outcome of this EiP, the Mayor intends to commence levying MCIL2 charges from April 2019. MCIL2 charges will supersede the current MCIL1 levies and the associated Mayoral planning obligation/S.106 charge scheme applicable in central London and the northern part of the Isle of Dogs.

Corporate & Strategic Implications

20. The proposed introduction of MCIL2 will assist in the delivery of Crossrail 2 required to boost network capacity and resilience, maintain transportation access to and through London, maintaining its attractiveness as a business location and encouraging further housing development, in line with the City's Vision and Key Policy Priorities in the Corporate Plan.

Implications

21. Viability evidence suggests that there will be not be a significant impact on development, particularly office development, following the introduction of MCIL2. Regular monitoring and review by the Mayor will identify any potential adverse impacts which can be mitigated by continuing dialogue with the Mayor and his team.

Health Implications

22. There are no direct health implications arising from this report. However, the proposed nil rate for development providing health facilities should aid the provision of health services in London. A similar nil rate for operational development for emergency services would help wider essential public service delivery if introduced.

Conclusion

23. Following consultation on his Preliminary Draft Charging Schedule for a new Mayoral CIL, the Mayor has published a Draft Charging Schedule for consultation. This proposes replacing the existing Mayoral CIL mechanism and s106 charges, with a new charge which will contribute towards the cost of delivering the proposed Crossrail 2 railway. In the event that Crossrail 2 does not proceed, the Mayoral CIL will be used to contribute towards strategic infrastructure across London.

24. The Mayor's increased charges are supported by a viability appraisal which concludes that these rates would not have an adverse impact on development viability across London, including when taking account of borough and City CIL rates. Where there are issues of development viability, the Mayor considers that these should be addressed through variation in s106 planning obligations levied by boroughs and the City.
25. The City Corporation supports the development of Crossrail 2 and, in principle, supports the introduction of a new Mayoral CIL charge to contribute towards the cost of delivering this infrastructure. Earlier City Corporation concerns about City specific impacts of the proposed new CIL charge have been addressed through a revised viability assessment, which indicates that new MCIL2 charges should not adversely impact on the viability of City development. A commitment to regular monitoring and review by the Mayor should provide a mechanism for addressing any viability concerns that emerge. The Mayor has not, however, addressed the City Corporation's request for greater clarity over how MCIL2 funds would be used if Crossrail 2 does not progress and further assurances are sought in this regard. A new category of a nil CIL charge for operational development by emergency services is sought by the City Corporation which would have a negligible impact on MCIL2, but could have a positive impact on emergency service developments across London.

Background Papers

MCIL2 Draft Charging Schedule, Supporting Information and Viability Evidence Base available on the GLA website at: <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/mayoral-community-infrastructure-levy>

Planning & Transportation Committee Report: City Corporation response to consultation on the Mayoral Community Infrastructure Levy 2 Preliminary Draft Charging Schedule, 25 July 2017

Peter Shadbolt

Assistant Director (Planning Policy)

T: 020 7332 1038

E: peter.shadbolt@cityoflondon.gov.uk

This page is intentionally left blank

Committee(s):		Date:29 January 2018
Planning & Transportation Committee Court of Common Council		For decision
Subject: Amendment to Scheme of Delegations		Public
Report of: Chief Planning Officer		For Decision
<p>Summary</p> <p>On the 14 November 2017 the Committee agreed a revised Scheme of Delegations which was agreed by Court of Common Council on 7 December 2017.</p> <p>However, the way in which item 42 is worded means that the intention that minor applications could be refused under delegated authority cannot be effected which means that small scale refusals have to be reported to and be determined by Committee.</p>		
<p>Recommendation</p> <p>I recommend that the Committee agree a minor amendment to the Scheme of Delegation as shown tracked on Appendix 1 (by replacing the word 'application' in the second line with 'decisions') for onward approval by the Court of Common Council.</p>		

Main Report

Background

1. On the 14 November 2017 the Committee agreed a revised Scheme of Delegations which was agreed by Court of Common Council on 7 December 2017.

Current Position

2. In relation to Town Planning matters, delegated to the Chief Planning Officer and Development Director and those so authorised, was item 42 which states
To determine applications for outline, full and temporary planning permissions under Part III of the Town and Country Planning Act 1990 subject to the applications being in accordance with policy, not being of broad interest and there being no more than 4 planning objections.
3. The intention of this was that applications which met these criteria could be approved or refused by an appropriate officer. However, the way it is worded means that the intention that minor applications could be refused cannot be effected because the wording requires that for the delegation to be engaged, the *application* must be in accordance with policy. (Applications which are in accordance with policy should normally be approved, and this means minor

applications which are not in accordance with policy, have to be reported to and be determined by Committee.

Proposals and recommendations

4. This could be rectified by replacing the word 'applications' in the second line with 'decisions'.
5. I recommend that the Committee resolves to agree this amendment for onward approval by the Court of Common Council.

Annie Hampson
Chief Planning Officer and Development Director

T: 020 7332 1700

E: annie.hampson@cityoflondon.gov.uk

APPENDIX 1 – amendment to delegation recommended for approval

TOWN PLANNING

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

A) Development Management

42. To determine applications for outline, full and temporary planning permission under Part III of the Town and Country Planning Act 1990 subject to the decisions being in accordance with policy, not being of broad interest and there being no more than 4 planning objections.

This page is intentionally left blank

Committee(s)	Dated:
Planning & Transportation	29/01/2018
Subject: Approval of a Non-Immediate Article 4 Direction to remove permitted development rights for the change of use of offices (B1(a)) to residential (C3)	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Decision
Report author: Peter Shadbolt, Department of the Built Environment	

Summary

In May 2013 the City of London was granted an exemption from national permitted development (PD) rights for the change of use from offices (B1a) to residential (C3) in recognition of its role as a nationally significant area of economic activity. These PD rights were introduced for a temporary 3 year period, ending May 2016. In early 2016, these PD rights were made permanent, but exemptions from the PD rights, including in the City, were extended until 30 May 2019, after which they will lapse.

The introduction of PD rights in the City would threaten significant harm to the City's position as a global commercial centre, potentially resulting in a significant loss of office floorspace and allowing residential uses within the City's core office locations. In order to retain planning control over the change of use from offices to residential, the City Corporation would need to remove any PD rights through an Article 4 Direction. There is potential for significant compensation payments arising from the removal of PD rights, though this can be avoided if the City Corporation makes a non-immediate Article 4 Direction which would not come into force until 31 May 2019.

Recommendation(s)

Members are recommended to:

- Approve the making of a non-immediate Article 4 Direction for the whole of the City of London, removing permitted development rights granted by Class O, Part 3 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 for the change of use of a building or any land within its curtilage from offices (Use Class B1(a)) to dwellinghouses (Use Class C3), as set out in Appendix 1 to this report.

Main Report

Background

1. In May 2013, the Government introduced a temporary permitted development (PD) right to allow the change of use from offices (B1(a)) to dwellinghouses (C3)

without the need for planning permission. This PD right was intended to apply between May 2013 and May 2016. The City Corporation applied for and was granted by the Secretary of State a local exemption from this permitted development right, on the grounds that the City was a 'nationally significant area of economic activity'. The Mayor of London had supported the applications of the City Corporation and other central boroughs and as a result a local exemption was granted to the whole of London's Central Activities Zone (CAZ) plus Canary Wharf.

2. Since May 2013, areas of London without the benefit of an exemption have seen a significant loss of office accommodation. The London Office Policy Review 2017, indicates that across London, more than 1.6 million square metres of office floorspace has prior approval for change of use from office to residential under permitted development rights. This represents about 6% of London's office stock, with 55% of the floorspace with prior approval being full or partly occupied office space.
3. In October 2015, the Government announced its intention to make permanent the PD right for the change of use of offices to residential, with existing exemptions to the PD right extended until 30 May 2019 to allow sufficient time for affected local planning authorities to make Article 4 Directions to remove the PD right at a local level. This change was effected by amendments contained in the Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2016.

Current Position

4. The City of London's exemption from office to residential PD rights will remain in place until 30 May 2019 and then lapse, unless the City Corporation confirms an Article 4 Direction to remove this right. Other CAZ boroughs are in a similar position.
5. The GLA is continuing to support CAZ boroughs in bringing forward Article 4 Directions to ensure retention of planning control over the change of use of offices to residential. The draft London Plan, which is currently out for consultation, includes specific policy support (Policy SD5 Offices) for the introduction of borough Article 4 Directions and the GLA is preparing London-wide evidence to support borough applications which is expected to be published shortly. All CAZ boroughs have indicated their intention to introduce Article 4 Directions and, to date, Kensington & Chelsea and Tower Hamlets have published and consulted on such proposals.
6. The City of London Local Plan 2015, resists the loss of viable office accommodation (Policies CS1 and DM1.1) in order to protect the City's world class cluster of offices and businesses. This policy approach was explicitly supported by the Planning Inspector appointed to examine the Local Plan. The City has, nevertheless, continued to meet the residential development target set out in the Local Plan and the London Plan, and has the capacity to meet a revised housing target set in the December 2017 draft London Plan, indicating

that the exercise of planning control over changes of use has not prevented the delivery of housing on suitable sites.

7. The Government is continuing to bring forward changes to planning regulations to deliver new housing, including the introduction of a Housing Delivery Test in 2018 which will be used by Government to assess whether Article 4 Directions to remove office to residential PD rights are appropriate, and an intention to consult on a further PD right to allow commercial buildings to be demolished and replaced with homes.

Article 4 Direction

8. An Article 4 Direction is a direction under Article 4 of the General Permitted Development (England) Order 2015 (GPDO) which enables a local planning authority, or the Secretary of State, to withdraw specified PD rights across a defined area. A Direction does not prevent the development to which it is applied, but instead requires that a planning application be submitted to the local planning authority for the proposed development. Where a local planning authority seeks to implement an Article 4 Direction there is a requirement for public consultation and notification to the Secretary of State. The Secretary of State has the power to cancel or modify an Article 4 Direction at any time before or after it is confirmed, including the extent of the Direction and its geographic coverage.
9. The GPDO states that the local planning authority may make a Direction where it “is satisfied that it is expedient that development ... should not be carried out unless permission is granted”. The National Planning Practice Guidance indicates that use of Article 4 Directions should be limited to situations where it is necessary to protect local amenity or the wellbeing of an area, and that the potential harm that the Direction is intended to address is clearly identified. It further advises that provided there is justification for both its purpose and extent, it is possible to make an Article 4 Direction covering an area of any geographical size; there should be particularly strong justification for the withdrawal of PD rights relating to a wide area (e.g. covering the entire area of a local planning authority, as is proposed in this Report).
10. There are two types of Article 4 Direction: immediate and non-immediate:
 - Immediate directions are where permitted development rights are withdrawn with immediate effect;
 - Non-immediate directions are where permitted development rights are withdrawn only upon confirmation of the direction following public consultation.
11. The Town and Country Planning Act 1990 allows developers to claim compensation from the local planning authority for the loss of the PD right if a permission is refused for a development which would otherwise have been permitted, or if permission is granted subject to conditions other than those conditions imposed by the GPDO. Compensation can be claimed in respect of abortive expenditure or other loss or damage directly attributable to the withdrawal of the PD right. This can include the difference in the value of the

land if the development had been carried out and its value in its current state, as well as the cost of preparing the plans for the works. Compensation is only payable if an application for planning permission for certain development formerly permitted by the GPDO is made within 12 months of the Direction taking effect. Where between 12 and 24 months prior notice is given of the withdrawal of PD rights, through the use of a non-immediate direction, no compensation is payable.

12. Permitted development (PD) is not liable to pay s106 contributions and does not pay Community Infrastructure Levy (CIL) unless there is an increase in floorspace. The national Planning Practice Guidance indicates that by its nature permitted development should already be generally acceptable in planning terms and therefore planning obligations would ordinarily not be necessary. Planning obligations entered into should be limited only to matters requiring prior approval and should not, for instance, seek contributions for affordable housing. New residential development delivered under the office to residential PD right is not, therefore, required to make a s106 contribution towards affordable housing. Although permitted development is in principle liable to pay the Community Infrastructure Levy, if the permitted development from office to residential does not involve an increase in floorspace, then there will be no liability. Introducing local control over such change of use through an Article 4 Direction will mean that when such developments are permitted they would be expected to make appropriate contributions to affordable housing provision and other infrastructure.

Options

13. There are 3 options open to the City Corporation: a) do not progress with an Article 4 Direction; b) make an immediate Article 4 Direction; c) make a non-immediate Article 4 Direction.
 - a) No Article 4 Direction: If the City Corporation were to take no action, national PD rights for the change of use from offices to residential would apply to the City from 31 May 2019. This would threaten significant harm to the City's position as a global commercial centre, potentially resulting in a significant loss of office floorspace and allowing residential uses within the city's core office locations. The detailed implications for the City are set out in the evidence base document attached at Appendix 2 to this report.
 - b) Make an immediate Article 4 Direction: This would remove PD rights for the change of use of offices to residential with immediate effect, but would open the City Corporation to claims for compensation as set out in paragraph 11. Given the scale of office floorspace in the City and the high value of land in the City for residential use, such compensation claims could impose significant costs upon the City Corporation.
 - c) Make a non-immediate Article 4 Direction: This requires publicity to be given to the making of the notice, as set out in paragraph 17. An Article 4 Direction must be confirmed by the City Corporation before it can come into force, and any representations received during the consultation period (which must be at least 21 days) must be taken into account in deciding whether or not to confirm the

Article 4 Direction. The date a non-immediate Article 4 Direction comes into force must be between 28 days and two years following the date the representation period began. In this case it is proposed that the Direction will come into force on 31 May 2019, which is the date the City of London's current exemption will lapse, subject to consideration of any representations and confirmation of the Direction. Once the Article 4 Direction comes into force there will be no right to claim compensation for the loss of the PD right, as more than 12 months advance notice will have been given. This is the recommended approach.

Proposals

14. It is recommended that the City Corporation make a non-immediate Article 4 Direction, removing the PD right for the change of use from offices (B1(a)) to dwellinghouses (C3), covering the whole of the City of London. The proposed Direction and map outlining the extent of the Direction are attached at Appendix 1. The evidence base is attached at Appendix 2, with the key justification summarised in paragraphs 15 and 16 below.
15. The introduction of a PD right for the change of use from offices (B1(a)) to dwellinghouses (C3) could lead to a significant loss of existing employment space in the City of London, with losses likely to be concentrated in the stock of smaller and older offices which play an important role in accommodating start-ups and SMEs. Technical work has been commissioned to assess the potential scale of this loss after 2019, but earlier research undertaken for the City Corporation suggested that up to 18% of the City's office stock could be vulnerable to unrestricted change of use. Not only would the loss of office stock impact on the potential for business development, and the potential to accommodate new jobs, the uncontrolled spread of housing across the City into commercial areas could impact on the 24 hour operations of many existing City businesses and frustrate future commercial development. The City of London contributes 13% of London's GVA and around 3% of the UK's GVA, and houses 15% of the UK's financial services employees. The potential loss of office space and office development potential could therefore have significant impacts on the London-wide and national economies. International companies which are dissatisfied with the City of London as a business location could easily relocate their activities abroad, taking jobs and investment out of the UK. The Government has previously recognised the important role that the City plays in the national economy by granting a temporary exemption from national permitted development rights. The same justification that supported this exemption applies to consideration of the need to make an Article 4 Direction to permanently remove the office to residential PD right.
16. The current exemption from national PD rights applies to the whole of the City of London. The City of London, being just over one square mile in size, is significantly smaller than all other local authorities and is host to an intensive concentration of inter-connected and mutually supporting commercial activities which extend across virtually the whole of the City. Although individual sectors congregate in different sub-localities of the City, the essential character of the City is that of a unified and integrated business district. This provides justification for making an Article 4 Direction which covers the whole of the City of London.

17. The next steps after making the Article 4 Direction are:

- Give notice of the Direction by local advertisement in at least one newspaper in the area, display site notices at no fewer than 2 locations for a period of not less than 6 weeks, and give notice on the City Corporation's website.
- Notify owners and occupiers of the affected properties and land, unless the number makes this impracticable. As the intention is to make a City-wide Direction, this requirement will be met by way of the notices outlined above. The City Corporation must allow at least 21 days for any representations to be made.
- Serve individual notices where the owner or occupier is a statutory undertaker or the Crown.
- On the date the notice is first published or displayed, give notice and a copy of the Direction to the Secretary of State.
- Report back to Planning & Transportation Committee with the outcome of the consultation so that any representations received are taken into account in deciding whether to confirm the Article 4 Direction. If it is necessary to materially change the Direction as a result of comments made during the consultation, then re-consultation on the Direction will be required.
- If the Direction is confirmed, give notice of the confirmation of the Article 4 Direction and the date it comes into force in the same way as required when the Direction was made and send a copy to the Secretary of State.

Corporate & Strategic Implications

18. The making of an Article 4 Direction would be in accordance with the adopted London Plan 2016, the draft London Plan 2017 and the City of London Local Plan 2015, which seek to maintain the City's role as a strategically important, globally orientated financial and business centre. The Direction would accord with the Vision and Strategic Aims of the Corporate Plan 2015-19 and the draft Corporate Plan for 2018-23, which seek to support and promote the City as the world's leading financial and professional services centre

19. The making and confirmation of a non-immediate Article 4 Direction, as set out above, would mean that compensation for the removal of PD rights would not be payable. Retaining a requirement for planning permission would enable the City Corporation to continue to seek s106 planning obligations and CIL payments.

Health Implications

20. There are no health implications arising from this report.

Equality Impact Assessment

21. An Equality Analysis Test of Relevance screening has been undertaken which has concluded that no equality group will be negatively impacted by this proposal.

Conclusion

22. The City of London currently enjoys an exemption from national PD rights for the change of use of offices (B1(a)) to residential (C3) on the grounds that it is a nationally significant area of economic activity. This exemption lasts until 30 May 2019 after which national permitted development rights will operate in the City of London.
23. Loss of planning control over the change of use of offices to residential could significantly impact on the beneficial cluster of offices in the City and threaten its role as a world leading financial and business services centre. To ensure that the City Corporation retains planning control over proposals for changes of use from offices to residential, an Article 4 Direction is required to remove PD rights.
24. Developers affected by the removal of PD rights can apply for compensation in respect of abortive expenditure or other loss or damage attributable to the withdrawal of PD rights. To avoid potentially significant compensation claims, it is proposed that the City Corporation make a non-immediate Article 4 Direction which would come into force on 31 May 2019, subject to consideration of any representations and confirmation by the City Corporation.

Appendices

- Appendix 1 – Proposed Article 4 Direction and map showing extent of the Direction
- Appendix 2 – evidence base supporting the application of the proposed Article 4 Direction

Background Papers

Letter from DCLG confirming the City of London's exemption from national PD rights for the change of use of offices (B1(a)) to residential (C3), 10 May 2013.

Peter Shadbolt

Assistant Director (Planning Policy)

T: 020 7332 1038

E: peter.shadbolt@cityoflondon.gov.uk

This page is intentionally left blank

**TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT)
(ENGLAND) ORDER 2015**

DIRECTION MADE UNDER ARTICLE 4(1) TO WHICH ARTICLE 3 APPLIES

WHEREAS the City of London Corporation being the appropriate local planning authority (“the Council”) within the meaning of article 4(5) of the Town and Country Planning (General Permitted Development) (England) Order 2015, is satisfied that it is expedient that development of the description set out in the First Schedule below should not be carried out on the land shown edged red on the attached plan, unless planning permission is granted on an application made under Part III of the Town and Country Planning Act 1990 (as amended).

NOW THEREFORE the said Council in pursuance of the power conferred on them by Article 4(1) of the Town and Country Planning (General Permitted Development) (England) Order 2015 hereby directs that the permission granted by Article 3 of the said Order shall not apply to development specified in the First Schedule below in respect of the land described in the Second Schedule and shown edged red on the attached plan.

FIRST SCHEDULE

Development consisting of a change of use of a building and any land within its curtilage from a use falling within Class B1(a) (offices) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) to a use falling within Class C3 (dwellinghouses) of that Schedule, being development comprised within Class O of Part 3 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 and not being development comprised within any other Class.

SECOND SCHEDULE

All land within the City of London.

This Direction will come into force on 31 May 2019 if confirmed.

