



Planning and Transportation Committee

Date: TUESDAY, 8 MAY 2018
Time: 10.30 am
Venue: LIVERY HALL - GUILDHALL

Members:

Christopher Hayward	Alderman Gregory Jones QC
Deputy Alastair Moss	Shravan Joshi
Munsur Ali	Oliver Lodge
Rehana Ameer	Alderman Nicholas Lyons
Randall Anderson	Andrew Mayer
Peter Bennett	Deputy Brian Mooney
Sir Mark Boleat	Sylvia Moys
Mark Bostock	Barbara Newman
Deputy Keith Bottomley	Graham Packham
Henry Colthurst	Susan Pearson
Peter Dunphy	Judith Pleasance
Emma Edhem	Deputy Henry Pollard
Stuart Fraser	James de Sausmarez
Marianne Fredericks	Oliver Sells QC
Alderman Prem Goyal	Graeme Smith
Graeme Harrower	William Upton
Christopher Hill	Alderman Sir David Wootton
Deputy Jamie Ingham Clark	

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 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. **ORDER OF THE COURT OF COMMON COUNCIL**
To receive the Order of the Court of Common Council appointing the Committee dated 19 April 2018.

For Information
(Pages 1 - 2)
4. **ELECTION OF CHAIRMAN**
To elect a Chairman in accordance with Standing Order 29.

For Decision
5. **ELECTION OF DEPUTY CHAIRMAN**
To elect a Deputy Chairman in accordance with Standing Order 30.

For Decision
6. **APPOINTMENT OF SUB-COMMITTEES**
Report of the Town Clerk.

For Decision
(Pages 3 - 8)
7. **MINUTES**
To agree the public minutes and summary of the meeting held on 9 April 2018.

For Decision
(Pages 9 - 16)
8. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 17 - 32)
9. **VALID APPLICATIONS LIST FOR COMMITTEE**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 33 - 36)
10. **35 FURNIVAL STREET LONDON**

Report of the Chief Planning Officer and Development Director.

This application was deferred at the last meeting on 9 April to enable Members to make a site visit.

Members are asked to resume the previous debate and only Members that were present at the last meeting are eligible to determine and vote on the application.

For Decision
(Pages 37 - 58)

11. **3 - 4 BARTHOLOMEW PLACE LONDON**

Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 59 - 90)

12. **BROKEN WHARF HOUSE. 2 BROKEN WHARF**

Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 91 - 128)

13. **DECLARATION OF CITY WALKWAY AT 33 KING WILLIAM STREET**

Report of the Director of the Built Environment.

For Decision
(Pages 129 - 138)

14. **CITY CORPORATION RESPONSE TO GOVERNMENT CONSULTATION ON THE NATIONAL PLANNING POLICY FRAMEWORK**

Report of the Director of the Built Environment.

For Decision
(Pages 139 - 172)

15. **CITY CORPORATION RESPONSE TO GOVERNMENT CONSULTATION ON SUPPORTING HOUSING DELIVERY**

Report of the Director of the Built Environment.

For Decision
(Pages 173 - 190)

16. **ARTICLE 4 DIRECTION**

Report of the Director of the Built Environment

For Decision
(Pages 191 - 200)

17. **FUNDING FOR ENFORCEMENT OFFICER FOR CITY'S BRIDGES**
Report of the Director of Markets and Consumer Protection

For Decision
(Pages 201 - 206)
18. **BANK ON SAFETY**
Report of the Director of the Built Environment.

For Information
(Pages 207 - 232)
19. **HIGHWAY INFRASTRUCTURE CODE OF PRACTICE**
Report of the Director of the Built Environment

For Information
(Pages 233 - 246)
20. **DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT -
QUARTERLY REPORT**
Report of the Director of the Built Environment.