Made under the Common Seal of the Mayor and Commonalty and Citizens of the City of London this day of 2018

The Common Seal of THE MAYOR AND COMMONALTY AND CITIZENS OF THE CITY OF LONDON was hereunto affixed in the presence of:

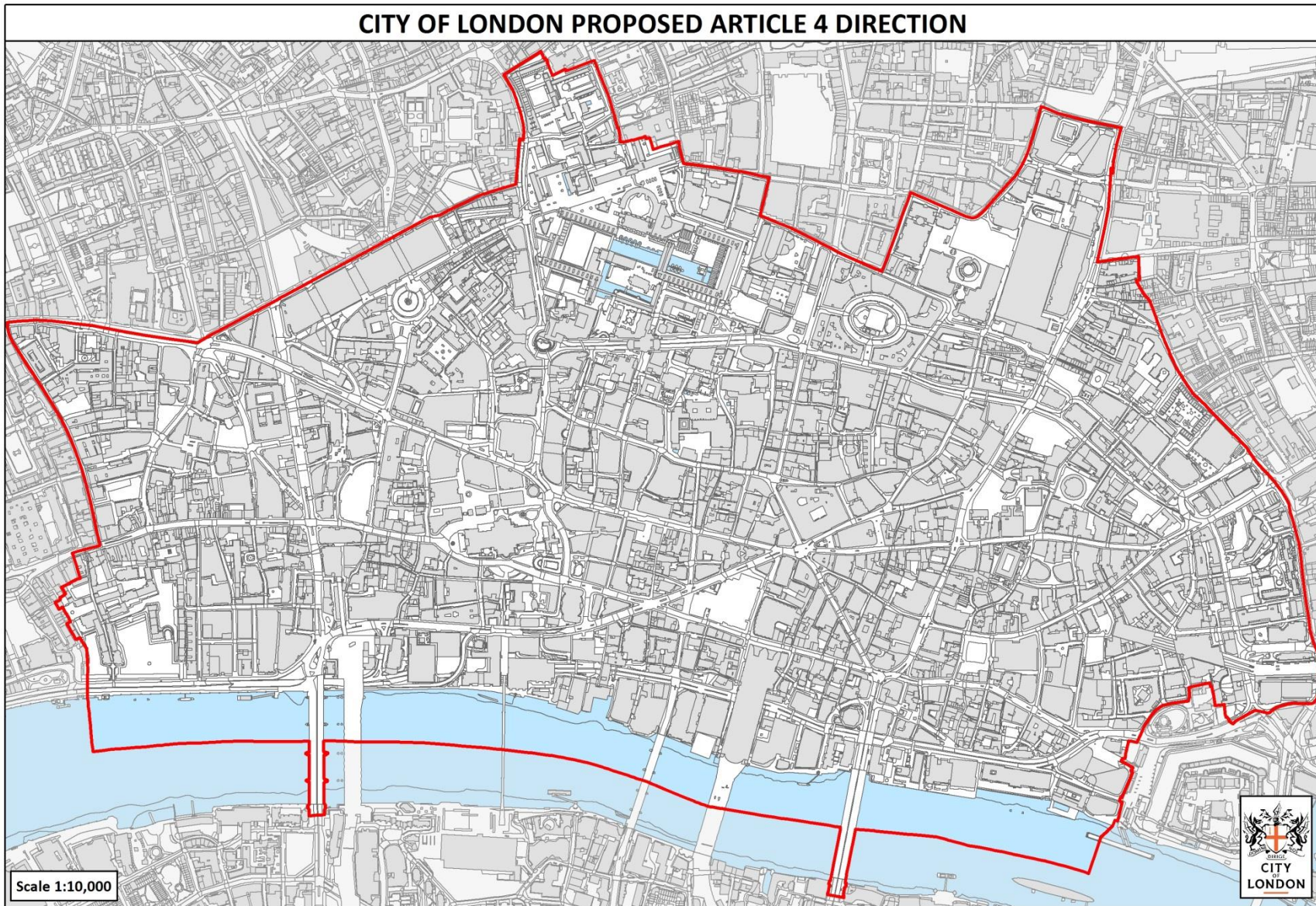
.....
Authorised Officer

Confirmed under the Common Seal of the Mayor and Commonalty and Citizens of the City of London this day of 2019

The Common Seal of THE MAYOR AND COMMONALTY AND CITIZENS OF THE CITY OF LONDON was hereunto affixed in the presence of:

.....
Authorised Officer

CITY OF LONDON PROPOSED ARTICLE 4 DIRECTION



This page is intentionally left blank

Article 4 Direction to remove permitted development rights for change of use from office (B1(a)) to residential (C3) in the City of London

Evidence in support of Article 4 Direction

January 2018



Introduction

1. The City of London Corporation intends to use an Article 4 Direction (under Article 4(1) of the Town and Country Planning (General Permitted Development) (England) Order 2015, to remove permitted development rights for the change of use from offices (B1(a)) to residential (C3) within the City of London. The Article 4 Direction will apply to the whole of the administrative area of the City of London.
2. The City of London is at the heart of the United Kingdom's international financial and professional services sector. The City Corporation considers that application of national permitted development rights for change of use from office (B1(a)) to residential (C3) within the City of London would lead to the direct loss of a significant amount of existing office floorspace and economic activity. It would also introduce housing to parts of the City where it would be liable to undermine the strength of the commercial environment (through constraining both the activities of existing commercial occupiers and the ongoing commercial redevelopment needed to accommodate future economic and employment growth). These adverse effects would seriously damage the ability of the office-based cluster centred on the City of London to continue to operate and evolve as an international financial and professional services centre for the benefit of London and the country.
3. The City Corporation considers that this threat to existing and future economic activity in the City justifies the application of a non-immediate Article 4 Direction to remove the permitted development right across the administrative area of the City of London. The application of a non-immediate Article 4 Direction is consistent with the existing national exemption from permitted development rights, which has operated in the City of London since May 2013, and been extended to 30 May 2019, and which was granted by the Government in recognition of the national significance of the City of London's office cluster. It is consistent with the London Plan (March 2016), the Draft London Plan (December 2017), the Mayor's Central Activities Zone Supplementary Planning Guidance (March 2016) and the City of London Local Plan (January 2015). Policies CS1 and DM1.1 of the latter document seek to protect suitable and viable office floorspace and this protection has been specifically endorsed by an independent planning inspector.
4. This evidence sets out the economic and planning policy context of the City of London and summarises the key adverse effects that would arise if a national permitted development right for change of use from office (B1(a)) to residential (C3) were applied in the City. Reference is made to studies and reports prepared by outside bodies, which provide further evidence in support of the City Corporation's case.

Economic and Planning Policy Context of the City of London

Economic Context

5. The City of London, as one of the world's leading international financial and professional services centres, contributes significantly to the national economy and to London's status as a 'World City'. Rankings such as the Global Financial Centres Index (Z/Yen Group)¹ and the Cities of Opportunities series (PwC)² consistently score London as the world's leading financial centre. The City is a leading driver of the London and national economies, generating £48 billion in economic output (as

¹ Global financial centres index 22, Z/Yen and China Development Institute, September 2017

² Cities of Opportunities 7, PwC, 2016

measured by Gross Value Added), equivalent to 13% of London's output and 3% of total UK output. Over the next 10 years, the City's output is expected to grow by a further £16 billion³. Alongside this output growth, the City is a significant and growing centre of employment. In 2016, office employment in the City constituted 20% of all office jobs in London⁴, while only accounting for 0.2% of the land.

6. The City of London plays a significant role in financial services in the UK. Financial services in 2016 generated £115 billion pounds to the UK's GVA, representing 7% of total UK output. The City of London generated 27% of this output, with London as a whole accounting for 51%⁵. The City is the home of many of the world's leading markets including the London Stock Exchange, London International Financial Futures and Options Exchange (LIFFE), Lloyds of London insurance market, the maritime Baltic Exchange and the London Metal Exchange. It is a centre for world class banking, insurance and maritime industries, which provide over 60% of the City's GVA⁶ supported by world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses, including Bloomberg, Amazon and Salesforce. In January 2016, the City Corporation launched the Green Finance Initiative in partnership with the Government, recognising the growing importance of green finance as a key element in addressing climate change and cutting carbon emissions.
7. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and scope available there and in recognition that physical proximity to business customers and rivals provides a significant competitive advantage. This advantage arises principally because of the potential for knowledge spill-overs, with knowledge being best spread through face to face interaction which is more likely to occur over smaller distances and in dense areas where formal and informal meetings take place. The highly skilled, knowledge-based services typical of the City benefit from these interactions and the increase in productivity brings benefits to the economy which outweigh the increased costs of doing business in central London⁷.
8. As a densely developed centre for international financial and professional services, the City provides employment for 483,000 people⁸. In contrast, it has a very small residential population, with only 8,300 permanent residents⁹ in 7,000 residential units¹⁰. Most economic activity is office-based and offices form 70% of all City floorspace (nearly 9 million square metres gross) (Figures 1 & 2). This predominance of commercial property is a distinctive characteristic of the City, and provides City businesses with a competitive advantage due to potential agglomeration economies of scale and scope. Figure 3 demonstrates the low density of residential development in the City which arises from this office concentration.
9. Long term growth in London-based international financial and business services is at the heart of the City's economic vitality and there has been some expansion of these activities beyond the City of London boundaries (the 'Square Mile'). At the same time

³ The Future of the City of London's Economy, Centre for Cities & Cambridge Econometrics for City of London, June 2015

⁴ London Office Policy Review 2017, Ramidus Consulting Ltd for GLA, June 2017

⁵ Economic Development Office, City of London Corporation, January 2018

⁶ Economic Evidence Base for London 2016, GLA

⁷ Centre for Cities & Cambridge Econometrics, June 2015 (see footnote 3)

⁸ BRES 2017

⁹ 2015-based GLA projections

¹⁰ Development Information, May 2017, City of London Corporation

office-based businesses in other developing sectors, including Fintech and TMT, continue to move into the City from other parts of central London to benefit from the City's affordable office rents, its improving range of retail, cultural and leisure uses, and its history, character and high quality public realm. A key component of further growth will be a continued increase in the supply of appropriate office space to meet demand.

10. The City provides an attractive business location for an increasing range of businesses. In 2017, there were 24,400 firms in the City of London, 99% of which are small and medium-sized enterprises¹¹. Research undertaken for the City Corporation and the City Property Association¹² shows that SMEs are attracted to the City by several factors, including: its dense business cluster, which offers ready access to suppliers and clients; its historically rich urban environment and diverse office stock, and the sense of prestige attached to the location. The City is also well regarded for the competitive price of its office space. However, this same research also highlighted a growing shortage of space attractive to SMEs (between 300m² and 1,000m²) and the sensitivity of SMEs to the price of suitable accommodation – rising costs being the factor most likely to drive SMEs out of the City.
11. The City's broad and enduring appeal for a diverse range of office-based businesses underpins the long-term growth potential of the City and emphasises the need to ensure that enough office stock can be delivered to achieve that potential. It is estimated that the total office stock in the City needs to increase by nearly 2 million square metres gross, 720,000 square metres net, during the period from 2016 to 2036, in order to accommodate the 62,000 additional office jobs projected in London Office Policy Review 2017¹³ and the Mayor of London's draft London Plan December 2017.

Planning Policy

12. The City Corporation's planning policies have played a key role in maintaining the City's position as one of the world's leading commercial centres through a long-standing policy, approved by successive Planning Inspectors and Secretaries of State, to exercise careful control over the location and prevalence of residential development. Most recently, the Inspector examining the 2015 Local Plan considered whether specific protection of office accommodation (through Local Plan policies CS1 and DM1.1) was necessary. His conclusions are set out below:

"Doubts have been raised by a few as to whether this strengthening of CS1 is sound and sufficiently justified. It is questioned whether CS1 and DM 1.1 would be sympathetic to varying levels of viability in redevelopment schemes across the City. However, on the basis of the evidence supporting the approach taken in the Local Plan, I find merit in its approach. The following factors are compelling, in my judgement. The City's leading finance, business and maritime role relies to a large degree on maintaining a critical mass of office floor space within a defined cluster of commercial activity. This is recognised and supported in the London Plan, and has been the basis of longstanding planning policy in the City of London. The current total office floor space in the City is 8.6 million sq. m. I agree with the City Corporation that any significant erosion of that critical mass and of the additional floor space expected over the Plan period, by changes of use away from offices, would be likely to undermine the City's ability to function as successfully as it has been doing to date.

¹¹ Economic Development Office, City of London Corporation, January 2018

¹² Clusters and Connectivity:

The City as a Place for SMEs, Ramidus Research for City of London Corporation and City Property Association, March 2016

¹³ London Office Policy Review, Ramidus Consulting for GLA, 2017

The City Corporation has been granted a local exemption from permitted development rights to change from office to residential use. Evidence put forward by the City Corporation in support of that application demonstrated that some 18% of the City's office floor space could convert to residential use within five years without the exemption. This is underpinned by evidence from the GLA in its response to the Government's Technical Consultation on Planning that shows that across London, some 373,700 sq m of occupied office floor space has gained prior approval for a change of use since June 2013. The City Corporation, and the GLA, point to the much higher land values for residential as opposed to office use as one of the main drivers of this trend. I consider therefore that the City Corporation is correct to ensure that Local Plan Policies resist this trend in the City. Accordingly, Policies CS1 and DM 1.1, with the protection of existing office floor space they afford, are justified by the evidence. "

13. The Local Plan approach recognises the unique advantages which flow from having a commercial centre predominantly dedicated to business uses, and ensures that the 'critical mass' of diverse commercial activity and development which drives the success of the Square Mile can be sustained.
14. The special character of the City as a business district is firmly enshrined in the existing legal framework. Under reforms passed by Parliament in 2002, the City is the only area in the UK where businesses and their employees participate in the local electoral franchise, and this business franchise accounts for some three quarters of voting rights in the City. The City Corporation thus has a unique mandate to represent the interests of business in discharging its functions. This is reflected in the reduced planning powers of the Mayor of London to intervene in commercial development in the City in comparison to other areas: the Town and Country Planning (Mayor of London) Order 2008 sets a threshold for intervention in the City of 100,000 square metres of floorspace or 150 metres in height, compared to 15,000-20,000 square metres or 25-30 metres elsewhere in Greater London. This amounts to further recognition by the Government and Parliament of the legitimate commercial focus of the Square Mile.
15. The London Plan 2016 recognises the City of London as a strategic priority and stresses the need 'to sustain and enhance it as a strategically important, globally-oriented financial and business services centre' (policy 2.10). The general approach of the London Plan is to encourage office developments in the Central Activities Zone (of which the City is part) to include a mix of uses, including housing (policies 2.11 and 4.3). However, the Plan specifically acknowledges that this approach would not be appropriate in the City, when it says that exceptions 'should only be permitted where mixed uses might compromise broader objectives, such as sustaining important clusters of business activity, for example in much of the City' (paragraph 4.17).
16. The Mayor's Central Activities Zone Supplementary Planning Guidance (SPG), March 2016, provides supporting guidance on the implementation of the London Plan. The SPG supports the development of borough and City-level Article 4 Directions across the CAZ to remove permitted development rights for the change of use of offices to residential. The SPG sets out development priorities for the CAZ and for the City indicates (paragraph 1.3.7) that "residential development is considered inappropriate in the commercial core areas of the City of London". In other parts of the City, offices and other CAZ strategic functions should be given greater weight relative to residential. Although the London Plan promotes mixed-use development in the CAZ, within the City, the Plan and the CAZ SPG indicate that the priority should be the promotion of the cluster of globally orientated financial and business services and that the City is

exempt from the principle of providing residential development as part of mixed use development under London Plan policy 4.3a.

17. The December 2017 draft London Plan, which will replace the current London Plan from 2019, retains the emphasis on protecting and enhancing the City's cluster of internationally important businesses and the priority that office development should be given over residential (draft policy SD5). Policy E1 gives specific support for the development of Article 4 Directions to ensure the retention of existing viable office floorspace capacity. The GLA is preparing an evidence base to support borough applications for Article 4 Directions under this policy, which is expected to be published in January 2018 and will provide further supporting evidence for a City of London Article 4 Direction. The London Office Policy Review 2017¹⁴ shows that PD rights have had a significant effect on the supply of office floorspace in those parts of London which do not benefit from an exemption or an Article 4 Direction. Since May 2013, over 1.6 million square metres of office floorspace has been given prior approval for change of use to residential. This represents 6% of London's office stock, with 55% of the affected floorspace being either wholly or partially occupied office space.

18. The City Corporation recognises the need to deliver more housing in London and is committed to playing its part in a manner which does not undermine the primary commercial function of the Square Mile. The City will meet its London Plan target for additional housing within the bounds of the City. Annual monitoring of housing completions in the City and the City's Housing Trajectory (Figures 8 and 9) demonstrate that sufficient housing has been permitted and is likely to be completed to meet and exceed the current 2016 London Plan housing targets of a minimum of 141 dwellings per year at least until 2026, and that there is sufficient capacity to meet the draft London Plan 2017 target of 146 dwellings per year. Analysis of housing delivery and planning permissions in the City since the introduction of the exemption from permitted development rights demonstrates that in the period between April 2013 and September 2017, 1,822 new dwellings were permitted in the City of London, an annual average rate of approximately 400 dwellings. Of this 1,822 units, 201 were permitted as a change of use (excluding redevelopment) of existing office accommodation. These figures show that, with retained planning control over the change of use from offices to residential in the City, the City of London has delivered new housing permissions in excess of London Plan targets. Furthermore, for the past decade, in place of requiring commercial developers in the City to provide housing on-site, the City Corporation has required them to contribute to the provision of affordable housing elsewhere in London through negotiated planning obligations. This approach has meant that, since May 2013, office-led commercial redevelopments in the City have not only boosted the City's commercial role but have also raised £16 million for affordable housing delivery in London.

19. The introduction of an Article 4 Direction would allow the City Corporation to continue to pro-actively direct residential development to specific areas of the City where a limited residential presence can be suitably accommodated. It will be able to do so in a way that minimises the risk of adverse effects on the City's business role. In accordance with the London Plan, the City's Local Plan policies guide new housing in the City to areas of existing housing where it is easier to provide and protect residential amenity without disrupting ordinary business activities or the commercial redevelopments that take place throughout most of the City.

20. The City's local planning policies are applied proactively in pursuit of sustainable growth and have brought about significant advancements in the City in recent years.

¹⁴ London Office Policy Review 2017, Ramidus Consulting Ltd for GLA, June 2017

The City Corporation's positive approach has helped to deliver iconic new office developments, contributing to a total office stock of 8.6 million square metres in 2017, with a further 1.7 million square metres either under construction or permitted but not yet commenced¹⁵. This has been complemented by an increase from one to 34 hotels and apart hotels in the City and the development of significant new retail facilities, including the One New Change shopping centre on Cheapside and new retail units across the City, principally at the ground floor level of office developments. An Article 4 Direction, removing permitted development rights for change of use from office (B1(a)) to residential (C3), would enable the City Corporation to continue this proactive policy approach, which encourages further sustainable development in the City for the benefit of London and the country.

Exemption from Permitted Development Rights from May 2013

21. In May 2013, the City of London was granted an exemption to national permitted development rights for the change of use from offices (B1(a)) to dwellinghouses (C3), in recognition of the importance of the concentration of economic activity, international businesses and jobs, the income generation from these activities and the contribution that this has made to national tax income. This was subsequently extended by the Government in 2016, with the exemption now running to 30 May 2019. Whilst there have been changes in the demand for both office and residential development since the original exemption was granted in 2013, the fundamentals underpinning the economic justification for the City of London's exemption have not changed. The following sections set out the key implications for the City of London and the wider London and national economies of an extension of national permitted development rights.

Key Adverse Effects of the Permitted Development Right for Change of Use from Offices (B1(a)) to Residential (C3) on the City of London

Adverse Effects on the Balance of Land Uses

22. As described above, meeting the projected long term economic and employment growth in the City is dependent on the delivery of nearly 2 million square metres gross and 720,000 square metres net of office floorspace by 2036 to meet the growing needs of the current and future City occupiers.
23. Loss of existing office stock to housing through permitted development rights would make achievement of the office stock target difficult in two ways:
- it increases the total new stock that must be provided in order to replace existing office stock lost to housing;
 - it also makes it harder to provide such new office stock in the City through redevelopment due to the residential amenity considerations of the new residents and the introduction of long residential leases in commercial areas which can frustrate site assembly for redevelopment.
24. The City's existing office stock includes a wide range of buildings and units which meet the diverse needs of City occupiers (see Figures 5-7). The permitted development right could affect Grade B and Grade C office stock to a disproportionate extent yet this stock performs an important role in the City's economy and its redevelopment cycle:
- it provides sites with commercial redevelopment potential in the medium and long term;

¹⁵ Development Information, City of London Corporation, November 2017

- it provides cheaper office floorspace in the interim which is particularly suitable for occupation by start-up companies and by small and medium-sized enterprises that provide essential support for the City's larger employers¹⁶.

25. Research undertaken by Ramidus 2015¹⁷ has highlighted the impact of changing business needs and attitudes on the demand for office floorspace in central London. Buildings which were once secondary or low grade are becoming increasingly attractive to new occupiers, and areas once regarded as fringe areas are becoming prime or core areas. As a result, lower grade office accommodation is providing an important resource in enabling the City to meet future floorspace needs, and the supply of such accommodation needs to be carefully managed.

Adverse Effects on the Pattern of Land Uses

26. The City of London has a distinctive spatial pattern of land uses which enables major commercial activity to thrive without adversely affecting City residents who are clustered in specific areas mostly on the fringes of the City. The City's Local Plan identifies 10 such residential areas. This approach has been endorsed by Inspectors in relation to the current 2015 Local Plan, and the previous Core Strategy (2011) and Unitary Development Plan (2002).

27. Widespread conversion of offices to housing across the City would undermine existing planning policy which for decades has sought to cluster new housing in particular areas of the City where it is easier to protect residential amenity and to provide efficient services to residents without undue disruption to the commercial life of the locality.

28. The introduction of new housing to areas which are currently predominantly commercial in character would raise new residential amenity expectations which could not be delivered there without affecting current business operations or future commercial redevelopment potential. Uncontrolled conversion to residential in commercial locations would reduce the City's medium and long term ability to adapt to a changing commercial environment.

Adverse Impact on the City of London as a Business Centre

29. The adverse impact of the permitted development rights on the City of London would take more than one form. Most directly, it is expected that they would lead to a significant loss of existing employment space, with a consequential dilution of the economies of scale found in the City. At the same time, the uncontrolled spread of new housing across the City into previously commercial areas would have an adverse impact on the 24-hour international operations of many existing City businesses, and would make it unlikely that the City's ambitious programme of commercial development and redevelopment could be delivered (Figure 4).

30. The City Corporation has commissioned Jones Lang LaSalle (JLL) to consider the potential impact of a permitted development right on the City's office stock, in terms of those buildings which could be vulnerable to either residential conversion or residential redevelopment¹⁸. The study focusses on those office buildings with a lease event relating to the whole building in the five years from 2017 that would make them vulnerable to a change to residential use. This research is due to be completed by the end of January 2018 and detailed findings will be incorporated into this Evidence Base

¹⁶ Clusters and Connectivity: The City as a Place for SMEs, Ramidus Consulting Ltd for City of London Corporation and City Property Association, March 2016

¹⁷ Small Offices and Mixed Use in the CAZ, Ramidus Consulting Ltd, for GLA, August 2015

¹⁸ JLL for the City of London Corporation, January 2018 - forthcoming

when available. However, early findings from the report suggest that, over the 5 year period 2017-2021, approximately 1.1 million square metres of office floorspace currently in the development pipeline could convert to residential if there were an unrestricted permitted development right. This figure represents 85% of the total office development pipeline and is of a similar scale to that estimated in an earlier study by JLL for the City Corporation¹⁹, which suggested that up to 18% of the City's office stock, or 86% of the development pipeline (1.6m square metres gross) could viably convert to residential use within the 2011-2016 period in the absence of planning control. The estimated loss of 1.6 million square metres gross of existing office floorspace in the 2011 Study would have removed workspace sufficient to accommodate 100,000 City office workers. This scale of potential loss exceeded the 2015 Local Plan target to increase total office stock by 1.15 million square metres gross during 2011-26 to accommodate additional office-based workers in the City and would have resulted in a need to deliver 2.75 million square metres gross of additional new office stock by 2026 in order to offset the losses to housing. New office stock delivery on such a scale would be unprecedented, even within the context of growing office demand in the City.