For Information
(Pages 247 - 262)
21. **REFERRAL FROM PORT HEALTH & ENVIRONMENTAL SERVICES.**

For Information
(Pages 263 - 264)
22. **OUTSTANDING REFERENCES**
Report of the Town Clerk

For Information
(Pages 265 - 270)
23. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
24. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
25. **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

26. **SECURITY PROGRAMME**
Report of the Director of the Built Environment

For Decision
(Pages 271 - 286)

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

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

(Pages 287 - 328)

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

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Agenda Item 3

BOWMAN, Mayor	RESOLVED: That the Court of Common Council holden in the Guildhall of the City of London on Thursday 19th April 2018, doth hereby appoint the following Committee until the first meeting of the Court in April, 2019.
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PLANNING & TRANSPORTATION COMMITTEE

- Constitution**
A Ward Committee consisting of,
 - four Aldermen nominated by the Court of Aldermen
 - up to 31 Commoners representing each Ward (two representatives for the Wards with six or more Members regardless of whether the Ward has sides) or Side of Ward.

- Quorum**
The quorum consists of any nine Members.

- Membership 2018/19**

ALDERMEN

- 1 Prem Goyal, O.B.E., J.P.
- 1 Nicholas Stephen Leland Lyons
- 2 Gregory Percy Jones, Q.C.
- 1 Sir David Wootton

COMMONERS

17	Barbara Patricia Newman, C.B.E.....	Aldersgate
6	Randall Keith Anderson.....	Aldersgate
10	Sylvia Doreen Moys.....	Aldgate
4	Graeme George Harrower.....	Bassishaw
2	Jamie Ingham Clark, Deputy.....	Billingsgate
1	Shravan Jashvantrai Joshi.....	Bishopsgate
2	Andrew Paul Mayer.....	Bishopsgate
10	Oliver Arthur Wynlayne Lodge.....	Bread Street
2	Keith David Forbes Bottomley, Deputy.....	Bridge and Bridge Without
6	Christopher Michael Hayward.....	Broad Street
4	James de Sausmarez.....	Candlewick
5	Emma Edhem.....	Castle Baynard
5	Graham David Packham.....	Castle Baynard
5	Alastair Michael Moss, Deputy.....	Cheap
15	Stuart John Fraser, C.B.E.	Coleman Street
12	Sir Mark Boleat.....	Cordwainer
10	Peter Gerard Dunphy.....	Cornhill
2	Mark Bostock.....	Cripplegate Without
2	Susan Jane Pearson.....	Cripplegate Within
16	James Henry George Pollard, Deputy.	Dowgate
2	Christopher Hill.....	Farringdon Within
6	Graeme Martyn Smith.....	Farringdon Within
2	William Upton.....	Farringdon Without
2	Oliver Sells, Q.C.....	Farringdon Without
4	Judith Lindsay Pleasance.....	Langbourn
3	Henry Nicholas Almroth Colthurst.....	Lime Street
1	Munsur Ali.....	Portsoken

20	Brian Desmond Francis Mooney, Deputy.....	Queenhithe
11	Marianne Bernadette Fredericks.....	Tower
2	Rehana Banu Ameer.....	Vintry
1	Peter Gordon Bennett.....	Walbrook

4. Terms of Reference

To be responsible for:-

- (a) All functions of the City as local planning authority [relating to town and country planning and development control] pursuant to the Town and Country Planning Act 1990, the Planning (Listed Building and Conservation Areas) Act 1990 and Compulsory Purchases Act 2004, the Planning Act 2008 and all secondary legislation pursuant to the same and all enabling legislation (including legislation amending or replacing the same).
- (b) Making recommendations to Common Council relating to the acquisition, appropriation and disposal of land held for planning purposes and to exercise all other functions of the local planning authority relating to land held for planning (or highways) purposes, and making determinations as to whether land held for planning or highways purposes is no longer required for those purposes, other than in respect of powers expressly delegated to another committee.
- (c) All functions of the Common Council as local highway, traffic, walkway and parking authority (other than in respect of powers expressly delegated to another committee) and the improvement of other open land under S.4 of the City of London (Various Powers) Act 1952.
- (d) All functions under part II of the City of London (Various Powers) Act 1967 including declaration, alteration and discontinuance of City Walkway.
- (e) All functions relating to the construction, maintenance and repair of sewers in the City, including public sewers (on behalf of Thames Water under an agency arrangement).
- (f) All functions of Common Council as Lead Local Flood Authority in relation to the Flood and Water Management Act 2010.
- (g) All functions relating to the Stopping Up of highway (including as local planning authority and highway authority).
- (h) All functions relating to street naming and numbering under the London Building Acts (Amendment) Act 1939.
- (i) All functions relating to the control, maintenance and repair of the five City river bridges (insofar as matters not within the delegated authority of another Committee).
- (j) All functions relating to building control under the Building Act 1984, Building Regulations 2000-10 and London Building Acts 1930-82.
- (k) The setting of building control charges under the Building (Local Authority Charges) Regulations 2010.
- (l) Response to and resolution of dangerous structures under the London Building Acts (Amendment) Act 1939.
- (m) All functions relating to the City of London Corporation's commemorative blue plaques.
- (n) All functions relating to the Local Land Charges Act 1975.
- (o) The appointment of the Chief Planning Officer & Development Director.
- (p) The appointment of the Director of the Built Environment (in consultation with the Port Health and Environmental Services Committee).
- (q) The appointment of such Sub-Committees as is considered necessary for the better performance of its duties including a Streets & Walkways Sub-Committee.