31. The uncontrolled establishment of new residential units in the City would be doubly difficult; it would not only remove existing office stock but would militate against the delivery of new offices needed to make good the shortfall. The increased presence of new residents occupying under long leases and the amenity considerations of such residents would severely hamper a large-scale construction programme of new office buildings.
32. Furthermore, the presence of residents in hitherto commercially-focused areas would not simply affect the availability of office stock but also the activities conducted in and from them. The City's internationally-focused firms and the micro, small and medium-sized enterprises supporting them operate 24 hours a day to meet tight deadlines and to deal in world markets. Meanwhile, ancillary services are most efficiently carried out outside of peak working hours. The City's Freight and Servicing Supplementary Planning Document (2018) provides support for out of peak hours servicing of office and other commercial buildings and, alongside night time and week-end working, generator testing and use, this could be a considerable source of disturbance to nearby new residents. This activity, essential to the City's commercial future, could not continue to the same extent if new residential neighbours were to have the level of amenity they would expect.
33. Since the introduction of the permitted development right nationally there has been strong demand for new office accommodation in the City, driven by the health of the London economy, the attractiveness of the City as a centre for international financial and professional services and increasingly the City's attractiveness as a location for technology and media companies, including Amazon and Bloomberg. At Q3 2017, prime City Grade A rents stood at £70 per square foot²⁰, up from an average of £55 per square foot in 2011/2012. Vacancy rates remain low and, at Q2 2017 averaged 5.5%, below the 8% generally regarded as necessary for the efficient operation of the property market.
34. Alongside strong office demand, the residential market in the City has also grown, with signs of a slowdown only appearing in 2017. Research by PwC²¹ suggests that

¹⁹ Potential Impact of Use Classes Order Relaxation for Change of Use from Offices to Housing on City Office Stock, JLL for City of London, October 2011

²⁰ London Office Market Update, Q3 – 2017, Carter Jonas, September 2017

²¹ UK Economic outlook July 2017, PwC

average residential prices increased by 64% in the City between 2007 and 2014, slowing to 7% between 2014 and 2017 as the impact of Stamp Duty changes in 2014 and 2016 and economic uncertainty were felt. ONS data suggests that at Q3 2016, the median house price in the City was £800,000 and the ratio of median prices to median gross earnings was 14.4²². up to the end of 2016. Thus, despite high levels of demand in the office market, the fundamentals underpinning the relationship between the office and residential markets have not changed materially since 2011. Office demand remains high and vacancy rates remain close to historic low levels, highlighting the importance of maintaining the existing office stock to meet this demand.

35. Research commissioned by the GLA²³ indicates that the balance between the viability of offices and residential is cyclical, with the economic advantages of residential being temporary. However, whilst an office use may have a lease of up to 25 years, residential leases are considerably longer, normally over a minimum of 99 – 125 years, meaning that a change of use to residential is long term or even permanent, even though the economic case may only be short term. This is reflected in the attitudes of investors, with those looking at short term gains being attracted to residential uses and those looking for longer term gains, being attracted to office use. Thus, although demand for office space has been high, and rents rising, in recent years, so have residential prices and the short term benefit to investors in seeking a change of use from office to residential remains and continues to pose a threat to the stock of office floorspace in the City.

Significance of the Adverse Impact at a National Level

36. The local effects described above would directly translate into a significant adverse impact on the national economy and finances, due to the City's strategic importance as the UK's leading centre for financial and professional services. The City is one of the world's principal business centres, and is estimated to contribute 13% of London's GVA and around 3% of the UK's GVA. Maintaining the globally competitive position of the City as an international business hub will play a key role in securing national economic growth, particularly given the uncertainty posed by Brexit negotiations. This aim would be seriously compromised by a large-scale loss of employment space in the City and the inhibition of commercial operations and redevelopment.
37. To take financial services alone, PwC have estimated²⁴ that the sector employed 1.1 million people in the UK and paid £72.1 billion in total taxes in 2016/17, forming 11% of total UK government tax receipts. The City is a focus of financial services sector employment with nearly 15% of the UK's financial services employees (including a far higher proportion of senior management) based in the Square Mile, and the most significant contributor to the UK's income from financial services, contributing 27% of the £115 billion generated by this sector in 2016. Although there is not a direct relationship between financial services sector employees and tax receipts it is clear that the potential loss of workspace in the City could have a seriously adverse effect on total annual tax receipts. This financial loss would be compounded in future years if the permanent change in the pattern of land uses meant that the City could not deliver the extra floorspace in the City needed to accommodate projected economic and employment growth.
38. The conversion of offices to housing would have an adverse impact on property-related revenues as business rates relating to offices are generally greater than

²² ONS Ratio of house price to workplace-based earnings (lower quartile and median), March 2017

²³ Ramidus Consulting Ltd (see footnote 14)

²⁴ The Total Tax Contribution of UK Financial Services: Tenth Edition, PwC for City of London. December 2017

Council Tax payments related to housing. Research undertaken in 2011 for the City Corporation²⁵ considered that office business rates payable in the City were in the region of £15 per square foot net compared with £3.40 for housing top band Council Tax. This would suggest that for every 1 million square feet net of office floorspace converted to housing there could be a net loss of over £11 million pa in lost business rates.

39. Most of the business rates payable in the City are currently redistributed to other parts of the country where the need is greatest. The scale of such redistribution would decrease significantly to the detriment of inner London and other areas if the conversion of City offices meant that existing offices' business rates were replaced with Council Tax from housing.

Likely Strategic and Long Term Adverse Economic Impacts

40. The strategic significance of the City of London to the national economy has already been explained. The adverse economic impact of the proposed permitted development rights would have strategic and long term consequences because it would change the balance and pattern of land uses in the City irreversibly. New residents would become established on long leases in previously commercial areas and their residential amenity expectations would hinder existing business operations and future commercial redevelopment potential. Residential development is normally let on 99 - 125 year leases whereas commercial floorspace typically has a much shorter lease period. Commercial lease terms, by contrast, have averaged 25 years, but have been reducing as landlords and, particularly occupiers, seek more flexible lease terms. The rapid growth of serviced office accommodation in the City in recent years, exemplified by the growing presence of WeWork in the City, shows the growing demand for flexibility in the commercial sector, flexibility that could be inhibited by longer residential leases.
41. City office occupiers providing international financial and business services are not typical office occupiers and the national assumption that B1(a) offices can mix satisfactorily with housing is not valid in the City. As described in detail above, the operational needs of a 24-hour, 7-day week business district could cause conflict with the level of amenity which new residential neighbours would expect. Residential amenity considerations, including daylight and sunlight expectations, would also add long term complications to commercial site assembly and redevelopment activity which is essential for the City's future growth.
42. The introduction of new residents to commercial parts of the City would seriously weaken the attractiveness of the City as a distinctive office-based business cluster offering economies of scale and scope to major international employers. It is incorrect to assume that if such firms were dissatisfied with the City of London as a business location they would simply disperse their activities to other parts of London or the UK, as these areas are similarly impacted by the proposals. Such firms have very high and precise expectations, are international in their focus and could easily relocate abroad and take jobs from the UK to competing world financial centres.
43. The City is already a highly sustainable employment location benefiting from being at the hub of an excellent public transport network that makes it possible for over 90% of City workers to travel to work by sustainable public transport, or other active modes of travel (such as cycling or walking). It will benefit from significantly improved public transport accessibility when Crossrail opens in 2018/19 as the Elizabeth Line.

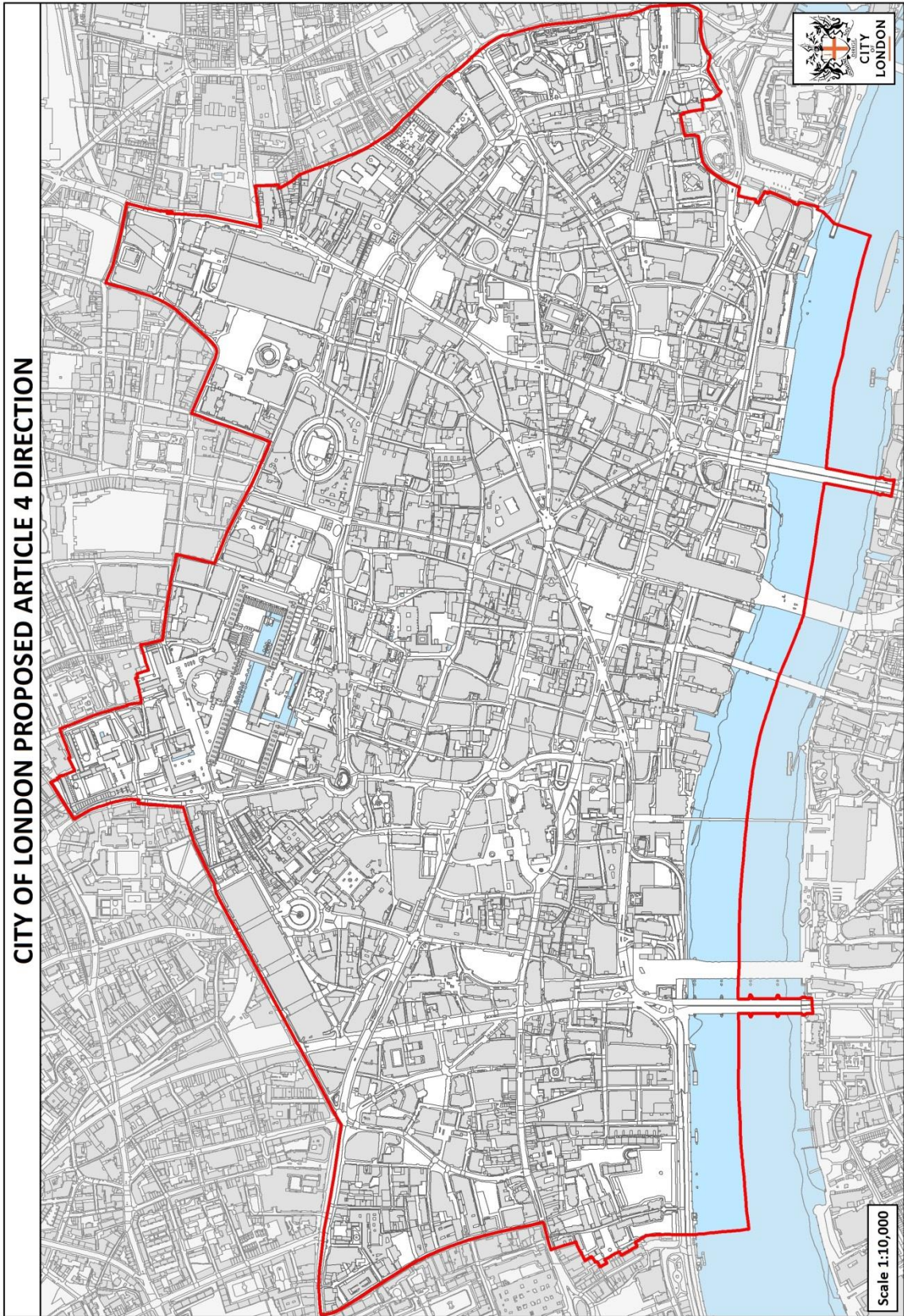
²⁵ Relaxation of Planning Rules for Change of Use from Business to Residential: Implications for the City of London, Quod for City of London. November 2011

Crossrail will improve the City's links with other key parts of London's CAZ such as the West End and Canary Wharf, and enhance direct links with Heathrow airport. Crossrail is estimated to add 10% to London's existing rail capacity, and bring an extra 1.5 million people to within 45 minutes of central London²⁶, enhancing the City's ability to attract skilled staff from a large regional labour market. Such major infrastructure investment reinforces the role of the City as a sustainable employment location in the centre of London where additional office floorspace needs to be provided and used intensively and efficiently to promote economic growth.

Whether the Proposed Area of the Article 4 Direction is the Smallest Area Necessary to Address the Potential Adverse Impact of the permitted development right

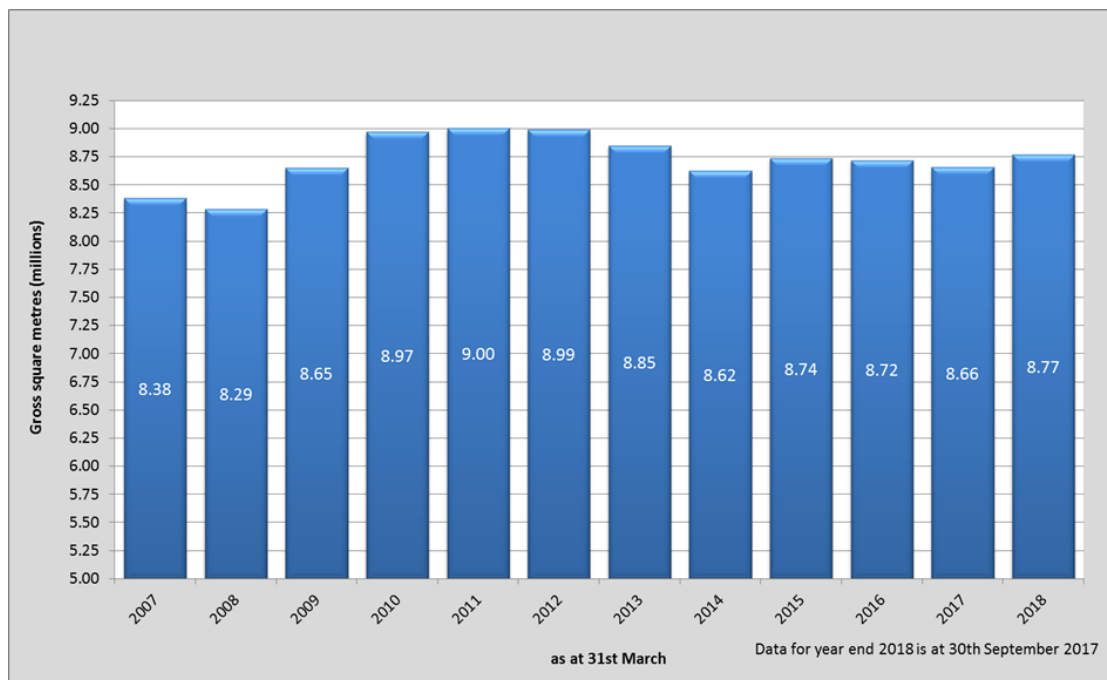
44. The City Corporation considers that the particular circumstances of the City of London justify the application of an Article 4 Direction to the whole of the City.
45. The City of London, being just over one square mile in size, is significantly smaller than all other local authorities and is similar in size to just one ward in typical local authority areas. The Square Mile is host to an intensive concentration of inter-connected and mutually supporting commercial activities which extend across virtually the whole of the City. Although individual sectors congregate in different sub-localities of the City, the essential character of the City is that of a unified and integrated business district.
46. Residential development in the City, where it is present in any significant volume, is largely concentrated in the Barbican and Golden Lane estates (on the northern edge of the City) and the estates on Middlesex Street and Mansell Street (in the east) (see Figure 3). Even where residential development is present at other locations, the small size of the City and the intensity of commercial development there mean that no part is more than a short distance from major existing commercial activities or potential redevelopment sites (see the planning pipeline (Figure 2) showing the City-wide distribution of recently completed or permitted office developments). In this context it is important that local planning controls are retained over change of use anywhere in the City to ensure that the wider commercial implications are taken into account when considering housing or commercial development proposals. The London Plan and the City of London Local Plan provide an appropriately flexible local planning policy context to enable a limited volume of additional housing to be delivered in the City in a way that is compatible with continued large-scale commercial development, whilst contributing to meeting London's wider housing needs.
47. The Government's granting of a local exemption to permitted development rights for the whole of the administrative area of the City of London in May 2013, and extension to 30 May 2019, indicates that the whole City is considered by Government to be an area of national importance economically, and this further supports the application of the Article 4 Direction to the whole of the City of London.

²⁶ <http://www.crossrail.co.uk/route/wider-economic-benefits>



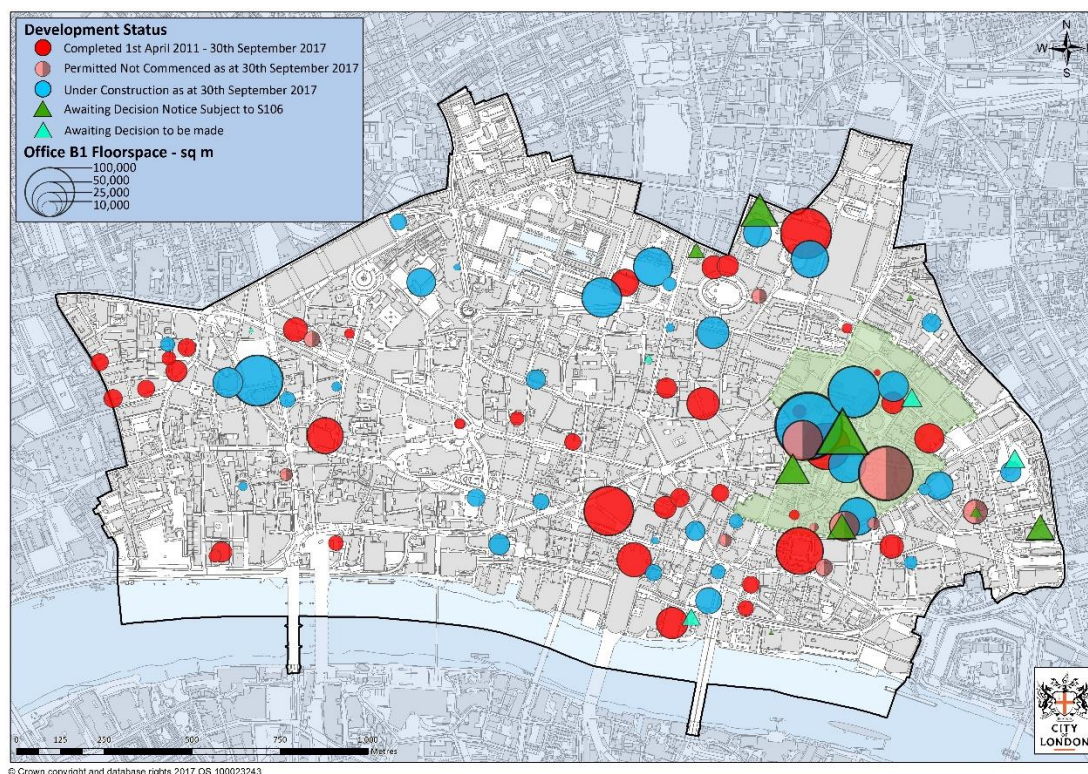
Appendix 1: Illustrative Figures

Figure 1: City of London Office Stock Growth 2006 - 2017



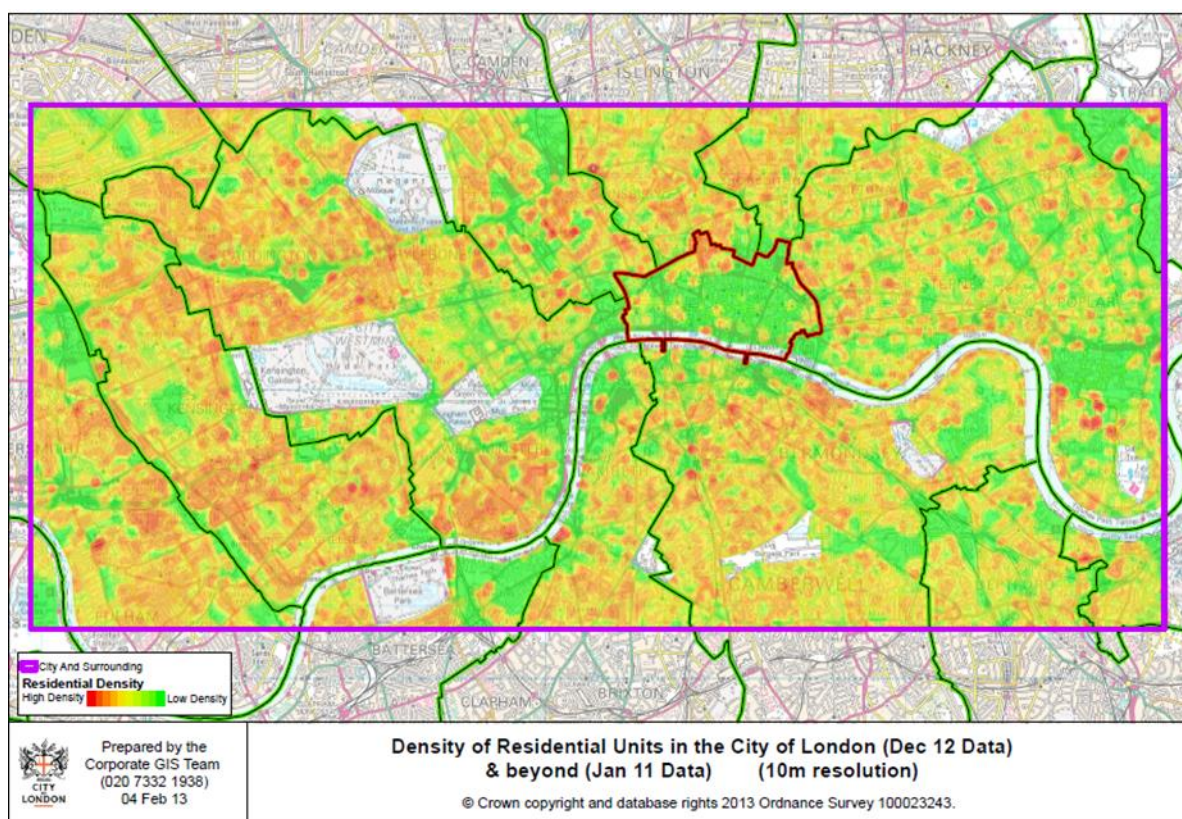
Source: Development Information, City of London Corporation, Department of the Built Environment, November 2017

Figure 2: City of London Office Developments Completed 2011-2017, Under Construction and Permitted as at 30 September 2017



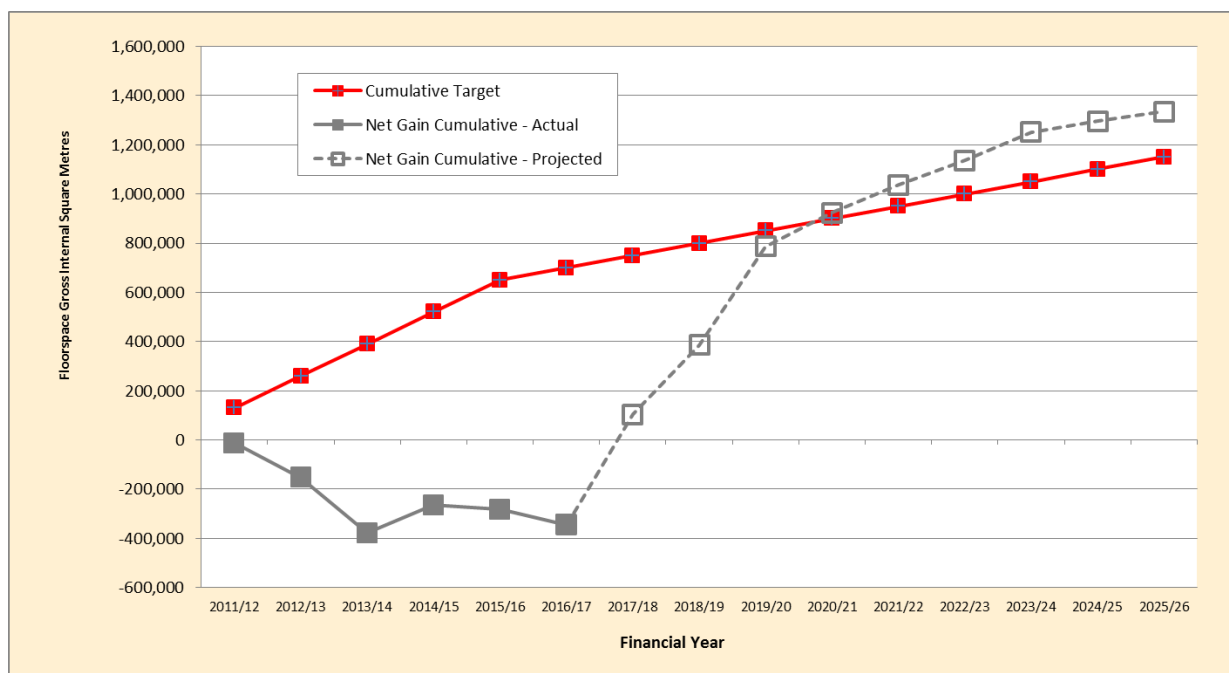
Source: City of London Corporation, Department of the Built Environment, January 2018

Figure 3: Central London Residential Density Distribution



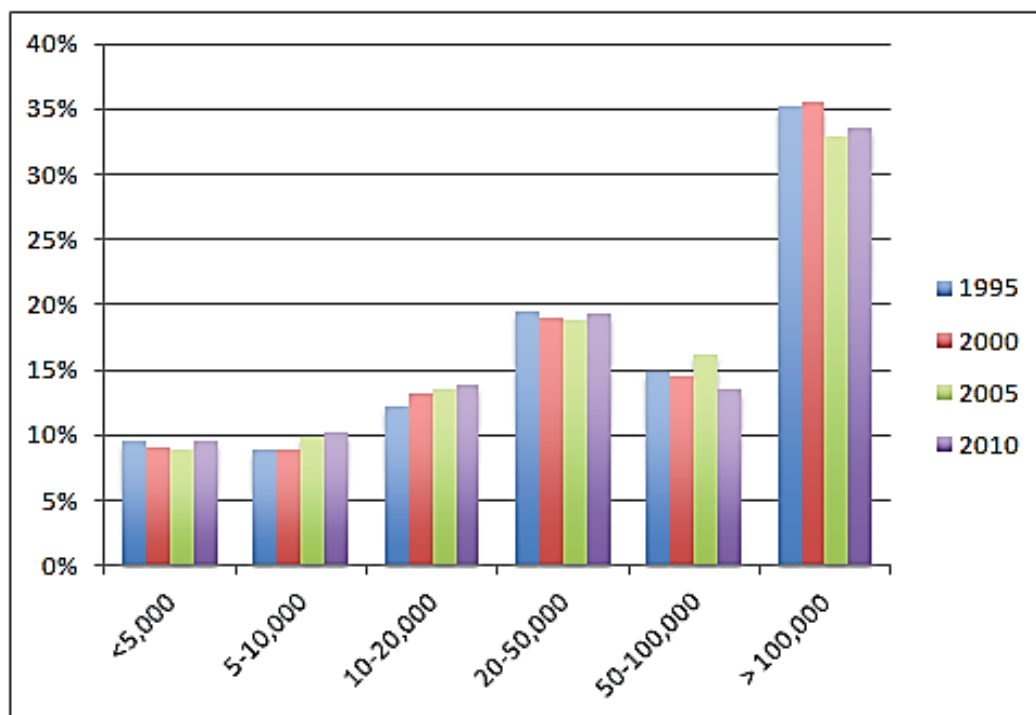
Source: City of London Corporation, Department of the Built Environment

Figure 4: City of London Office Stock Trajectory, 2011-2026



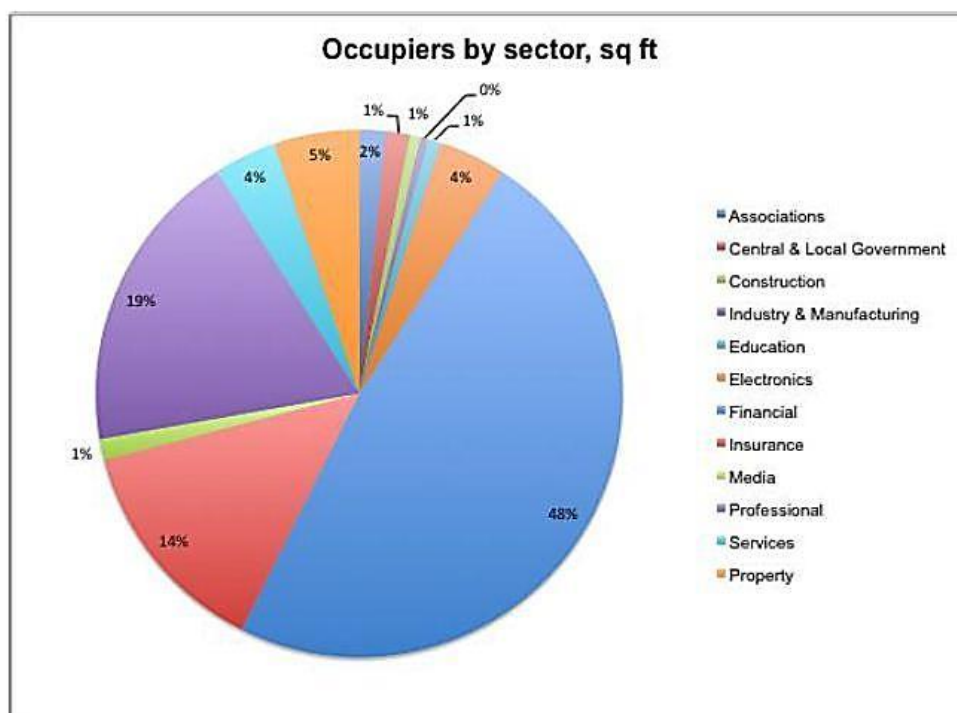
Source: Local Plan Monitoring Report - Offices, City of London Corporation, Department of the Built Environment, August 2017

Figure 5: City of London Office Stock Size Diversity 1995-2010: Occupied Units by Size Band (% of sq ft)



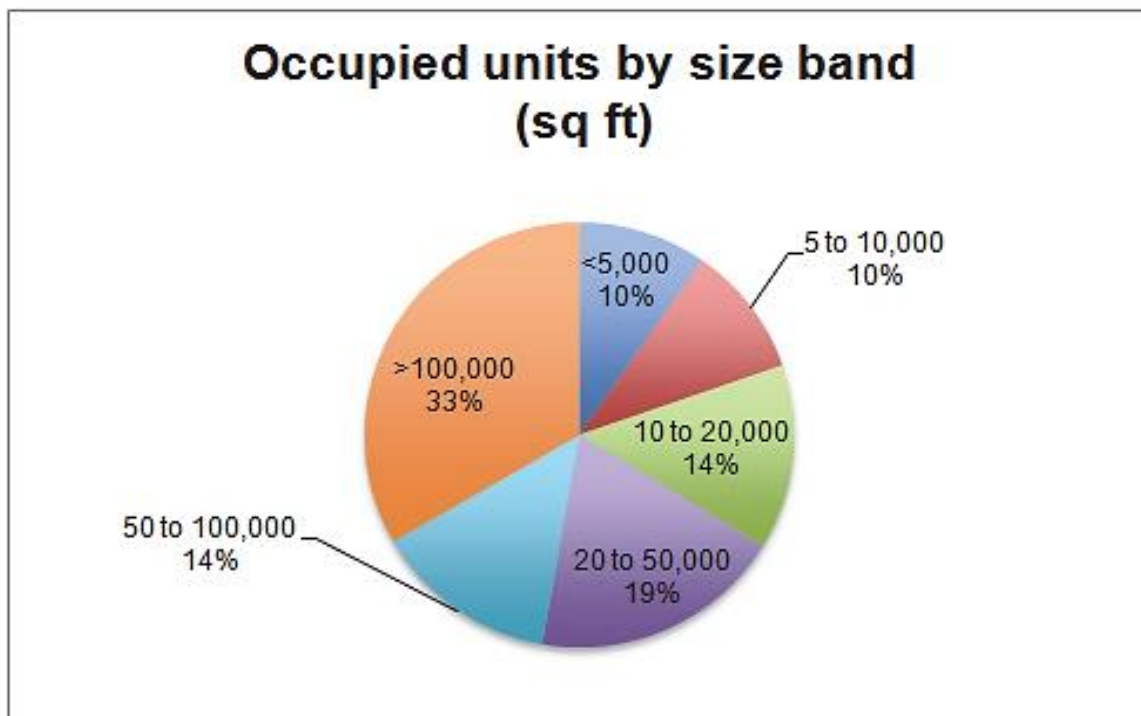
Source: Ramidus Consulting Ltd, for the City Corporation, 'Taking Stock: the relationship between business and office provision in the City', March 2013

Figure 6: City of London Office Occupier Diversity



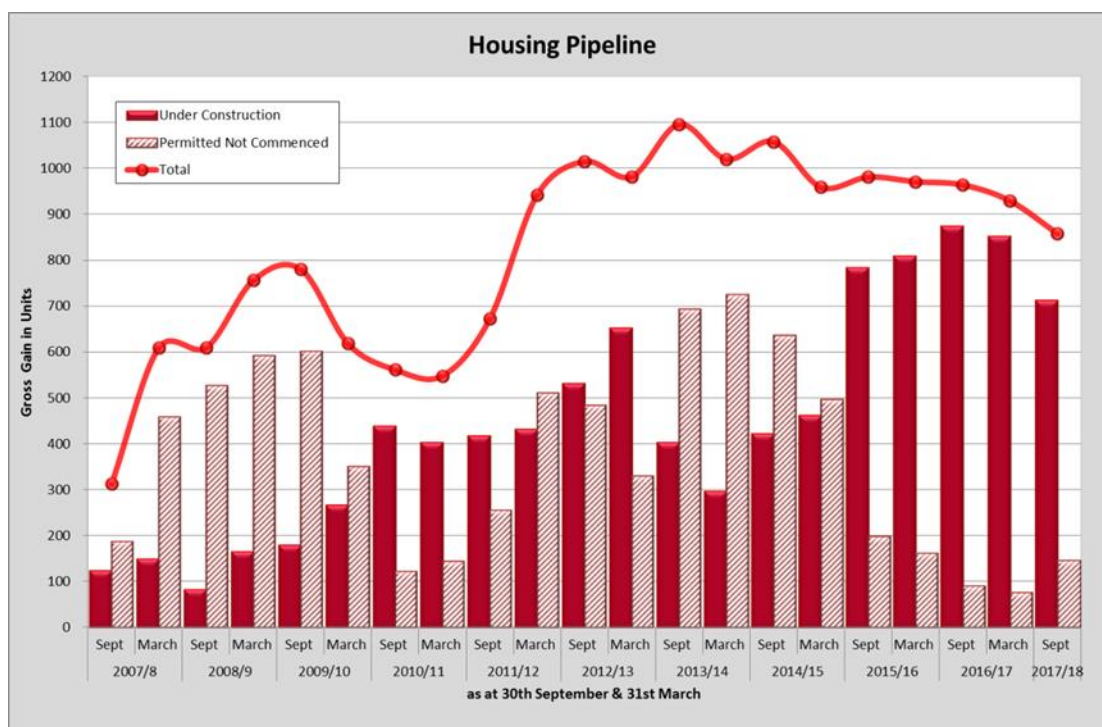
Source: Ramidus Consulting Ltd, for the City Corporation, 'Taking Stock: the relationship between business and office provision in the City', March 2013.

Figure 7: City of London Occupied Office Units by Size Band



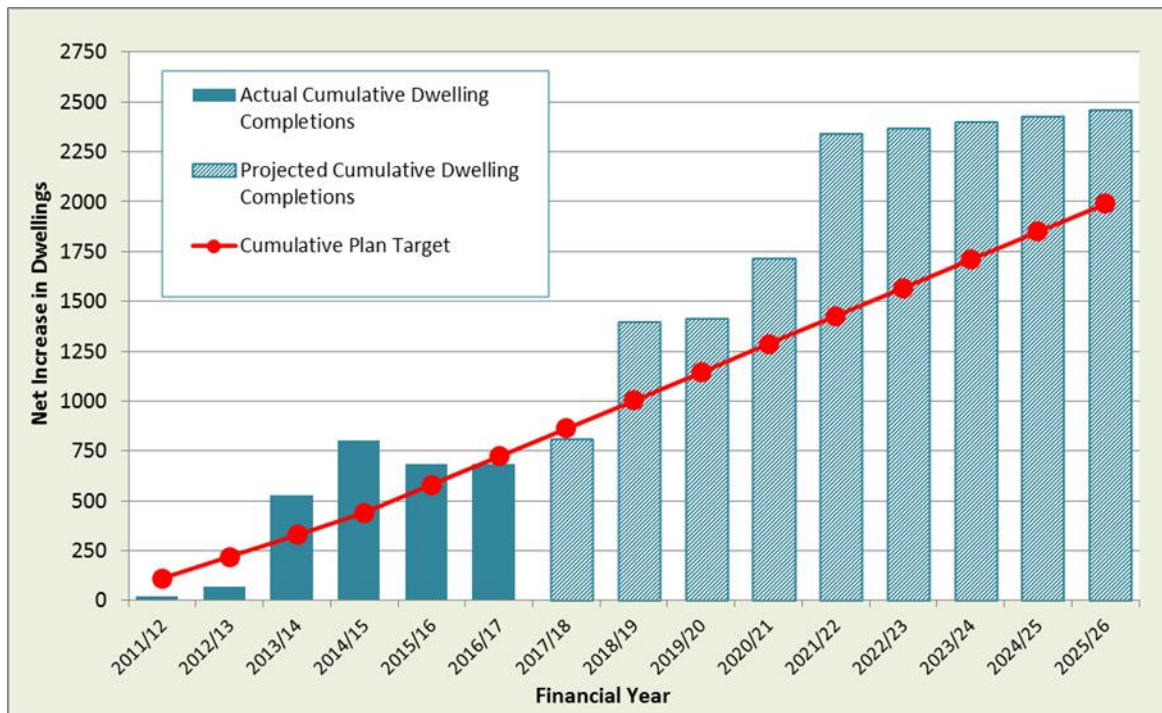
Source: Ramidus Consulting Ltd, for the City Corporation, 'Taking Stock: the relationship between business and office provision in the City', March 2013

Figure 8: City of London Residential Development Pipeline Constructed 2007-2017, as at 30 September 2017



Source: Development Information, City of London Corporation, Department of the Built Environment, November 2017

Figure 9: City of London Housing Delivery 2017



Source: Local Plan Monitoring Report – Housing, City of London Corporation, Department of the Built Environment, January 2018

Committee	Dated:
Planning & Transportation	29/01/2018
Subject: International Comparative Study – Final Report	Public
Report of: Steve Presland, Department of the Built Environment	For Information
Report author: Averil Parlett, Department of the Built Environment	

Summary

At 30th November 2016 Committee Members agreed the commissioning of a study to examine international best practice in traffic management as part of a programme of congestion related work. The study, which benchmarks the City of London Corporation's approach against 11 other cities, considered policies and programmes to:

- Reduce congestion and the impact of traffic
- Improve the efficiency of freight and servicing activities
- Accommodate employment and residential growth
- Improve the experience of walking, cycling and spending time on streets

This report summarises the findings of the study. The full consultant's report will be available in the Members Room following this Committee.

The study found that the City Corporation and Transport for London's approaches to traffic management and reduction are in line with international best practice. In some aspects, such as improving the experience of walking and cycling, congestion charging and public transport provision, the City and London are seen as global leaders. In others, such as reducing the impact of freight and logistics, comparison cities are ahead in terms of policy and delivery.

The report makes a series of recommendations for future transport policies, projects and programmes. These will inform the development of the City of London Transport Strategy and Local Implementation Plan.

Recommendation

Members are asked to:

- Note the report.

Main Report

Background

1. The City of London, and London as a whole, currently faces a number of transport challenges. Traffic congestion, limited street space, road danger and poor air quality are all issues that need to be addressed to ensure the Square Mile continues to be an attractive place to work, live, visit and invest. Employment and population growth will put further pressure on streets and transport services.
2. These challenges are common to most cities. Understanding how other cities around the world are addressing them will help ensure the City of London Corporation is doing all it can to reduce the impacts of traffic and improve the experience of walking, cycling and spending time on the City's streets.
3. In November 2016, the commissioning of an International Comparative Study of Traffic Management was agreed by Members as part of a programme of congestion related work. In the spring of 2017, WSP were commissioned to undertake a study to identify global best practice in managing traffic and benchmark this against the approaches being taken by the City Corporation, Transport for London and the Greater London Authority.
4. The study has now been completed and the findings are summarised below. The full consultant's report will be available in the Members Room following this Committee.

Best Practice Review

5. Eleven cities – Amsterdam, Barcelona, Brussels, Copenhagen, Gothenburg, Madrid, New York, Paris, Singapore, Stockholm and Sydney – were identified as being both global leaders in their approach to traffic management and sharing some characteristics with the City of London. Their approaches to traffic management were reviewed and compared with those of the City Corporation. Greater London was also included for comparative purposes, allowing the review to incorporate Transport for London and Mayoral policies and programmes that impact the City.
6. Three of the cities – New York, Paris and Stockholm – were selected for study visits on the basis of particular comparability with the City of London. The visits included meetings with senior city officials and provided further valuable insights into how these cities are tackling transport challenges. Itineraries and key lessons are provided in Appendix 1.
7. The best practice review identified approaches to traffic management that were common to some or all of the cities:
 - **Integration of people, place and activity:** adopting hierarchical design principles priorities walking and cycling, adopting a human-led design ethos for residents and visitors alike 24 hours a day

- **Low-impact logistics:** adopting logistics solutions that allow businesses to thrive but minimise impact upon the street network, including consolidation, micro-consolidation, cargo bikes / e-bikes
- **Reallocating road space to pedestrians:** repurposing carriageway for public use, widening pavements, creating plazas and squares
- **Reducing congestion:** through the use of policy measures and innovative infrastructure design to rebalance supply and demand
- **Focusing on walking and cycling:** putting walking at the top of the travel agenda supported by cycling (and associated infrastructure), to reduce environmental impact, improve safety, health and well-being
- **Improving air quality and decarbonising transport:** rapidly moving away from diesel and petrol to improve air quality at point of use for public / shared transport and logistics
- **Sharing of assets and services:** encouraging access to rather than ownership of cars and providing bike share
- **Enabling modal shift:** encouraging modal shift through innovation away from traditional car / van / truck, including the use of river transport
- **Embracing technology:** considering the role and use of data, connected and autonomous vehicles and electronic payments to streamline access to and use of transportation assets and services
- **Vision Zero:** adopting an approach where no loss of life is acceptable as a result of the design and management of the transport system and street network

8. Appendix 2 provides an overview of the extent to which the City of London and comparison cities are delivering these approaches. It considers progress on policy and strategy, implementation and outcomes.

Recommendations

9. The best practice review found that that the City of London and Greater London's policy approach, ongoing initiatives and recent successes are broadly in line with the other cities examined.
10. In some instances the City Corporation and London are leading the world. The Congestion Charge, an expanding and improving public transport network, and ambitious investment in cycling infrastructure are seen by other cities as global best practice. However, there are also areas where other cities are advancing more quickly, such as improving last mile deliveries while reducing their impact.
11. WSP has made a series of recommendations based on the best practice review. These will inform the development of the City of London Transport Strategy and Local Implementation Plan. Recommendations include:
- Support walking as the preferred mode within the City and develop a mobility hierarchy for the City of London that prioritises walking, cycling, public transport and freight and servicing
 - Encourage developers to incorporate micro-consolidation within new developments to provide sustainable last mile delivery / pick up within the City

- Encourage the use of cargo bike / e-cargo bike solutions within the City by enabling bespoke drop off facilities at major developments
- Review the street network to identify opportunities to reallocate carriageway (full or part-time) to other uses including walking, cycling or for use as public space
- Undertake low-impact trials of road space re-allocation to test processes and effectiveness and deliver quick results
- Close 'rat runs' within the City to focus traffic onto primary corridors
- Work with TfL to examine options for more punitive restrictions on diesel / petrol vehicles within the more sensitive areas of the City.
- Examine the effectiveness of current Congestion Charging regime within the City with a view to developing City specific interventions if needs be
- Transition the City of London fleet to non-fossil fuels over the next cycle of renewals where possible
- Work with TfL to prioritise emission free public transport on routes within the City of London
- Examine the role of connected and autonomous technologies to improve mobility within the City but ensure that they are not at the detriment of walking and cycling
- Adopt Vision Zero

Conclusion

12. Benchmarking the City Corporation's approach to traffic management against global best practice shows that current policies and programmes are broadly in line with best practice. There are however lessons to be learnt from other cities and these will be applied in the development of the Transport Strategy and Local Implementation Plan.

13. A number of the consultant's recommendations will require us to work with partner organisations such as Transport for London, the Greater London Authority and transport operators, developers and other private companies. Stakeholder engagement to inform the development of the Transport Strategy provides an opportunity to build on established relationships and explore opportunities for joint working.

Appendices

- Appendix 1: Study Visits – Key Lessons and Itineraries
- Appendix 2: Best Practice Review – Summary Table

Averil Parlett

Strategic Transportation Officer, Department of the Built Environment

T: 020 7332 3894

E: averil.parlett@cityoflondon.gov.uk

Appendix 1: Study Visits – Key Lessons and Itineraries

Key Lessons

New York

- New York local government transport agencies look to London as a leader of best practice on transport issues (in particular the congestion charge scheme and the ability to administer traffic management schemes through cameras and automatic number plate recognition (ANPR) technology).
- Freight management is not solely an issue at the kerbside or last mile, strategic freight planning for the whole logistics chain is necessary to re-mode road freight and requires long term planning.
- Opportunities to implement temporary traffic reduction or public realm schemes (such as New York's Pop-up Plaza Program) should be maximised; it allows for projects to be trialled quickly with minimal infrastructure changes, and are reversible if necessary. Permanent designs can then be drawn up and modified based on the impact of the temporary scheme.

Paris

- Land for sustainable freight activities should be incorporated into land use planning and mixed-use developments at a range of scales. In the central city, this could be a requirement for small scale logistic spaces in new developments or under used car park. In the outer city there can be significant freight infrastructure alongside other land uses such as housing and offices (as seen at Chapelle International development).
- While the City of Paris does not have specific targets relating to traffic volume reduction, it is delivering ambitious schemes that re-allocate road space to pedestrians, cyclists and public realm improvements (for example proposals to transform seven Parisian squares that will see 50 per cent of road space reallocated to pedestrians).
- The City of Paris has an ambitious target to phase out diesel cars by 2024, and petrol cars by 2030 in the city. This is a standalone initiative that is in addition to the current Low Emission Zone that covers the greater Paris area.