Agenda Item 6

Committee(s): Planning and Transportation Committee – For Decision	Date: 8 May 2018
Subject: Appointment of Sub Committees	Public
Report of: Town Clerk	For Decision
Report author: Amanda Thompson	

Summary

1. The purpose of this report is to consider the appointment of the Committee's Sub-committees and working party, and approve the compositions and terms of reference.
2. The Planning and Transportation Committee appoints two sub-committees and one working party:-
 - Streets and Walkways Sub Committee
 - Local Plan Sub Committee
 - Local Plan Working Party (membership to be the same as the Local Plan Sub Committee.)
3. For ease, details of the composition and terms of reference of the Sub-committees and working party are set out in Appendix A.

Recommendation(s)

4. It is recommended that:-
 - a) The Committee appoints the Streets and Walkways Sub Committee for the ensuing year and approves its terms of reference detailed at Appendix A to this report; and
 - b) The Committee appoints the Local Plans Sub Committee and the Local Plans Working Party for the ensuing year and approves the terms of reference detailed at Appendix A to this report.

Main Report

Background

5. This report considers the appointment, terms of reference and composition of the Planning and Transportation Committee's sub-committees and working party.
6. Each of the Committee's proposed sub-committees and working party are considered in turn below. Details of their terms of reference and proposed composition are set out in Appendix A of this report.

Streets and Walkways Sub-Committee

7. The Sub Committee was originally formed in 2004 and has acted fairly independently of the Grand Committee since then. The Terms of Reference have always included responsibility for such things as traffic engineering and management, street scene enhancements, the Riverside Walkway, and road safety matters.
8. It should be noted that the Sub Committee continues to have power to act in those matters, in order to avoid potentially delaying projects by requiring the Grand Committee's approval as well, when they often involve tight timescales to complete them or use external funding.
9. Expressions of interest are sought for **seven Members of the Committee** who wish to serve on this Sub Committee.
10. The Sub Committee meets every 5-6 weeks on and has met nine times since it was last appointed in May 2017.

Chairman and Deputy Chairman of the Sub Committee

11. The Sub Committee elects its own Chairman and Deputy Chairman at its first meeting following the first meeting of the new Grand Committee which in this case will be 21 May 2018.
12. The Committee is therefore requested to agree the membership and the Terms of Reference of the Streets and Walkways Sub Committee for the ensuing year, (at Appendix A), with power to act.

Local Plan Sub-Committee

13. The Committee first appointed a Sub Committee in October 2004 with the specific task of considering the Local Development Framework (LDF), which replaced the Unitary Development Plan as the spatial planning strategy for the City. It was later agreed that this Sub Committee would also be suitable for considering details of the traffic-related Local Implementation Plan (LIP) as well.

Its Terms of Reference are simply to consider those types of documents in detail and make recommendations to the Grand Committee.

14. Expressions of interest are sought for **five Members of the Committee** who wish to serve on this Sub Committee, together with an *ex-officio* Member appointed by the Policy and Resources Committee.
15. The Committee also agreed in September 2005 to appoint a Working Party to consider the LDF in more detail, when necessary. Those meetings usually take place in tandem with those of the existing Sub Committee, and they share the same membership, except the Working Party also includes two officers: the Town Clerk or his representative and the Director of the Built Environment or his representative.
16. This Sub Committee and Working Party meet when necessary to progress the Local Plan or LIP. The Sub Committee has met 7 times since it was last appointed in May 2017 and is due to meet again on 9 May 2018. Membership of the Sub Committee presents the opportunity to be involved in the early stages of deciding the many policies upon which the City's entire planning strategy is based.
17. The Committee is requested to agree for the ensuing year the membership of the Sub Committee that considers the City's Local Plan and Local Implementation Plan, which will be the same for the Working Party.