Stockholm

- While Stockholm's solutions and end point for traffic management is radical, the city's approach seems careful, including experimentation and close working between the public and private sectors and a step-by-step transition.
- Developing sustainable logistic solutions that are commercially successful is challenging but possible (as achieved through their Urban Consolidation Centre), as long as there is stakeholder collaboration.
- Stockholm's long-term transport strategy and vision (Urban Mobility Plan for Vision 2030) is supported by short term delivery plans (such as the 2014-2017 Freight Plan)

Itineraries

New York

Organisation	Description
Urban Land Institute	Attendance at Infrastructure Council Meeting. Presentation and discussion of the transportation/land use framework of the Great East Midtown Rezoning
New York City Department of Transportation (NYCDOT)	Working lunch with Commissioner Polly Trottenberg and senior officials from across the Department. Covering the topics of policy issues and initiatives, congestion, freight, clean fleets, alternative modes and safety
New York City Department of Transportation; Traffic Management Centre	A tour of the Traffic Management Centre and a presentation on New York City's Connected Vehicle Pilot
SL Green and Metropolitan Transport Authority (MTA)	Presentation and discussion on the development of the One Vanderbilt building, and how to facilitate public transport and public realm improvements with new developments
New York City Fleet	Meeting with Commissioner and Chief Fleet Officer Keith Kerman. Presentation and discussion on green fleets, vehicle sharing and safety
New York City Department of City Planning	Meeting with Director of Strategic Planning Howard Slatkin. Presentation and discussion on private owned public spaces and 'Shaping the Sidewalks' plans
Economic Development Corporation; Ports and Transportation Group	Meeting with Senior Vice President David Hopkins and Assistant Vice President Ryan White. Topics included transportation policy initiatives and re-moding of freight
New York and New Jersey Port Authority (NYNJPA); Planning Department	Meeting with General Manager Lou Venech and Regional Transport Planning Manager Todd Goldman. Presentation and discussion on their Goods Movement Action Plan and World Trade Centre Vehicular Security Centre

Site Visits

Location
Grand Central Station and One Vanderbilt Development
Temporary and Permanent Plazas; Times Square, Herald Square and Broadway
World Trade Centre and Campus, connection to Transportation Hub

Paris

Organisation	Description
Deputy Mayor for Transport	Meeting with Transportation Advisor to Deputy Mayor Herve Levifve. Presentation and discussion of Paris's transport challenges and initiatives
APUR (Urban Planning Agency)	Meeting with Urban Freight Manager Michele-Angelique Nicol and People Mobility Manager Florence Hanappe. Presentation and discussion on freight initiatives
Sogaris (mixed ownership urban logistics society)	Meeting with the director of the Chapelle International mixed land use development (including rail freight terminal and depot). Presentation and guided tour.

Site Visits

Location
Place de la Republique (Public Square)
Rue De Rivoli (Key traffic route with segregated cycle route under construction)
Le Marais (Paris's Old Town, plans to remove all non-essential traffic)
Group Casino, Franprix and Monoprix River Freight Operation
Chronopost, Beaugrenelle Urban Logistic Space
Sogaris Hotel Logistic (Chapelle International)

Stockholm

Organisation	Description
CLOSER (National Collaboration Forum)	Meeting with Magnus Blinge, Senior Project Manager. A presentation and discussion on the forum set-up and freight management and congestion projects
Stockholm Traffic Administration	Meeting with the Transport Director, Freight Manager and Environment Manager. Presentations on Stockholm's Vision for 2040, Stockholm's Freight Plan and traffic and street environment.
Royal Sea Port Development	Meeting with Project Manager of sustainable urban development. Presentation and guided tour

Site Visits

Location
Alskade Stad Urban Consolidation Centre
Cargobike Depot
Royal Sea Port Construction Consolidation Centre

Appendix 2: Best Practice Review – Summary Table

Theme	Integration People, Place and Activity	Low Impact Logistics	Re-allocating Road Space to Pedestrians	Reducing Congestion	Focusing on Walking and Cycling	Improving Air Quality and De-carbonising Transport	Sharing of Assets and Services	Enabling Modal Shift	Embracing Technology	Vision Zero Focus
World city										
City of London	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●
Greater London	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●
Amsterdam	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●
Barcelona	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●
Brussels	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●
Copenhagen	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●
Gothenburg	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●
Madrid	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●
New York	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●
Paris	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●
Singapore	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●
Stockholm	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●
Sydney	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●	P ● I ● O ●

Progress on **Policy & Strategy (P)**, success in **Implementation (I)** and **Achieving Outcomes (O)** assessed by;

- Red (low)
- Amber (medium)
- Green (high)

Committee(s)	Dated:
Planning & Transportation Committee – For Information	29012017
Subject: Department of the Built Environment Risk Management – Quarterly Report	Public
Report of: Director of the Built Environment	For Information
Report author: Richard Steele	

Summary

This report has been produced to provide the Planning & Transportation Committee with assurance that risk management procedures in place within the Department of the Built Environment are satisfactory and that they meet the requirements of the corporate Risk Management Framework.

This report only considers risks managed by the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.

Risk is reviewed regularly as part of the ongoing management of the operations of the Department of the Built Environment. In addition to the flexibility for emerging risks to be raised as they are identified, a process exists for in-depth periodic review of the risk register.

Since the last report to Members there have been no changes in the list of Corporate or Departmental risks managed by the department. All risks have been reviewed since the last report but no increase or decrease in the Current Risk score has been identified. Review of one risk has resulted in a decrease of the Target Risk score.

There is one Corporate Risk managed by the Department of the Built Environment:

- CR20 - Road Safety (Current risk: AMBER)
[Planning & Transportation Committee]

The Likelihood and Impact of this risk are unchanged since last reported to this Committee.

There are no Departmental RED Risks managed by the Department of the Built Environment.

In spring 2018 DBE will be undertaking a training led review of the management of risk associated with projects across the entire DBE project portfolio.

Recommendation

Members are asked to:

- Note the report and the actions taken in the Department of the Built Environment to monitor and manage effectively risks arising from the department's operations.

Main Report

Background

1. The Risk Management Framework of the City of London Corporation requires each Chief Officer to report regularly to Committee the risks faced in their department.
2. Risk Management is a standing item at the Senior Leadership Team meetings.
3. Risk owners are consulted and risks are reviewed between SLT meetings with the updates recorded in the corporate (Covalent) system.
4. Each risk managed by the Department of the Built Environment is allocated to either the Planning & Transportation Committee or the Port Health & Environmental Services Committees. **This report only considers risks managed by the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.**

Parallel periodic reports are submitted to the Port Health & Environmental Services Committee.

Current Position

5. This report provides an update on the current risks that exist in relation to the operations of the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.
6. In order to reduce the volume of information presented, and accordance with the Corporate Risk Management Strategy, this report includes all Corporate and Departmental level risks but not Service Level risks (unless there are changes which are considered to be likely to be of interest to Members).
7. The risk register captures risk across all four divisions within the department, (Transportation & Public Realm, District Surveyor, Development and Policy & Performance) but risks relating to the City Property Advisory Team are managed by the City Surveyor.

Risk Management Process

8. Risk and control owners are consulted regarding the risks for which they are responsible at appropriate intervals based on the level of risk and the likelihood that this level will change. In general RED risks are reviewed

monthly; AMBER risk are reviewed quarterly; and GREEN risks are reviewed quarterly, 6 monthly or annually depending on the likelihood of change.

9. Changes to risks were, historically, reported to Members as part of the Business Plan report. Members now receive this report quarterly in accordance with the Corporate Risk Management Strategy.
10. All significant risks (including Health & Safety risks) identified by the Department are managed through the Covalent Corporate Risk Management System.
11. Members will notice that some risks reported are already at the Target Risk Rating & Score and are only subject to Business As Usual changes. These risks are included in accordance with the Corporate Guidance "Reporting Risk Information to Grand Committees" to assist this committee to fulfil the role of Service Committees (as defined in the Corporate Risk Management Strategy) to "Oversee the significant risks faced by the Departments in the delivery of their service responsibilities."

Significant Risk Changes

12. Regular review of risks has identified no risk where the Current Risk score has increased or decreased.
13. Review of one risk has identified a reduction in the Target Risk score (DBE-DS-01 -- The [Building Control] Division becomes too small to be viable). As a result of the incident at Grenfell Tower in June 2017, the government has started a review of the Building Regulations and the work that building control departments approve. In light of this development and to ensure that the City Corporation can provide a resilient service for dangerous structures and provide an excellent building control service, the target for this risk has been reduced from 12 to 8.

Identification of New Risks

14. New risks may be identified at the quarterly review of all risk; through Risk reviews at the Department Management Team; or by a Director as part of their ongoing business management.
15. An initial assessment of all new risks is undertaken to determine the level of risk (Red, Amber or Green). Red and Amber risks will be the subject of an immediate full assessment with Red risks being report to the Department Management Team. Green risks will be included in the next review cycle.
16. No new risks that fall within the remit of the Planning & Transportation Committee have been identified since the last report.
17. In spring 2018 DBE will be undertaking a training led review of the management of risk associated with projects across the entire DBE project portfolio. As well as focusing on identifying risks common to a number of projects this aims to standardise process and escalation procedures across all projects.

18. The impact of Brexit continues to be reviewed and is referenced in DBE-PL-02 (relating to being alive to the needs/requirements of the world business centre and political environment).

Summary of Key Risks

19. The Department of the Built Environment is responsible for one Corporate Risk. This is:

- **Road Safety (CR20) which is AMBER**

This is the risk related to road traffic collisions.

There is no change in the assessed likelihood or impact of this risk since last reported to this Committee.

Consultation on the Bank Junction experimental scheme has closed and a report which will summarise the findings is being prepared for the March 2018 Planning & Transportation Committee meeting.

The Road Danger Reduction & Active Travel Strategy has been drafted. But due to reductions in TfL LIP (Local Implementation Plan) allocation, the funding of the programme is under review.

The Be Brake Ready campaign was launched in late November. The Active City Network event will be a "Have Your Say" on the future of the Square Mile was held at the Museum of London on November 22nd.

Work continues on the City Mark Safer Freight Scheme and appointments have been made at the remaining live construction sites for this January and February.

Conclusion

20. Members are asked to note that risk management processes within the Department of the Built Environment adhere to the requirements of the City Corporation's Risk Management Framework and that risks identified within the operational and strategic responsibilities of the Director of the Built Environment are proactively managed

Appendices

- Appendix 1 – City of London Corporation Risk Matrix
- Appendix 2 – Register of DBE Corporate and Departmental risks (Planning & Transportation Committee)

Carolyn Dwyer

Director of the Built Environment

T: 020 7332 1700

E: carolyn.dwyer@cityoflondon.gov.uk



City of London Corporation Risk Matrix (Black and white version)

Note: A risk score is calculated by assessing the risk in terms of likelihood and impact. By using the likelihood and impact criteria below (top left (A) and bottom right (B) respectively) it is possible to calculate a risk score. For example a risk assessed as Unlikely (2) and with an impact of Serious (2) can be plotted on the risk scoring grid, top right (C) to give an overall risk score of a green (4). Using the risk score definitions bottom right (D) below, a green risk is one that just requires actions to maintain that rating.

(A) Likelihood criteria

	Rare (1)	Unlikely (2)	Possible (3)	Likely (4)
Criteria	Less than 10%	10 – 40%	40 – 75%	More than 75%
Probability	Has happened rarely/never before	Unlikely to occur	Fairly likely to occur	More likely to occur than not
Time period	Unlikely to occur in a 10 year period	Likely to occur within a 10 year period	Likely to occur once within a one year period	Likely to occur once within three months
Numerical	Less than one chance in a hundred thousand (<10-5)	Less than one chance in ten thousand (<10-4)	Less than one chance in a thousand (<10-3)	Less than one chance in a hundred (<10-2)

(B) Impact criteria

Impact title	Definitions
Minor (1)	Service delivery/performance: Minor impact on service, typically up to one day. Financial: financial loss up to 5% of budget. Reputation: Isolated service user/stakeholder complaints contained within business unit/division. Legal/statutory: Litigation claim or find less than £5000. Safety/health: Minor incident including injury to one or more individuals. Objectives: Failure to achieve team plan objectives.
Serious (2)	Service delivery/performance: Service disruption 2 to 5 days. Financial: Financial loss up to 10% of budget. Reputation: Adverse local media coverage/multiple service user/stakeholder complaints. Legal/statutory: Litigation claimable fine between £5000 and £50,000. Safety/health: Significant injury or illness causing short-term disability to one or more persons. Objectives: Failure to achieve one or more service plan objectives.
Major (4)	Service delivery/performance: Service disruption > 1 - 4 weeks. Financial: Financial loss up to 20% of budget. Reputation: Adverse national media coverage 1 to 3 days. Legal/statutory: Litigation claimable fine between £50,000 and £500,000. Safety/health: Major injury or illness/disease causing long-term disability to one or more people Objectives: Failure to achieve a strategic plan objective.
Extreme (8)	Service delivery/performance: Service disruption > 4 weeks. Financial: Financial loss up to 35% of budget. Reputation: National publicity more than three days. Possible resignation leading member or chief officer. Legal/statutory: Multiple civil or criminal suits. Litigation claim or find in excess of £500,000. Safety/health: Fatality or life-threatening illness/disease (e.g. mesothelioma) to one or more persons. Objectives: Failure to achieve a major corporate objective.

(C) Risk scoring grid

		Impact			
		Minor (1)	Serious (2)	Major (4)	Extreme (8)
Likelihood	X				
	Likely (4)	4 Green	8 Amber	16 Red	32 Red
	Possible (3)	3 Green	6 Amber	12 Amber	24 Red
	Unlikely (2)	2 Green	4 Green	8 Amber	16 Red
	Rare (1)	1 Green	2 Green	4 Green	8 Amber

(D) Risk score definitions

RED	Urgent action required to reduce rating
AMBER	Action required to maintain or reduce rating
GREEN	Action required to maintain rating

This is an extract from the City of London Corporate Risk Management Strategy, published in May 2014.

Contact the Corporate Risk Advisor for further information. Ext 1297

October 2015

This page is intentionally left blank

DBE Corporate & Departmental Risks (Planning & Transportation Committee)

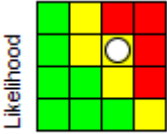
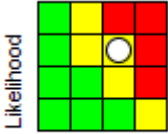

APPENDIX 2

Report Author: Richard Steele

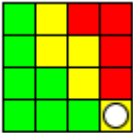
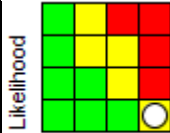
Generated on: 17 January 2018

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score	Risk Update and date of update	Target Risk Rating & Score	Target Date	Current Risk score change indicator
<p>CR20 Road Safety</p> <p>23-Oct-2015 Carolyn Dwyer</p>	<p>Cause: Limited space on the City's medieval road network to cope with the increased use of the highway by vehicles and pedestrians / cyclists within the City of London. Interventions & legal processes take time to deliver</p> <p>Event: The number of casualties occurring in the City rises instead of reducing.</p> <p>Effect: The City's reputation and credibility is adversely impacted with businesses and/or the public considering that the Corporation is not taking sufficient action to protect vulnerable road users; adverse coverage on national and local media</p>	<p>Likelihood</p> <p>Impact</p>	<p>12</p> <p>The risk is unchanged.</p> <p>Consultation on the Bank Junction experimental scheme has closed and a report which will summarise the findings is being prepared for the March 2018 Planning & Transportation Committee meeting.</p> <p>The Road Danger Reduction & Active Travel Strategy has been drafted. But due to reductions in TfL LIP (Local Implementation Plan) allocation, the funding of the programme is under review.</p> <p>The Be Brake Ready campaign was launched in late November.</p> <p>The Active City Network event will be a "Have Your Say" on the future of the Square Mile was held at the Museum of London on November 22nd.</p> <p>Work continues on the City Mark Safer Freight Scheme and appointments have been made at the remaining live construction sites for this January and February.</p> <p>11 Jan 2018</p>	<p>Likelihood</p> <p>Impact</p>	<p>6</p> <p>31-Oct-2018</p>	<p>↔</p> <p>No change</p>

Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
CR20b Permanent Bank Junction redesign	Permanent Bank Junction redesign	Consultation closed on the experiment and a report which will summarise the findings is being prepared for the March 2018 Planning & Transportation Committee meeting. A further monitoring update report is also planned for Spring 2018.	Steve Presland	09-Jan-2018	22-Nov-2018
CR20f Development of the Road Danger Reduction & Active Travel Strategy	In accordance with the agreed workplan the Road Danger Reduction & Active Travel Strategy is being prepared. Indicative milestones (1) draft to Planning & Transportation Committee in early 2018; (2) Public Consultation in Q2 of 2018; & (3) revised strategy to be presented to Planning & Transportation committee with recommendation for adoption Summer 2018.	The Road Danger Reduction & Active Travel Strategy has been drafted. But due to reductions in TfL LIP (Local Implementation Plan) allocation, the funding of the programme is under review. The current expectation is that the strategy will be submitted to Streets & Walkways Sub-Committee in February 2018 and then to Planning & Transportation Committee.	Steve Presland	11-Jan-2018	31-Jul-2018
CR20g Pilot Behaviour Change Campaign	Behaviour Change Campaign to address 'inattention'. The process will be (1) use focus groups to identify options; (2) conduct attitudinal survey of road users; (3) prepare campaign delivery plan; (4) deliver campaign; (5) evaluate and report to Q4 2018/19.	The Be Brake Ready campaign was launched in late November with some press coverage. This campaign will run until the end of March and target all road users, including cyclists.	Steve Presland	09-Jan-2018	31-Mar-2018
CR20i Active City Network	Working with the City's 'Active City Network' involving some 100+ City businesses we will deliver two major events a year, provide monthly road shows at businesses and provide employers, residents and visitors with a platform for two way communications regarding strategies to deliver road safety improvements. Progress will be reported to Members in March 2018.	The Active City Network event will be a "Have Your Say" on the future of the Square Mile was held at the Museum of London on November 22nd. Attendance and feedback were excellent. The quarterly newsletter was sent to over 2000 contacts across the City in December 2017. A recruitment drive to engage with new businesses is taking place in Spring 2018.	Steve Presland	11-Jan-2018	31-Mar-2018
CR20j Safer Goods Vehicles	By 31st March 2018 all active construction sites in the City of London will have been visited to audit their level of compliance with the national CLOCS (Construction Logistics and Community Safety) scheme. The objective is to provide appropriate support to enable 75% of sites to be CLOCS compliant by summer 2018 including safer vehicles and trained drivers/ banksmen.	Appointments have been made at the remaining live construction sites for this January and February.	Steve Presland	09-Jan-2018	31-Aug-2018

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-PP-01 Adverse planning policy context 06-Mar-2015 Paul Beckett	Cause: A desire in Government and others to change the existing planning system in a way which may be detrimental to the City Event: Changes detrimental to the City are implemented Impact: Adverse changes cannot be prevented using local planning control	 Likelihood	12	The risk is unchanged. Continuing to monitor draft regulations to ensure they reflect or adapted to accord with City Corporation priorities. The Draft London Plan was published, for public consultation, in December 2017. The City of London will be responding in February 2018. 19 Dec 2017	 Likelihood	12		 No change

Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-PP-01a Business as usual mitigating controls	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation	Continuing to monitor draft regulations to ensure they reflect or adapted to accord with City Corporation priorities. The Draft London Plan was published, for public consultation, in December 2017. The City of London will be responding in February 2018.	Paul Beckett	19-Dec-2017	31-Dec-2018

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-02 Service/Pipe Subways 02-Dec-2015 Giles Radford	<p>Cause: Provide safe access and egress for utilities and maintenance functions, whilst having operatives entering the confined space to undertake checks.</p> <p>Event: A lack of Oxygen, poisonous gases, fumes and vapour, liquids and solids that suddenly fill spaces, Fire and explosions, hot conditions, Entrapment and falling debris.</p> <p>Impact: Fatality / Major Injury / Illnesses</p>	<p>Likelihood</p>  <p>Impact</p>	8	<p>Heat detection cable (detecting fire and smouldering) is now almost complete. Fire suppression systems are under review but the cost remains an issue. There is now a restricted access on QVS for the immediate future.</p> <p>17 Jan 2018</p>	<p>Likelihood</p>  <p>Impact</p>	8		<p>↔</p> <p>No change</p>

Action no, Title, Page	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-02a Business As Usual Mitigations Page 246	<p>Confined space working is avoided when possible.</p> <p>All PPE and other equipment required for a SSOW shall be suitable and sufficient for the tasks identified. The following PPE and equipment shall be provided, as stated in the approved code of practice</p> <p>All openings are controlled through a central booking system. A subway must not be entered if permission to do so has been refused.</p> <p>No booking will be granted to parties who are not on the database. If the contractor is not on the database they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the system before agreeing access.</p> <p>All works and operatives entering the pipe subway must comply with the code of practice for access and safe working in local authority subways.</p>	All business as usual mitigations have been reviewed, they are very much current and continue to work effectively.	Giles Radford	17-Jan-2018	31-Dec-2018

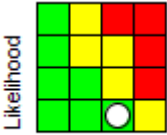
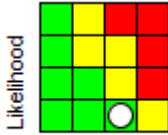
	<p>Regular inspections of the structure, covers, condition and asbestos surveys are undertaken.</p> <p>The Permit to enter form must be completed and contractors checked to ensure they have suitable and sufficient equipment to enter a confined space.</p> <p>No smoking is allowed at any time.</p>				
--	--	--	--	--	--

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-DS-01 The Division becomes too small to be viable Mar-2015 Gordon Roy	Cause: Reduced Income causes the service to be unviable Event: Development market fails to maintain momentum or our market share shrinks Impact: Reduced staffing levels do not provide adequate breadth of knowledge and experience	 Likelihood Impact	8	As a result of the incident at Grenfell Tower in June 2017, the government has started a review of the Building Regulations and the work that building control departments approve. In light of this development and to ensure that the City Corporation can provide a resilient service for dangerous structures and provide an excellent building control service, the target for this risk has been reduced from 12 to 8. Consultants report detailing Options for Change within the Division has been recieved and is to be presented to Chief Officer on 23rd January 2018. 17 Jan 2018	 Likelihood Impact	8	31-Dec-2018	 No change

Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-DS-01a Business as usual mitigating controls	(1) Continue to provide excellent services [evidenced by customer survey]; (2) Maintain client links with key stakeholders; (3) Continue to explore new income opportunities; (4) Continue to undertake cross-boundary working.	Continuing to market the service to existing and new clients. Maintaining high quality service, monitor KPIs and benchmark against other local authority building control departments.	Gordon Roy	11-Jan-2018	31-Dec-2018
DBE-DS-01b Building Control business model review	Consider Options for Change	Consultants report has been recieved and is to be presented to Chief Officer on 23rd January 2018. The due date has been adjusted accordingly.	Gordon Roy	11-Jan-2018	31-Jan-2018

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-PL-02 Not being alive to the needs/requirements of the world business centre and the political environment 23-Mar-2015 Annie Hampson	Cause: Staff are badly briefed in relation to the planning development needs of the City as a world business centre Event: Perception that we are not responsive to the planning development needs of the City as a world business centre Impact: The City's reputation suffers and we fail to deliver buildings that meet the needs of the City as a world business centre	 Likelihood Impact	6	Whilst the underlying risk is unchanged, there continues to be uncertainty regarding the wider economic situation and in particular Brexit. 20 Dec 2017	 Likelihood Impact	6		 No change

Action no, Title, File,	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-PL-02a Business as usual mitigating controls	(1) Continue to work closely with other parts of the department; the City Property Advisory Team; other City of London Departments; & the Greater London Authority. (2) Attendance at MIPIM.	The controls, which have been implemented, have been reviewed and continue to be appropriate and effective.	Annie Hampson	17-Jan-2018	31-Dec-2018

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-TP-03 Major Projects and key programmes not delivered as TfL funding not received 27-Mar-2015 Steve Presland	Cause: City of London fail to bid at the appropriate time or City of London lose credibility with TfL or Reduced funding from TfL Event: TfL funding for Local Investment Plan ceased or significantly reduced Impact: Unable to deliver highway investment & improvement programmes	 Likelihood Impact	4	Risk Unchanged. The 2018/19 programmes was approved by Planning & Transportation Committee in Oct 17 and was submitted to TfL by their deadline of 22 Oct 17. We awaiting sign-off by TfL. 01 Nov 2017	 Likelihood Impact	4	30-Apr-2018	↔ No change

Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-TP-03a TfL bid process	Meet TfL bid timetable	The 2018/19 programmes was approved by Planning & Transportation Committee in Oct 17 and was submitted to TfL by their deadline of 22 Oct 17. We awaiting sign-off by TfL. The due date for this action has been updated for next year.	Steve Presland	01-Nov-2017	31-Aug-2018
DBE-TP-03b TfL meetings	Conduct quarterly meetings with TfL-	The August 2017 meeting was held as planned. The next formal review is March 2018. The due date for this action has been updated accordingly.	Steve Presland	14-Sep-2017	31-Mar-2018

Committee(s): Planning & Transportation Committee- For Information	Date: 29 th January 2018
Subject: Planning Appeal Decisions	Public
Report of: The City Planning Officer- Annie Hampson	For Information
Report author: Neel Devlia – DBE- Planning	

Summary

The purpose of this report is to advise the Committee about the decisions made by the Planning Inspectorate on appeals made against the decisions of the City Corporation since the last such report to this Committee on 5th July 2016.

Recommendation(s)

I recommend that the contents of this report be noted.

Main Report

Background

1. This report is to notify your Committee of the outcomes of appeals made to the Planning Inspectorate between 16th June 2016 and 31st December 2017.

Current Position

2. Since June 2016 The Planning Inspectorate has issued decisions for:
 - two (2) appeals against the refusal of planning applications (one (1) allowed, one (1) dismissed)
 - one (1) appeal against the non-determination of a listed building consent application (allowed)
 - nineteen (19) appeals against the refusal of advertisement consent applications (seven (6) allowed, thirteen (13) dismissed)
 - one (1) appeal against the non-determination of an advertisement consent application (allowed)
 - ten (10) appeals against the refusal of applications for determination whether prior approval is required (one (1) allowed, nine (9) dismissed)

3. The tables below summarise the applications which have gone to appeal and the Planning Inspectorate's (PINs) decisions.

Application number	15/01319/FULL
Address	191 Fleet Street, London, EC4A 2NJ
Proposal	Retention of shopfront.
Appeal Type	Appeal Against Refusal 24.02.2017
Appeal decision	Appeal Dismissed
Comment	Refused by Planning and Transportation Committee because the installed shopfront detracts from the appearance of the building and thereby the character and appearance of the Fleet Street Conservation Area and the setting of nearby listed buildings. The Inspector took the view that the shopfront is out of keeping with the building and adversely affects its character and appearance and, as a result, the character, appearance and significance of the Conservation Area. The unsympathetic shopfront has an adverse impact on the setting of nearby listed buildings. The harm that has been caused by the shopfront to the significance of the Conservation Area as a whole and to the setting of nearby listed buildings is less than substantial, and must be weighed against the public benefits of the proposal. The Inspector concluded that the public benefits of the shopfront do not outweigh the harm caused to the Fleet Street Conservation Area and the setting of nearby listed buildings.

Application number	16/00632/FULL
Address	Flat 17, The Gallery, 38 Ludgate Hill, London, EC4M 7DE
Proposal	Installation of two air conditioning units at sixth floor.
Appeal Type	Appeal Against Refusal 01.12.2017
Appeal decision	Appeal Allowed
Comment	Refused by Planning and Transportation Committee because the air conditioning units could give rise to an increase in background noise levels resulting in a loss of amenity for nearby residents contrary to Local Plan Policy DM 15.7. The Inspector took the view the proposal would not cause harm to the living conditions of the occupiers of neighbouring flats, and that it would not harm the heritage significance of the listed

	building, the setting of adjacent listed buildings or the character or appearance of the conservation area.
--	---

Application number	16/00633/LBC
Address	Flat 17, The Gallery, 38 Ludgate Hill, London, EC4M 7DE
Proposal	Installation of two air conditioning units at sixth floor.
Appeal Type	Appeal Against Non-Determination 01.12.2017
Appeal decision	Appeal Allowed
Comment	The application for Listed Building Consent was not determined by the Planning and Transportation Committee in this case on the basis that it could not precede without the associated planning permission. The Inspector took the view that the air conditioning units would not harm the heritage significance of the listed building.

Application number	16/00154/ADVT
Address	Outside Bacchus, 47 Farringdon Street, London, EC4A 4LL
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside 47 Farringdon Street.
Appeal Type	Appeal Against Refusal 26.09.2016
Appeal decision	Appeal Dismissed
Comment	Contrary to the City's policy on advertisements.

Application number	16/00153/ADVT
Address	Outside 14 Farringdon Street, London, EC4A 4AB
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside 14 Farringdon Street.
Appeal Type	Appeal Against Refusal 26.09.2016
Appeal decision	Appeal Dismissed

Comment	Contrary to the City's policy on advertisements.
----------------	--

Application number	16/00155/ADVT
Address	Outside St Andrews Church, 5 St Andrew Street, London EC4A 3AF
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside St Andrews Church Lodge.
Appeal Type	Appeal Against Refusal 29.09.2016
Appeal decision	Appeal Dismissed
Comment	Contrary to the City's policy on advertisements.

Application number	16/00152/ADVT
Address	Outside 65 Holborn Viaduct, London, EC1A 2FD
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside 65 Holborn Viaduct.
Appeal Type	Appeal Against Refusal 30.09.2016
Appeal decision	Appeal Dismissed
Comment	Contrary to the City's policy on advertisements.

Application number	16/00254/ADVT
Address	Bus Stop Outside 57 - 60 Aldgate High Street, London, EC3N 1AL
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside 57-60 Aldgate High Street.
Appeal Type	Appeal Against Refusal 25.05.2017
Appeal decision	Appeal Allowed
Comment	Considered by Officers to be contrary to the City's policy on advertisements. The Inspector concluded that the proposed advertisement would reflect the character of the street scene

	and would not cause harm to the significance of the listed building; it would not be so obtrusive or predominant in this particular location that it would undermine the restrained and dignified character of the City; and it would not be a danger to highway users. The level of illumination has been limited by condition. Animated, flashing, scrolling, intermittent or video elements are not permitted.
--	---

Application number	16/00157/ADVT
Address	Bus Stop Outside Fleet Place House, London, EC4M 7RF
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside Fleet Place House.
Appeal Type	Appeal Against Refusal 25.05.2017
Appeal decision	Appeal Allowed
Comment	Considered by Officers to be contrary to the City's policy on advertisements. The Inspector concluded that the proposed advertisement would not be prominent in views from the conservation area or harm the significance of listing buildings; it would not be so obtrusive or predominant in this particular location that it would undermine the restrained and dignified character of the City; and it would not be a danger to highway users. The level of illumination has been limited by condition. Animated, flashing, scrolling, intermittent or video elements are not permitted.

Application number	16/00156/ADVT
Address	Bus Stop On Northern Side of Newgate Street Outside Christchurch Greyfriars Churchyard, London, EC1A 1HQ
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside Atlantic House, 100 Newgate Street.
Appeal Type	Appeal Against Refusal 25.05.2017
Appeal decision	Appeal Dismissed
Comment	Contrary to the City's policy on advertisements.

Application number	16/00258/ADVT
Address	6 Bishopsgate, London, EC2N 4DA
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside 6 Bishopsgate.
Appeal Type	Appeal Against Refusal 25.05.2017
Appeal decision	Appeal Allowed
Comment	Considered by Officers to be contrary to the City's policy on advertisements. The Inspector concluded that the proposed advertisement would not be prominent in views from the conservation area or harm the significance of listing buildings; it would not be so obtrusive or predominant in this particular location that it would undermine the restrained and dignified character of the City; and it would not be a danger to highway users. The level of illumination has been limited by condition. Animated, flashing, scrolling, intermittent or video elements are not permitted.

Application number	16/00257/ADVT
Address	Bus Stop O/S 186-190 Bishopsgate, London, EC2M 4NR
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside 186-192 Bishopsgate.
Appeal Type	Appeal Against Refusal 25.05.2017
Appeal decision	Appeal Allowed
Comment	Considered by Officers to be contrary to the City's policy on advertisements. The Inspector concluded that the proposed advertisement would preserve the character and appearance of the conservation area and would not harm the significance of the listed building; it would not be so obtrusive or predominant in this particular location that it would undermine the restrained and dignified character of the City; and it would not be a danger to highway users. The level of illumination has been limited by condition. Animated, flashing, scrolling, intermittent or video elements are not permitted.

Application number Address	16/00151/ADVT Bus Shelter Outside Atlantic House, 50 Holborn Viaduct, London, EC1A 2FG
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside Atlantic House, 50 Holborn Viaduct.
Appeal Type	Appeal Against Refusal 25.05.2017
Appeal decision	Appeal Allowed
Comment	Considered by Officers to be contrary to the City's policy on advertisements. The Inspector concluded that the proposed advertisement would not be prominent in views from the conservation areas or harm the significance of listing buildings; it would not be so obtrusive or predominant in this particular location that it would undermine the restrained and dignified character of the City; and it would not be a danger to highway users. The level of illumination has been limited by condition. Animated, flashing, scrolling, intermittent or video elements are not permitted.

Application number Address	16/00261/ADVT Bus Stop Outside Plantation Place, 30 Fenchurch Street, London, EC3M 3BD
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside Plantation Place, 30 Fenchurch Street.
Appeal Type	Appeal Against Refusal 25.05.2017
Appeal decision	Appeal Dismissed
Comment	Contrary to the City's policy on advertisements.

Application number Address	16/00262/ADVT Bus Stop Outside 143 - 171 Moorgate, London, EC2M 6XQ
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside 143-171 Moorgate.
Appeal Type	Appeal Against Refusal 25.05.2017

Appeal decision	Appeal Dismissed
Comment	Contrary to the City's policy on advertisements.

Application number	16/00260/ADVT
Address	158 Bishopsgate, London, EC2M 4LX
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside 158 Bishopsgate.
Appeal Type	Appeal Against Refusal 25.05.2017
Appeal decision	Appeal Dismissed
Comment	Contrary to the City's policy on advertisements.

Application number	16/00256/ADVT
Address	99 Bishopsgate, London, EC2M 3XF
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside 99 Bishopsgate.
Appeal Type	Appeal Against Refusal 25.05.2017
Appeal decision	Appeal Allowed
Comment	Considered by Officers to be contrary to the City's policy on advertisements. The Inspector concluded that the proposed advertisement would not be prominent in views from the conservation areas or harm the significance of listing buildings; it would not be so obtrusive or predominant in this particular location that it would undermine the restrained and dignified character of the City; and it would not be a danger to highway users. The level of illumination has been limited by condition. Animated, flashing, scrolling, intermittent or video elements are not permitted.

Application number	16/00457/ADVT
Address	Bus Shelter Outside Inner Temple Garden, North Side of Victoria Embankment, London, EC4Y 7EN
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside Inner

	Temple Garden, north side of Victoria Embankment.
Appeal Type	Appeal Against Refusal 25.05.2017
Appeal decision	Appeal Dismissed
Comment	Contrary to the City's policy on advertisements.

Application number	17/00521/ADVT
Address	Pavement Outside, 1 - 5 St Botolph Street, London, EC3A 7AR
Proposal	Installation and display of an internally illuminated advertisement display panel on an existing telephone kiosk measuring 1.87m in height x 1.33m in width at a height of 0.57m above ground level.
Appeal Type	Appeal Against Refusal 18.10.2017
Appeal decision	Appeal Dismissed
Comment	Contrary to the City's policy on advertisements.

Application number	16/00763/ADVT
Address	Retail Unit, 42 - 44 Bishopsgate, London, EC2N 4AH
Proposal	Installation and display of an externally illuminated advertisement hoarding measuring 9m high by 6m wide, displayed at a height of 8m above ground floor level.
Appeal Type	Appeal Against Refusal 19.10.2017
Appeal decision	Appeal Dismissed
Comment	Contrary to the City's policy on advertisements.

Application number	17/00522/ADVT
Address	81 Farringdon Street, London, EC4A 4BL
Proposal	Installation and display of an internally illuminated advertisement display panel on an existing telephone kiosk measuring 1.87m in height x 1.33m in width at a height of 0.57m above ground level.

Appeal Type	Appeal Against Refusal 19.10.2017
Appeal decision	Appeal Dismissed
Comment	Contrary to the City's policy on advertisements.

Application number	16/00327/ADVT
Address	16 Ludgate Hill, London, EC4M 7DR
Proposal	Installation and display of four signs with internally illuminated advertisements measuring 0.45m high by 5.0m wide, displayed at a height of 2.8m above ground floor level. Installation of replacement signs on the three existing projecting brackets, with advertisements measuring 200mm high by 600 mm wide displayed at a height of 2.6m above ground floor level.
Appeal Type	Appeal Against Refusal 08.12.2016
Appeal decision	Appeal Dismissed
Comment	Contrary to the City's policy on advertisements.

Application number	15/01320/ADVT
Address	191 Fleet Street, London, EC4A 2NJ
Proposal	Retention of 70mm lettering to glazing.
Appeal Type	Appeal Against Non-Determination 24.02.2017
Appeal decision	Appeal Allowed
Comment	The Inspector concluded that the sign does not harm visual amenity.

Application number	17/00397/DPAR
Address	Pavement Outside, 65 Fenchurch Street, London, EC3M 4BE
Proposal	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of a telephone kiosk.

Appeal Type	Appeal Against Refusal 08.12.2017
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number Address	17/00396/DPAR Pavement Outside, 30 Fenchurch Street, London, EC3M 3BD
Proposal	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of a telephone kiosk.
Appeal Type	Appeal Against Refusal 08.12.2017
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number Address	17/00407/DPAR Pavement Outside 155 Bishopsgate, London, EC2M 3TQ
Proposal	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of a telephone kiosk.
Appeal Type	Appeal Against Refusal 12.12.2017
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00403/DPAR
Address	Pavement Outside 222 Bishopsgate, London, EC2M 4QD
Proposal	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of a telephone kiosk.
Appeal Type	Appeal Against Refusal 12.12.2017
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding heritage and townscape.

Application number	17/00406/DPAR
Address	Pavement Outside Heron Tower, 110 Bishopsgate, London
Proposal	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of a telephone kiosk.
Appeal Type	Appeal Against Refusal 12.12.2017
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00402/DPAR
Address	Pavement Outside East Side of Aldgate House, 33 Aldgate High Street, London, EC3N 1AH
Proposal	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of a telephone kiosk.
Appeal Type	Appeal Against Refusal 13.12.2017
Appeal decision	Appeal Allowed

Comment	Considered by Officers to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets. The appeals on Aldgate and Aldgate High Street were dealt with under one decision. The Inspector concluded that the other appeal sites are surrounded by visual clutter and these phone kiosks would add to the visual clutter and cause harm. This site is comparatively free of clutter and the phone kiosk would subsequently not cause visual harm. The proposed phone kiosk would not harm pedestrian or highway safety.
----------------	--

Application number	17/00401/DPAR
Address	Pavement Outside Aldgate House, 33 Aldgate High Street, London, EC3N 1AH
Proposal	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of a telephone kiosk.
Appeal Type	Appeal Against Refusal 13.12.2017
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00400/DPAR
Address	Pavement Outside Aldgate Underground Station, Aldgate High Street, London, EC3N 1AH
Proposal	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of a telephone kiosk.
Appeal Type	Appeal Against Refusal 13.12.2017
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00399/DPAR
Address	Pavement Outside 77 Aldgate High Street, London, EC3N 1BD
Proposal	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of a telephone kiosk.
Appeal Type	Appeal Against Refusal 13.12.2017
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00398/DPAR
Address	Pavement Outside 1 Aldgate, London, EC3N 1RE
Proposal	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of a telephone kiosk.
Appeal Type	Appeal Against Refusal 13.12.2017
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

If Members wish to see any of the decisions in detail they can be found online at www.planning2.cityoflondon.gov.uk (under the relevant application number) or could be made available to them.

Conclusion

4. Your Committee is recommended to note the contents of this report.

Contact:

Elisabeth Hannah
 Chief Planning Administrator
 0207 332 1725
elisabeth.hannah@cityoflondon.gov.uk