Appendices

Appendix A – composition and terms of reference of the Planning and Transportation Committee's sub-committees and working party.

Background Papers:

Appointment of Sub Committees, Working Parties and Representatives on Other Committees – Report 2 May 2014

Contact:

Amanda Thompson

Telephone: 020 7332 3414

Email: amanda.thompson@cityoflondon.gov.uk

(A) Streets and Walkways Sub-Committee

Composition

1. The Streets and Walkways Sub Committee comprises –
 - a) The Chairman and Deputy Chairman of the Grand Committee along with seven other Members;
 - b) Together with three *ex-officio* Members representing the Finance, Police and Open Spaces, City Gardens and West Ham Park Committees.
2. The 2017/18 Membership comprised the following Members –

Christopher Hayward (Chairman, Grand Committee)
Alistair Moss (Deputy Chairman, Grand Committee)
Randall Anderson
Deputy Clare James (ex-officio, Finance Committee)
Emma Edhem
Alderman Alison Gowman (ex-officio, Police Committee)
Paul Martinelli
Gregory Jones QC
Marianne Fredericks
Tom Sleigh
Oliver Sells QC
Jeremy Simons (ex-officio, Open Spaces)

Terms of Reference

3. The Sub Committee is responsible for:-
 - (a) traffic engineering and management, maintenance of the City's streets, and the agreement of schemes affecting the City's Highways and Walkways (such as street scene enhancement, traffic schemes, pedestrian facilities, special events on the public highway and authorising Traffic Orders) in accordance with the policies and strategies of the Grand Committee;
 - (b) all general matters relating to road safety;
 - (c) the provision, maintenance and repair of bridges, subways and footbridges, other than the five City river bridges;
 - (d) public lighting, including street lighting;
 - (e) day-to-day administration of the Grand Committee's car parks

- (f) all matters relating to the Riverside Walkway, except for adjacent open spaces; and
- (g) to be responsible for advising the Grand Committee on:-
 - (i) progress in implementing the Grand Committee's plans, policies and strategies relating to the City's Highways and Walkways; and
 - (ii) the design of and strategy for providing signposts in the City
- (h) Those matters of significance will be referred to the Grand Committee to seek concurrence.

(B) **Local Plans Sub Committee**

Composition

4. The 2017/18 Membership comprised the following Members –

Christopher Hayward (Chairman of the Grand Committee and Sub Committee)
Alistair Moss (Deputy Chairman of the Grand Committee)
Randall Anderson
Marianne Fredericks
Paul Martinelli
Alderman Gregory Jones
Susan Pearson
Dhruv Patel (ex-officio, Policy and Resources Committee)

Terms of Reference

5. The Committee first appointed a Sub Committee in October 2004 with the specific task of considering the Local Development Framework (LDF), which replaced the Unitary Development Plan as the spatial planning strategy for the City. It was later agreed that this Sub Committee would also be suitable for considering details of the traffic-related Local Implementation Plan (LIP) as well. Its Terms of Reference are simply to consider those types of documents in detail and make recommendations to the Grand Committee

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PLANNING AND TRANSPORTATION COMMITTEE

Monday, 9 April 2018

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

Present

Members:

Christopher Hayward (Chairman)	Alderman Vincent Keaveny
Deputy Alastair Moss (Deputy Chairman)	Oliver Lodge
Randall Anderson	Alderman Nicholas Lyons
Sir Mark Boleat	Deputy Brian Mooney
Mark Bostock	Sylvia Moys
Deputy Keith Bottomley	Barbara Newman
Henry Colthurst	Susan Pearson
Peter Dunphy	Judith Pleasance
Emma Edhem	Deputy Henry Pollard
Marianne Fredericks	James de Sausmarez
Graeme Harrower	Oliver Sells QC
Deputy Jamie Ingham Clark	

Officers:

Amanda Thompson	-	Town Clerk's Department
Jennifer Ogunleye	-	Town Clerk's Department
Deborah Cluett	-	Comptrollers & City Solicitor
Alison Hurley	-	City Surveyor's Department
Carolyn Dwyer	-	Director of the Built Environment
Annie Hampson	-	Department of the Built Environment
Paul Monaghan	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment

1. APOLOGIES

Apologies for absence were received from Rehana Ameer, Christopher Hill, Alderman Gregory Jones QC, Paul Martinelli, Andrew Mayer, Jason Pritchard, and Graeme Smith.