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

Planning & Transportation Committee

29th January 2018

Postman's Park Conservation Area – draft SPD



Christchurch Greyfriars churchyard

Postman's Park Conservation Area – draft SPD



1 - 6 Little Britain



Page 270

Nomura House detail

Postman's Park Conservation Area – draft SPD



Postbox

Postman's Park Conservation Area – draft SPD



Postman's Park gravestone detail

Postman's Park Conservation Area – draft SPD

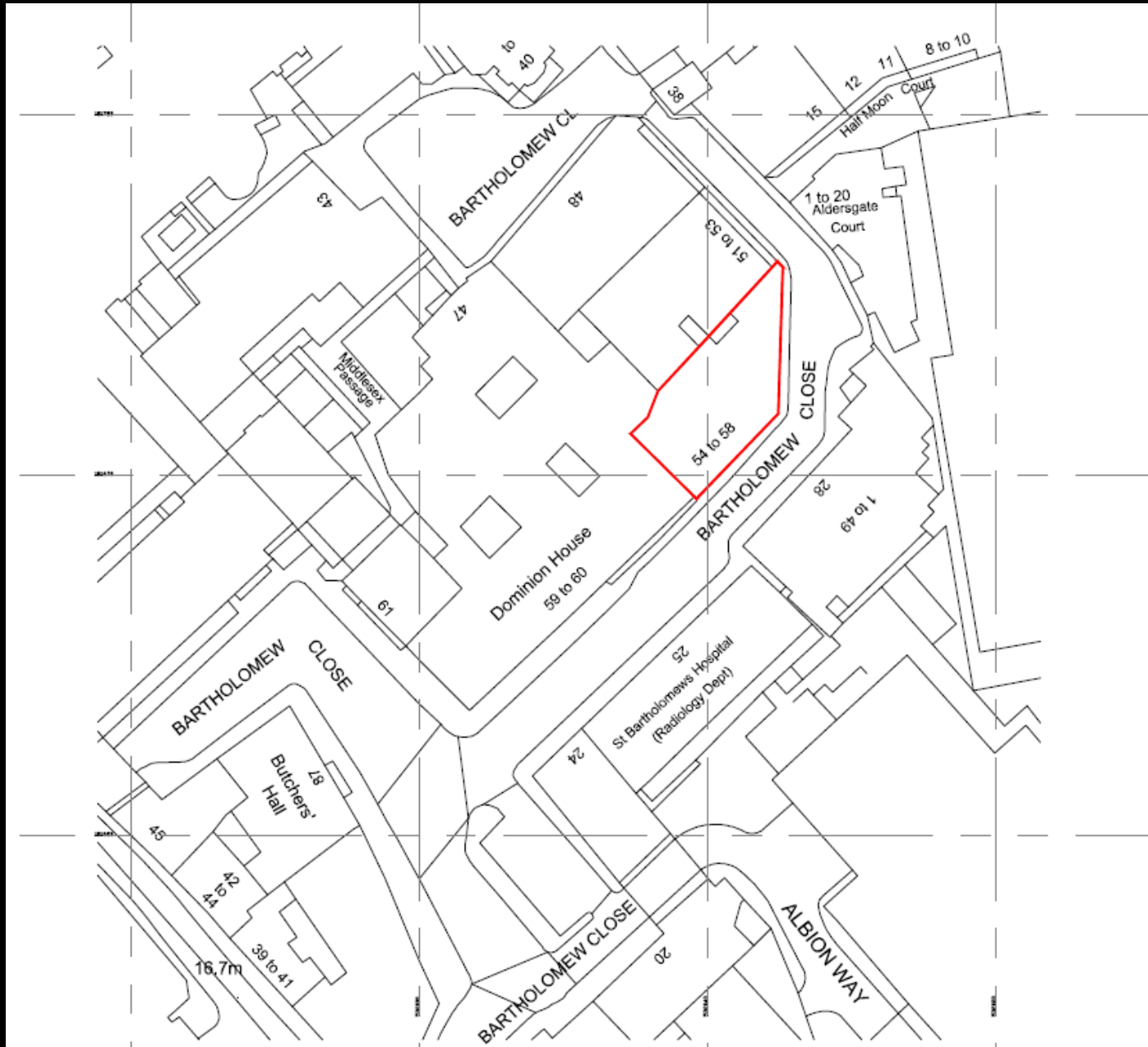


Watts Memorial



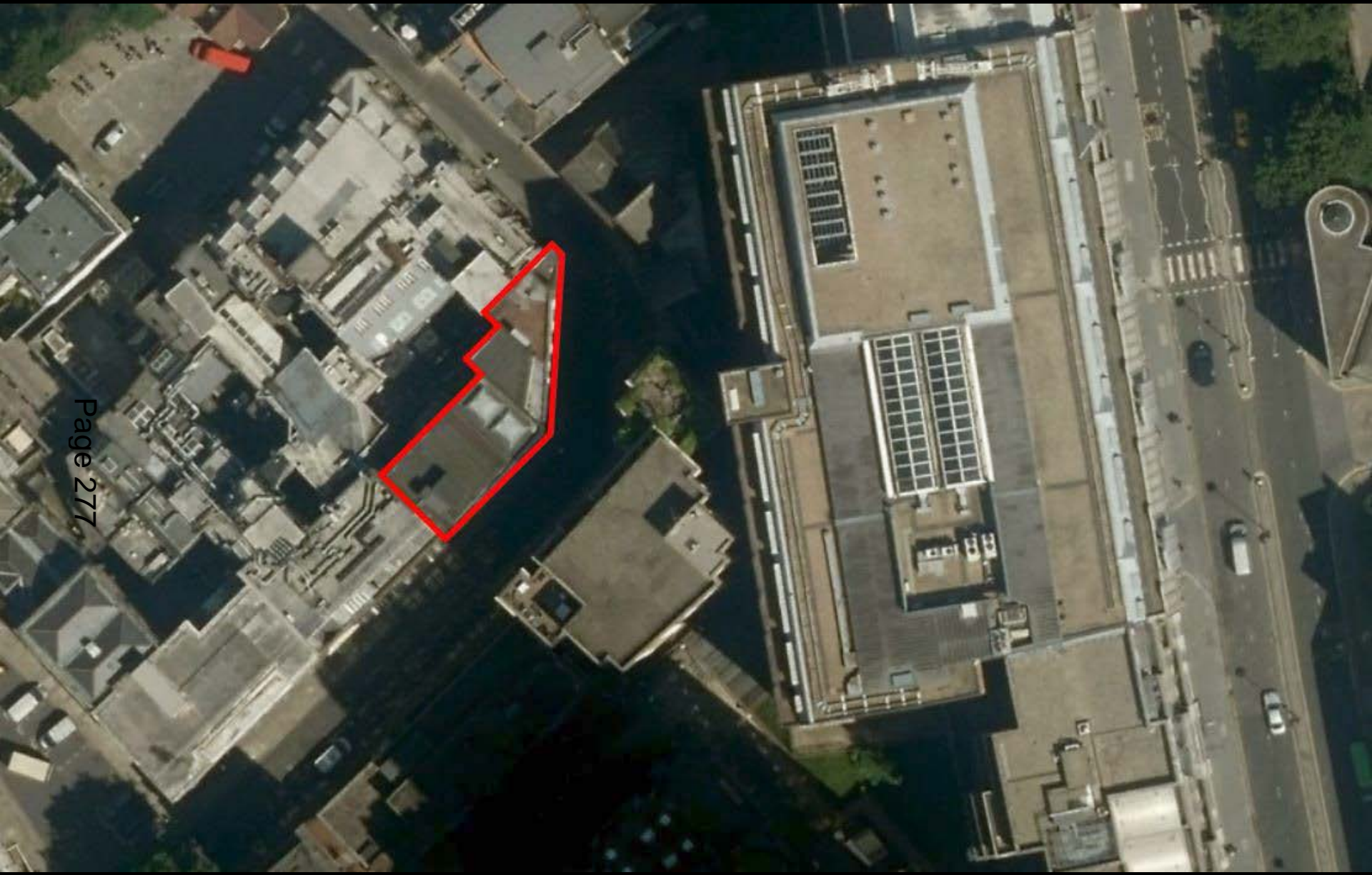
Christchurch Greyfriars

54 - 58 Bartholomew Close



Site Plan

54 - 58 Bartholomew Close



Aerial site view

54 - 58 Bartholomew Close



Site Photo

54 - 58 Bartholomew Close



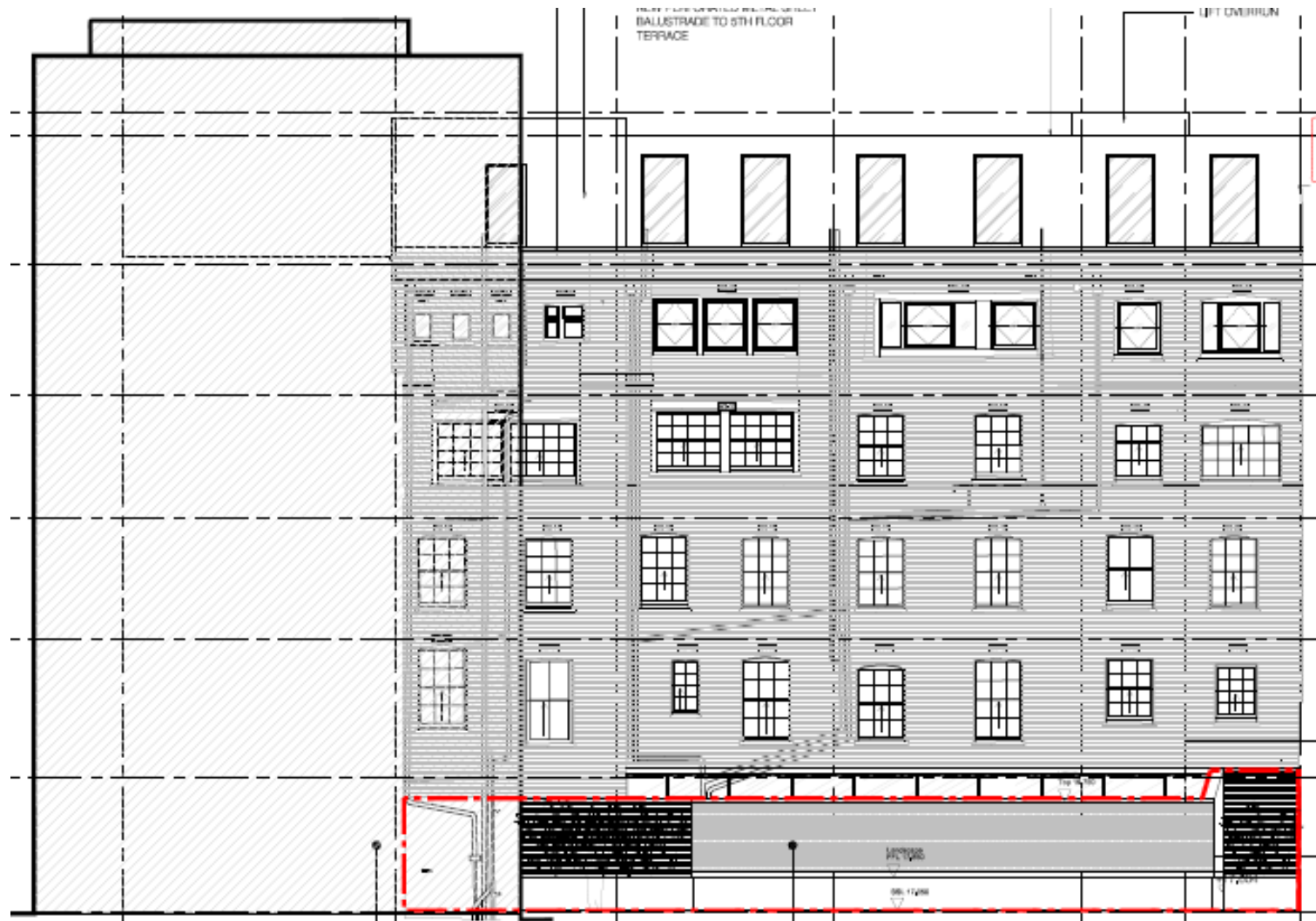
Existing & proposed front elevation

54 - 58 Bartholomew Close



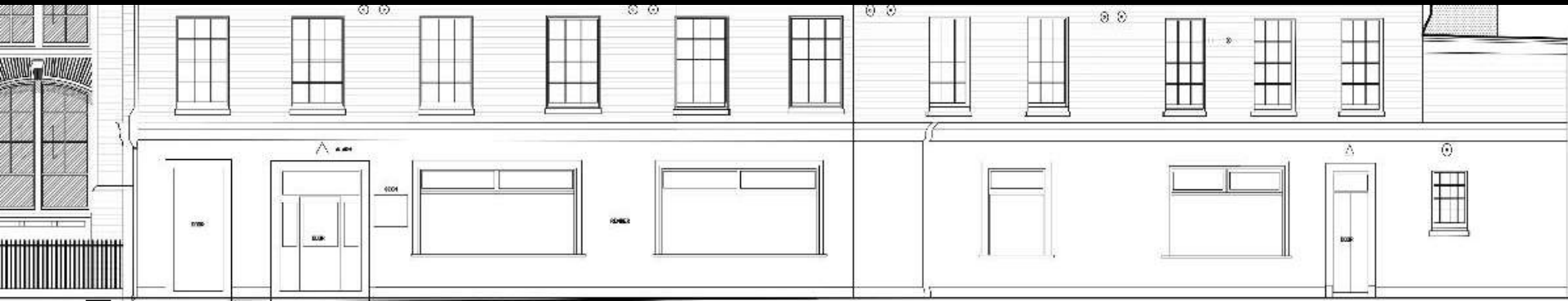
Existing rear elevation

54 - 58 Bartholomew Close



Proposed rear elevation

54 - 58 Bartholomew Close



Existing



Proposed

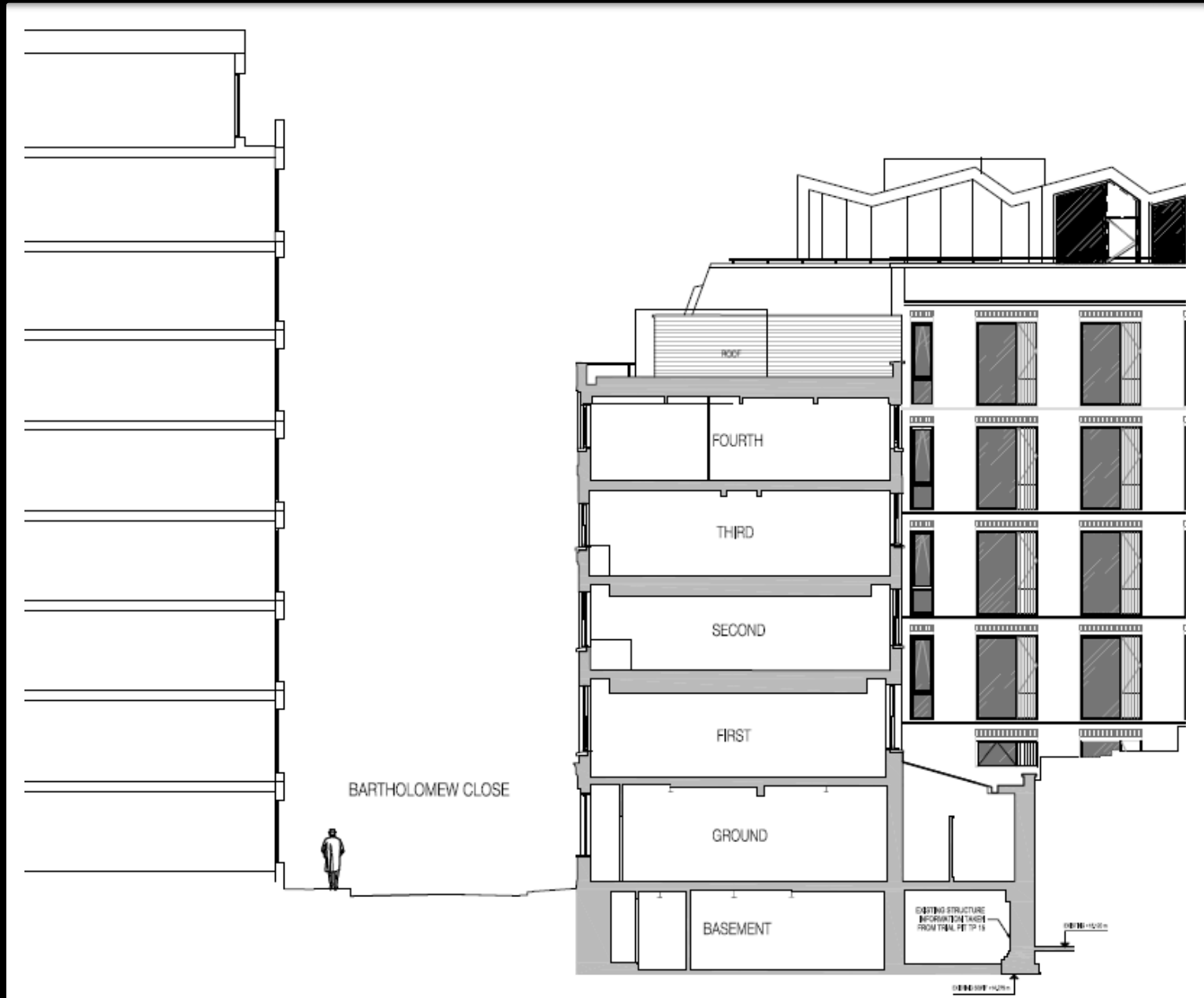
Existing & proposed ground floor elevation

54 - 58 Bartholomew Close



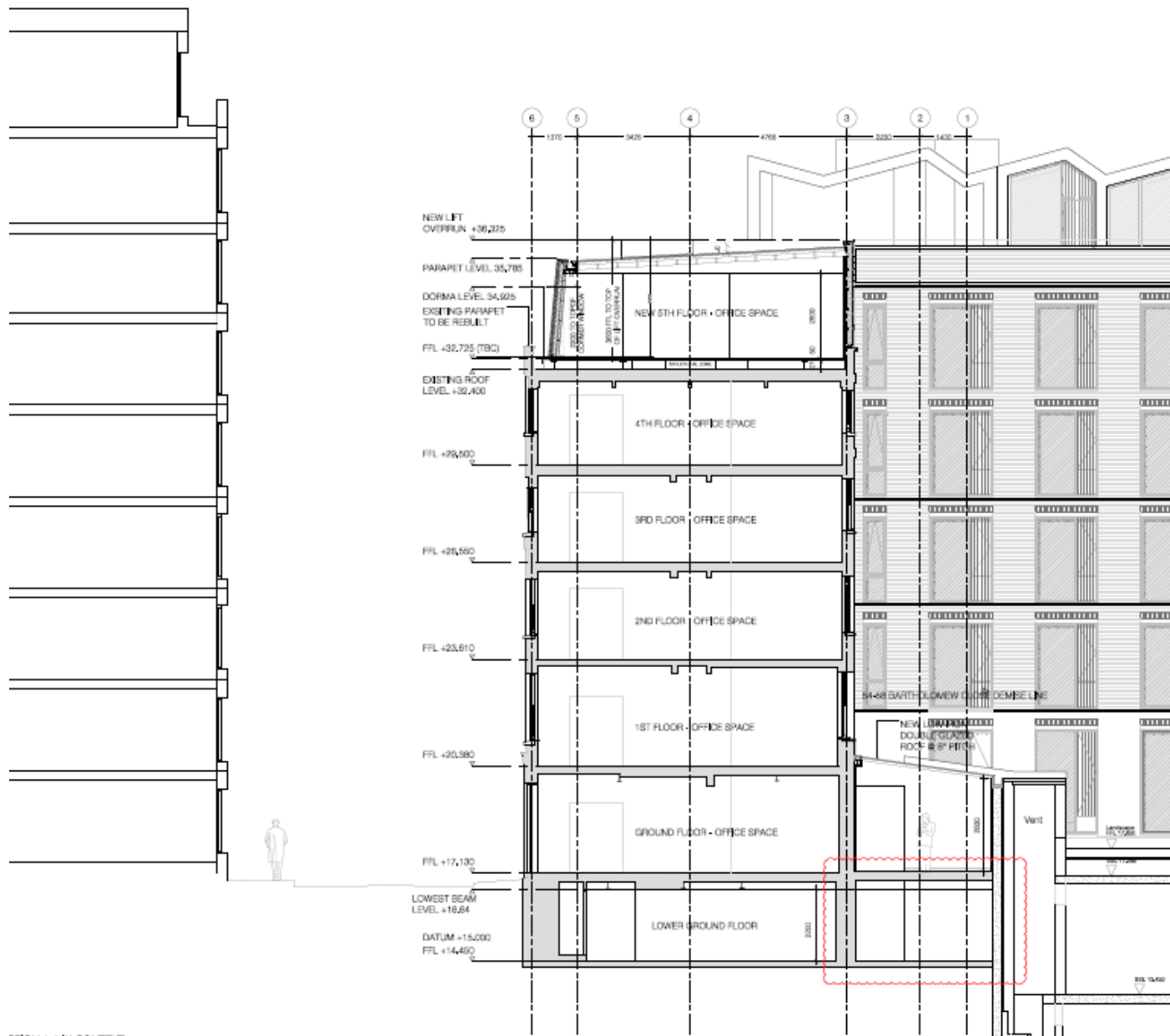
Existing & proposed entrance

54 - 58 Bartholomew Close



Existing section

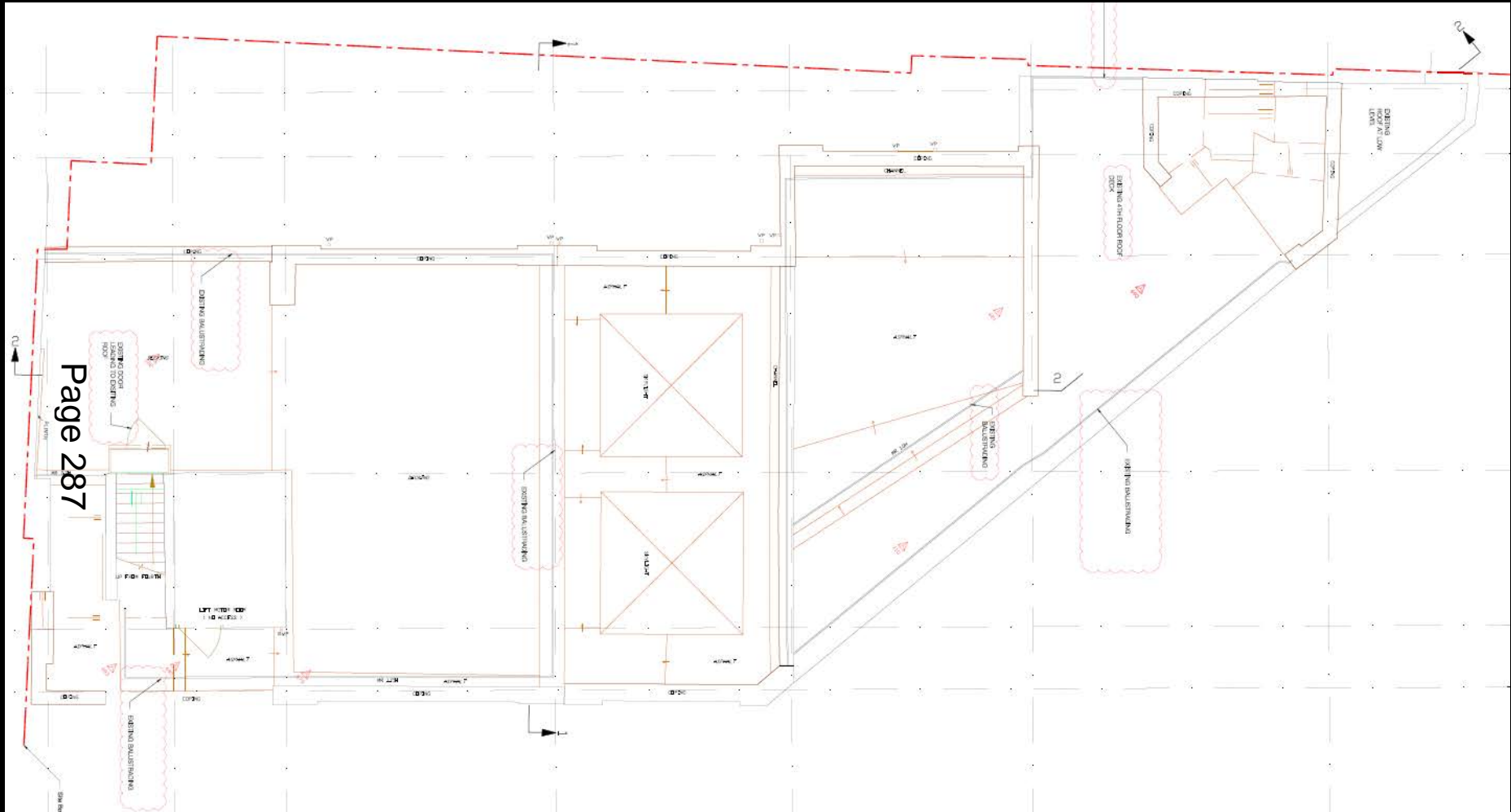
54 - 58 Bartholomew Close



NTPA & C IN CONSULT

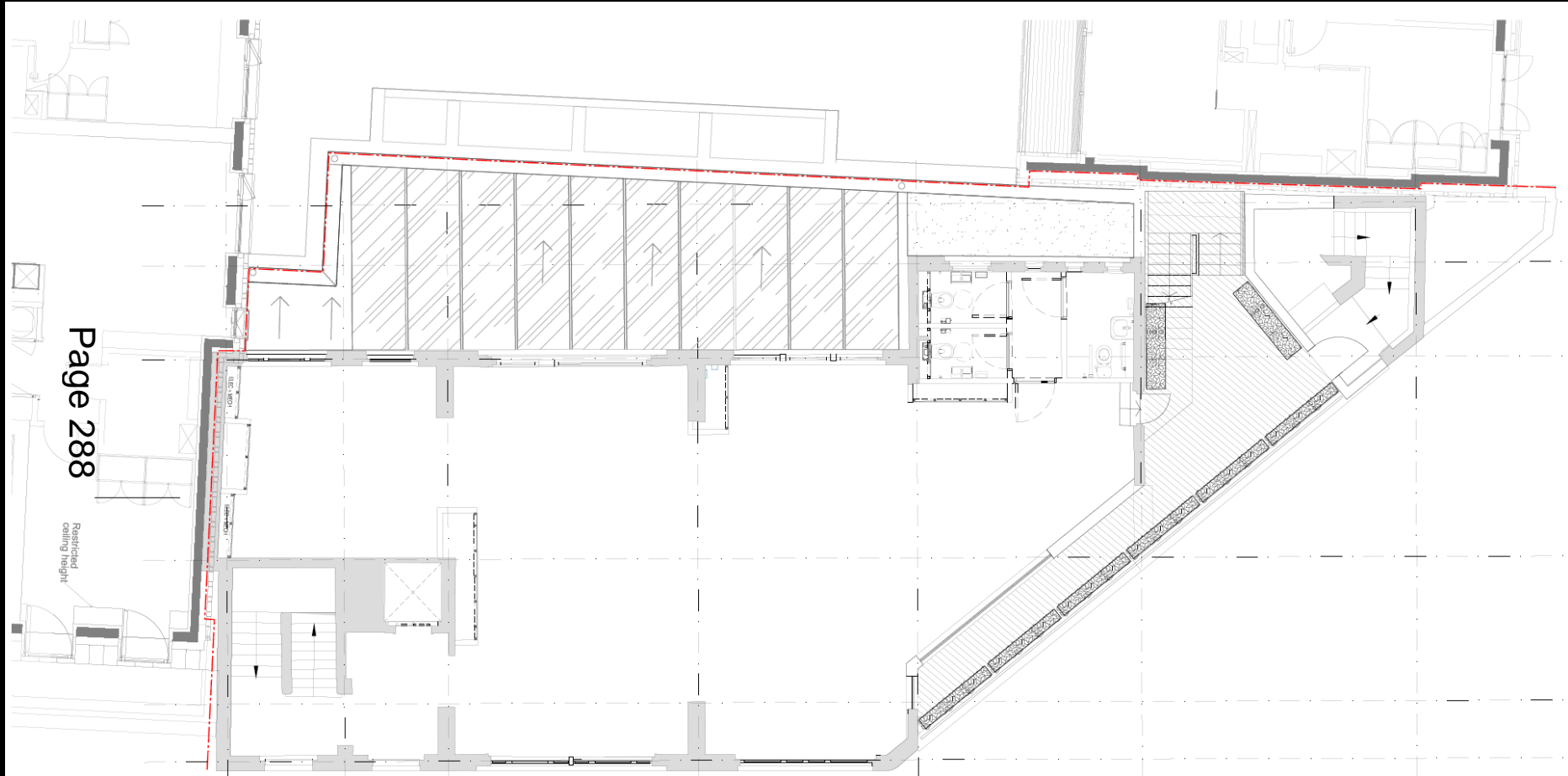
Proposed section

54 - 58 Bartholomew Close



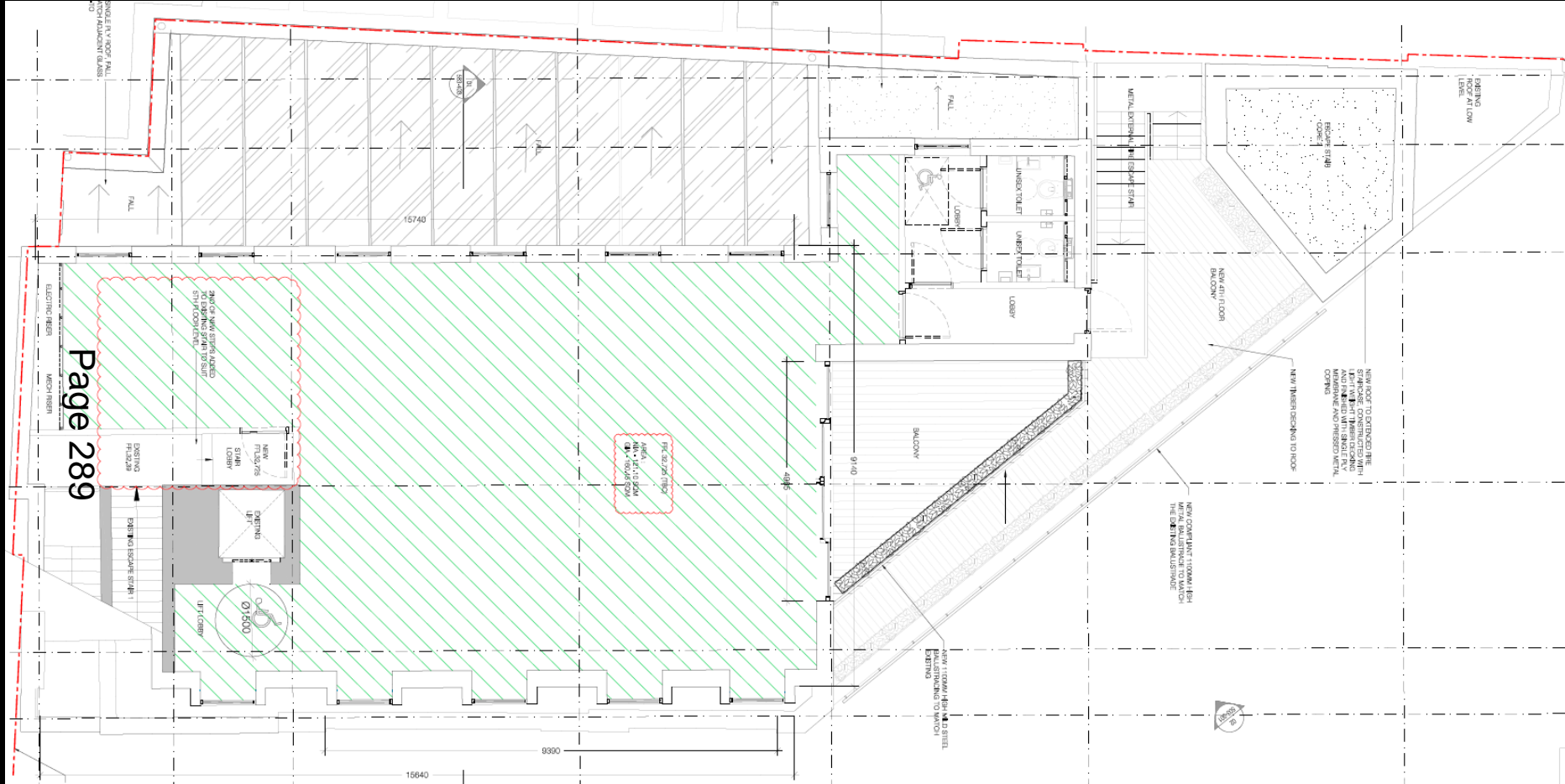
Existing roof plan

54 - 58 Bartholomew Close



Proposed fourth floor

54 - 58 Bartholomew Close



Proposed fifth floor

54 - 58 Bartholomew Close



Proposed roof plan

54 - 58 Bartholomew Close

Page 291

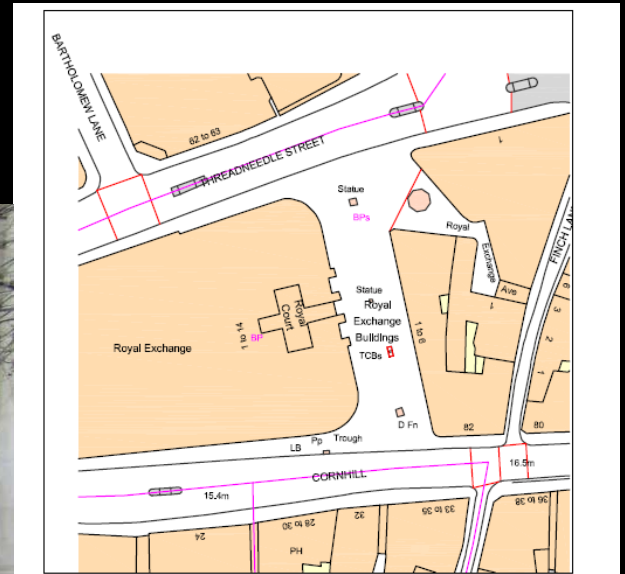


Proposed 3D Sketch

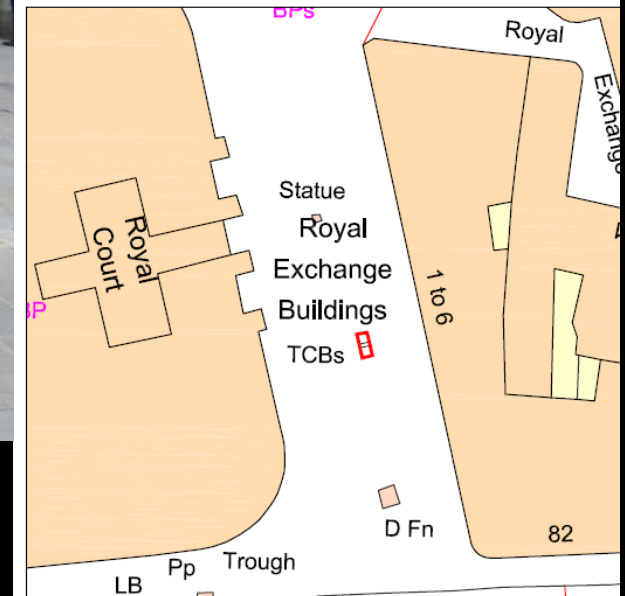
BT Telephone Boxes – Royal Exchange Buildings



Page 293



Location Plan
1:1250



Site Location Plan

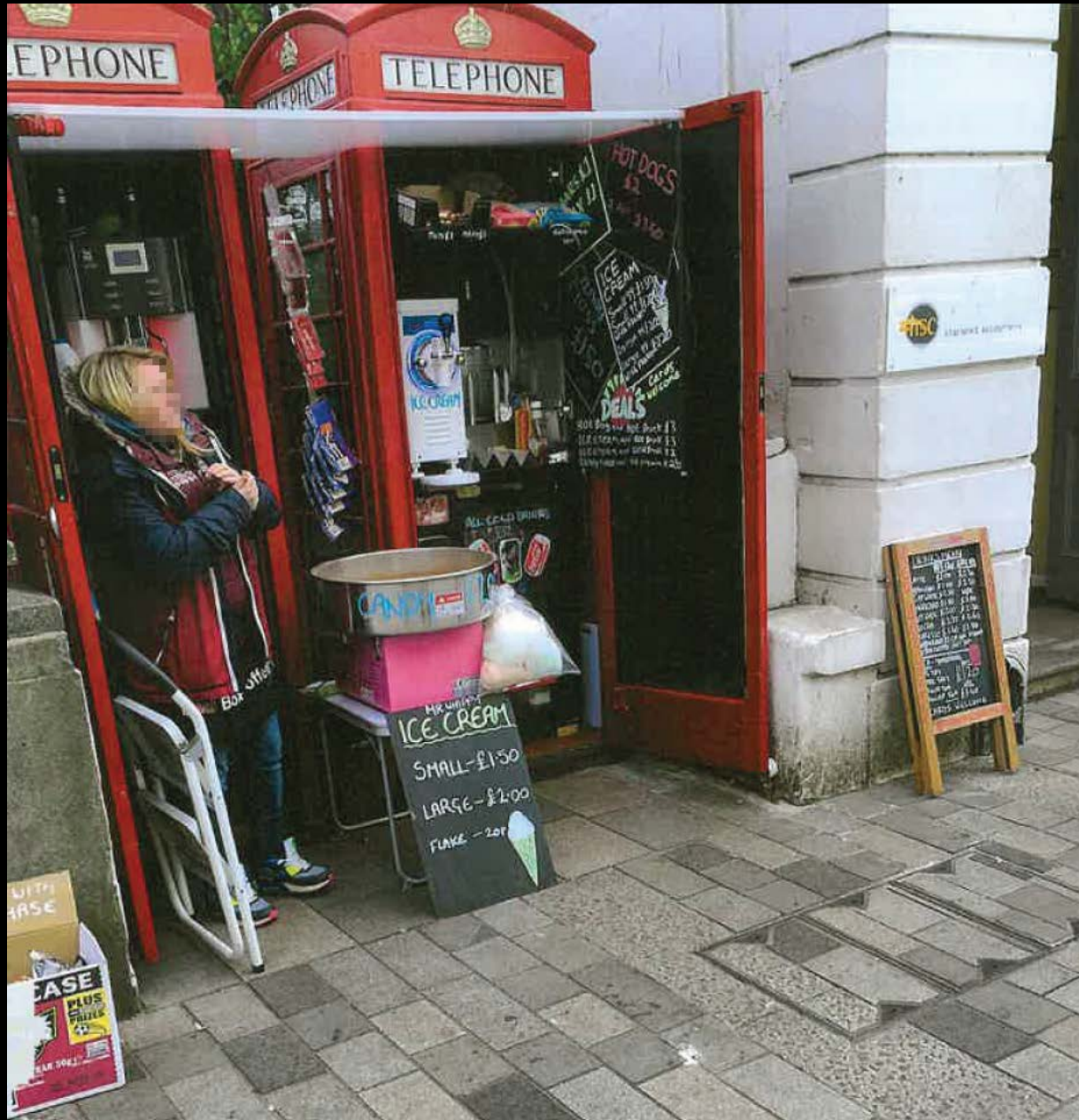
BT Telephone Boxes – Royal Exchange Buildings



Page 294

Example of converted telephone kiosk with modular unit

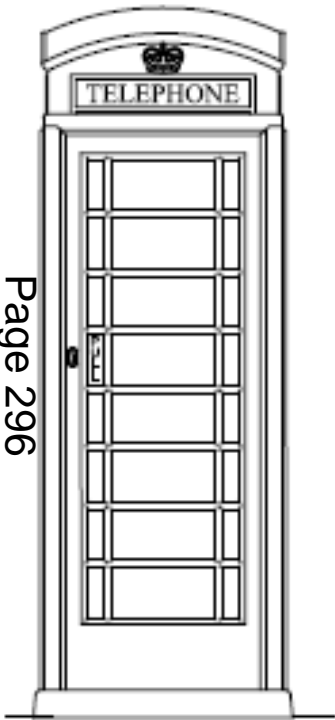
BT Telephone Boxes – Royal Exchange Buildings



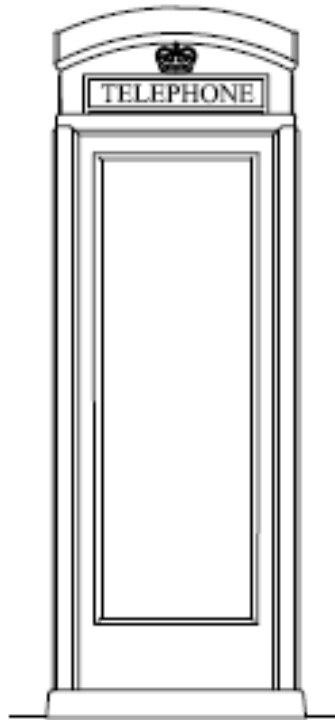
Example of converted telephone kiosk in Brighton

BT Telephone Boxes – Royal Exchange Buildings

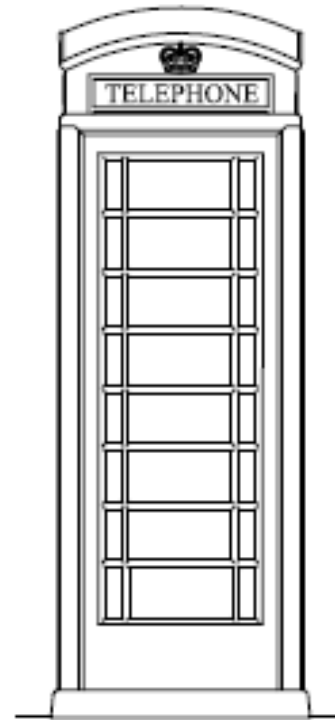
Page 296



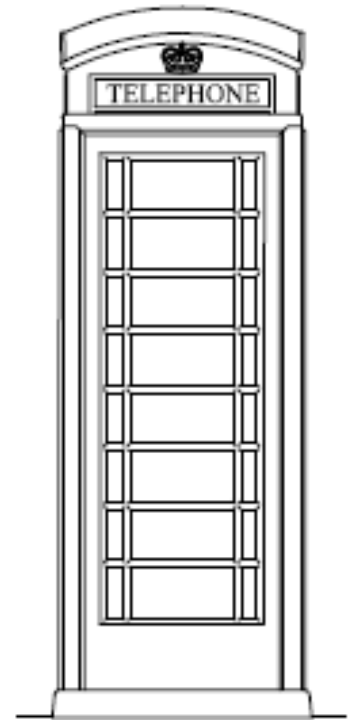
Existing Front Elevation
@ 1 : 20



Existing Rear Elevation
@ 1 : 20



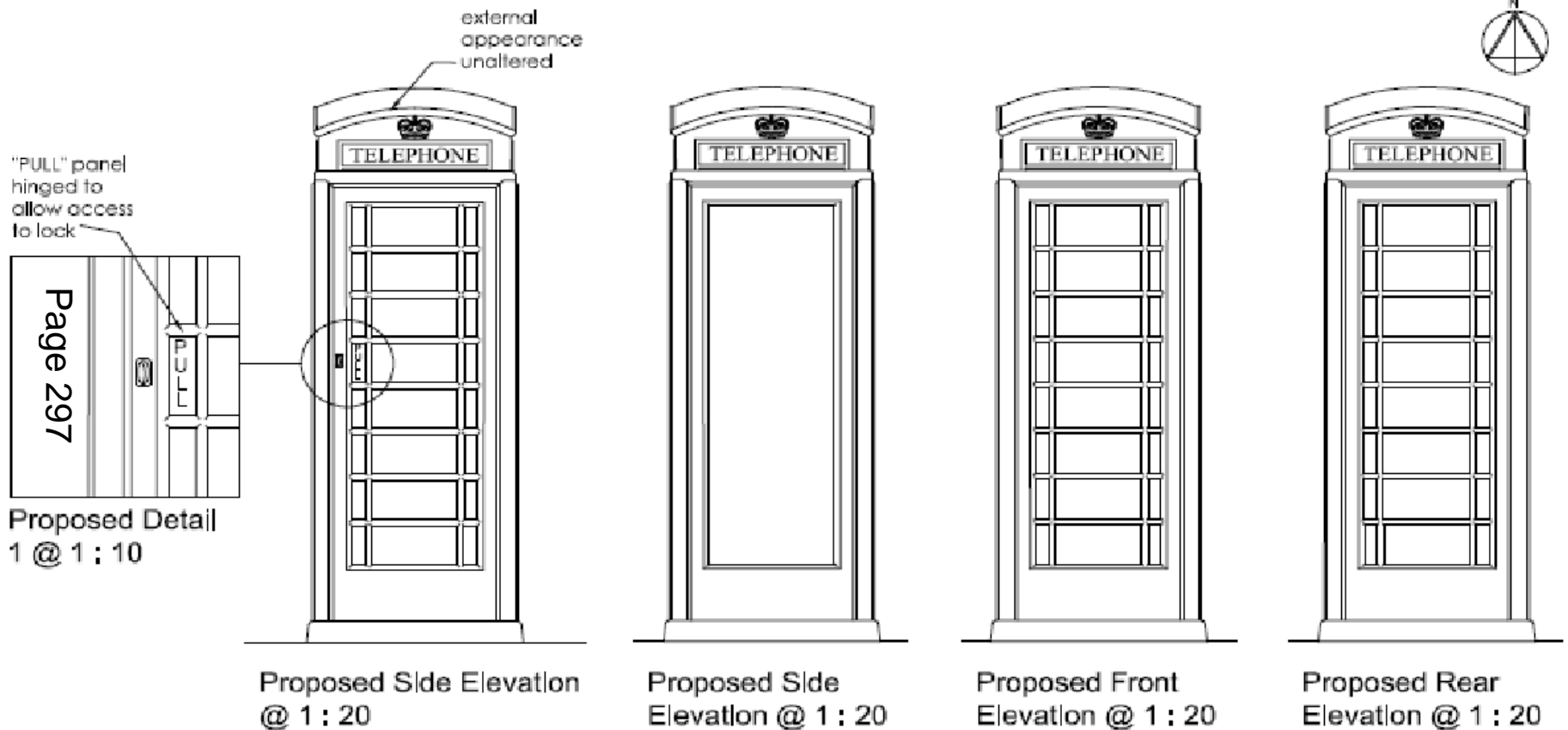
Existing Side Elevation 1
@ 1 : 20



Existing Side Elevation 2
@ 1 : 20

Existing elevations

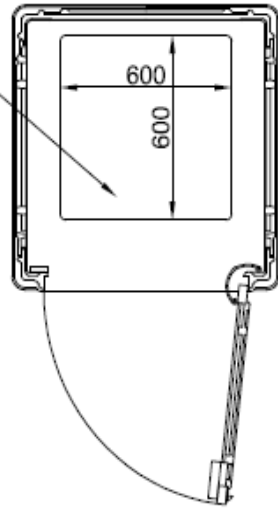
BT Telephone Boxes – Royal Exchange Buildings



Proposed elevations

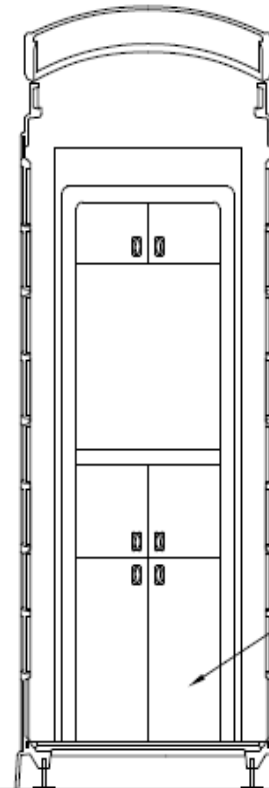
BT Telephone Boxes – Royal Exchange Buildings

modular unit rolled into position on in-built rollers with no fixings to existing phone box shell, only rolled out for occasional maintenance and maintained within the box during normal working operations



Page 298

Proposed Plan
@ 1 : 20

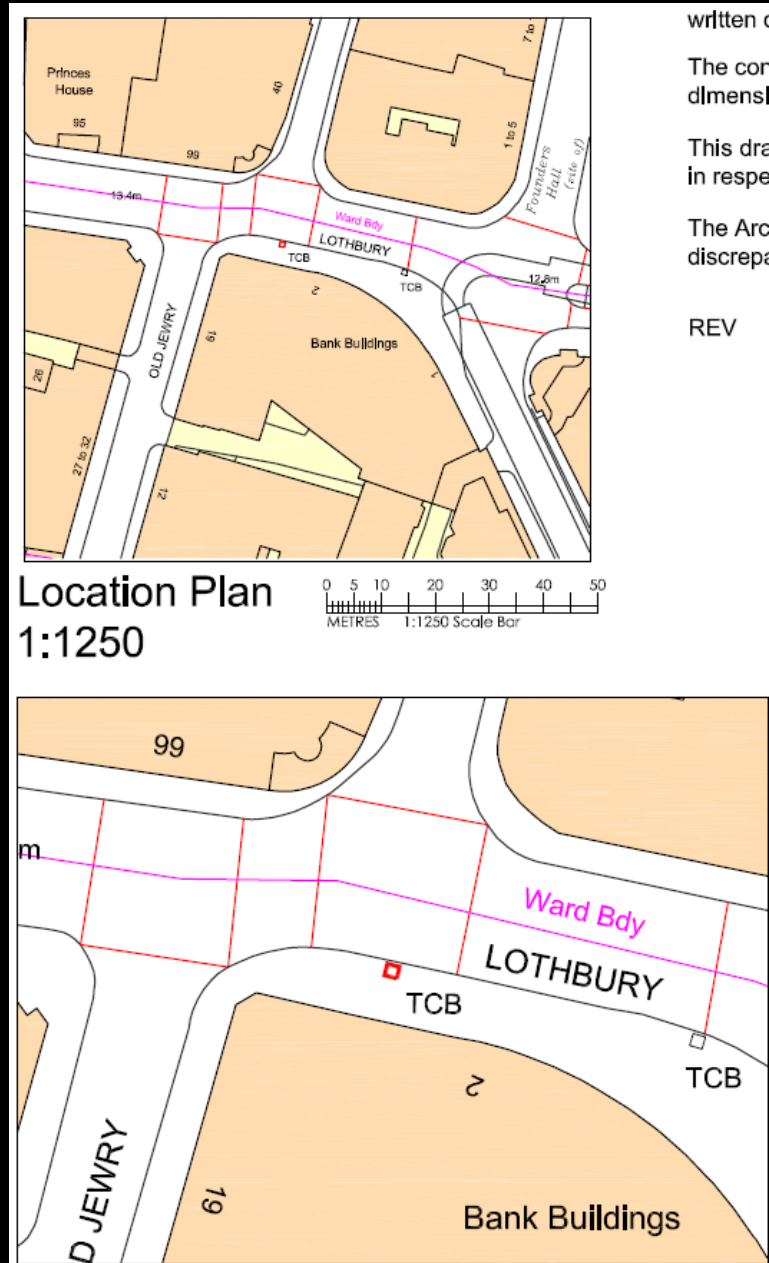


modular unit rolled into position on retractable wheels with no fixings required to existing phone box shell

Proposed Section @ 1 : 20
Showing Unit

Details of modular unit

BT Telephone Boxes – Royal Exchange Buildings



written o
The con
dimensi
This dra
in respe
The Arc
discrepa
REV

Site location plan

Planning & Transportation Next Committee

20th February 2018

This page is intentionally left blank