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

Mark Bostock declared a relevant disclosable pecuniary interest in agenda item 9 – 17/00909/FULL and stated that he had been granted a related dispensation to speak but not vote on the item.

3. **MINUTES**

RESOLVED – That the public minutes and summary of the meeting held on 26 March be agreed as a correct record subject to the following amendments:

Agenda item 7 – Former Richard Cloudesley School Site - there were 2 abstentions not 1 as reported; and

Agenda item 8 – 1 & 2 Garden Court - there was 1 abstention not 0 as reported.

4. **OUTSTANDING REFERENCES**

RESOLVED – That the Outstanding References be noted and updated as appropriate.

5. **MINUTES - STREETS AND WALKWAYS SUB-COMMITTEE - 27 FEBRUARY 2018**

The draft minutes of the Streets and Walkways Sub-Committee were received.

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

The Committee received a report of the Chief Planning Officer and Development Director in respect of development and 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 PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**

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. **35 FURNIVAL STREET - 14/01173/FULL**

The application was introduced which was recommended as acceptable in terms of its massing and design and that it would not detract from the character of the building or the character and appearance of the Chancery Lane Conservation Area.

Mr Mathieu Fourny and Ms Chloe Nash spoke in objection on the basis of detrimental loss of natural light and sunlight to their properties, and the excessive noise and interruption which the building works would cause.

With the agreement of the Chairman, a mobile phone photograph was passed around the Committee, and the objectors recommended that Members undertake a site visit.

Although the applicant was unable to be at the meeting, a copy of her statement in support of the application had been circulated to the Committee.

Members asked a number of questions in relation to the proximity of the properties to one another and which rooms would be affected by loss of light.

Members sought clarification on the significance of the cumulative impact assessment, Local Plan Policy, and whether or not conditions restricting the noise and timing of the building works could be applied.

Several Members commented that a site visit might have been helpful.

Marianne Fredericks PROPOSED and Susan Pearson SECONDED that the application be DEFERRED to enable the Committee to undertake a site visit.

The proposal was put to the vote with 13 voting FOR, 1 AGAINST and 8 ABSTENTIONS.

RESOLVED – That the application be DEFERRED for the Committee to undertake a site visit.

9. **BEN JONSON HOUSE, BRETON HOUSE, THOMAS MORE HOUSE, BUNYAN HOUSE AND WILLOUGHBY HOUSE BARBICAN, RESIDENTIAL CAR PARK - 17/00909/FULL**

The application which was introduced sought planning permission for the installation of 316 self-contained, pre-fabricated galvanised steel storage units in 201 car parking spaces across three car parks within the Barbican Complex.

Mr Henry Irwig spoke in objection to the application in respect of the Bunyan Car Park, and asked that consideration be given to additional conditions requiring that the storage units not be placed where they created 'blind spots', obscured the entrances to flat blocks, and compromised security.

Mr Irwig also advised that he had sent in some slides to support his presentation, however these could not be located by officers and had not been received.

Members discussed a number of issues relating to the safety and security implications of the proposals, the use of storage units by non-Barbican residents, and the potential impact of parking provision and traffic congestion in the car parks and immediate area.

Some Members spoke in support of the application which they felt would enable underused parking spaces to fulfil a new purpose, meet the increased demand for additional storage space for both residents and non-.

Other Members expressed concerns regarding the lack of information regarding what the storage units might be used for, and suggested that the conditions relating to the management plan needed to be more explicit in relation to fire safety and security issues.

Arising from the discussion the application was put to the vote with 19 voting FOR and 2 AGAINST the proposal as follows:

RESOLVED – That planning permission be granted subject to:

- the imposition of an additional condition requiring amended plans to address (i) fire egress; and (ii) traffic blind spot concerns, approval of the amended plans to be delegated to the CPO in consultation with the Chairman and Deputy Chairman

10. 46-47 CHANCERY LANE - 17/00878/FULL

The Committee received a report of the Chief Planning Officer concerning planning permission for the installation of telecommunications equipment on the roof of 46-47 Chancery Lane comprising nine antennae, one transmission dish, three cabinets, and associated ancillary development.

The Committee noted that the proposals were considered to have a visually incongruous impact on the appearance of the building, would detract from the roofscape and would adversely affect the character and appearance of Chancery Lane Conservation Area and the setting and views of nearby listed buildings.

The Committee considered that the potential public benefits of the scheme did not outweigh the less than substantial harm caused to the designated heritage assets that would be affected and

RESOLVED – That the application be refused.

11. ROAD DANGER REDUCTION AND ACTIVE TRAVEL PLAN 2018 -2023

The Committee received the Road Danger Reduction and Active Travel Plan 2018-2023 which had previously be considered by the Streets and Walkways Sub-Committee at it's meeting on 27 February 2018.

The Sub-Committee noted that measures adopted over the last five years for road danger reduction had been successful in delivering an improvement in the casualty rate in the City. However absolute casualty numbers had remained constant due to the rise in the number vulnerable road users. More significant reductions in KSI numbers would require the adoption of new and more radical measures that prioritised active travel and supported Healthy Streets.

Members expressed concern at the statistics and suggested that plans to address this needed to be more ambitious to achieve absolute reductions.

Members recognised that behaviour change was the biggest challenge and stressed the need for active engagement with the community and stakeholders, enforcement, safer freight and trials of temporary closures at high pedestrian routes and times.

Members considered that the Corporation also needed to work more closely with TfL to bring about these changes as many of the danger spots were under its jurisdiction.

RESOLVED – To

- 1) Approve the Road Danger Reduction and Active Travel Plan 2018 - 2023 for public consultation.
- 2) Approve the 2018/19 Work Programme.

12. **FINAL DEPARTMENTAL BUSINESS PLAN 2018/19 - DEPARTMENT OF THE BUILT ENVIRONMENT**

The Committee received the final high-level business plan for the Department of the Built Environment for 2018/19.

RESOLVED – To approve the Department of the Built Environment’s final high-level business plan for 2018/19.

At the end of this item, and in respect of Standing Order No. 40, the Chairman sought the Committee’s consent to extend the meeting to allow for the remaining business to be considered. This was put to the meeting and **AGREED**.

13. **GATEWAY 6 PROGRESS REPORT - BANK ON SAFETY: CONSULTATION FINDINGS**

The Committee received a report of the Director of the Built Environment detailing the consultation results of the Bank on Safety consultations.

Members were advised that of the consultation survey, 45% of respondents supported the experiment as implemented, a further 29% generally supported the scheme but wanted to see changes, and a total 75% of respondents supported or generally supported the experiment.

Members noted that the majority of business and representative group respondents were supportive, including the City Property Association, which represented 150 businesses within the City.

Overall, the most frequent request of a variation in the consultation survey was to allow black cabs through the junction. This was suggested by 12% of the total respondents.

A Member referred to the section of the report summarising feedback from “groups and organisations that the City of London considered to be key stakeholders, or key local occupiers”, and questioned on what basis the Alliance of British Drivers came into this category, and how much weight was given to its representations if it were not a significant body. The Member further

questioned what work was being done in relation to allowing taxis' through the junction.

Officers advised that the views of 'key stakeholders' were to inform debate and would be refuted if necessary. With regard to the further work on access by taxis' to Bank, officers advised that action under urgency had been signed off by Chairman & Deputy Chairman of S&W committee.

The Member replied that he couldn't recall having seen any record or minutes to that effect.

Several Members commented that while the consultation response had been very good, it was important to ensure that the final decision be evidence led and not anecdotal.

The Chairman reported that his commitment o the Bank on Safety scheme would continue unabated.

RESOLVED – That the outcomes of the Bank on Safety Consultation exercise be noted.

14. **GATEWAY 1/2 PROGRESS REPORT - THAMES COURT FOOTBRIDGE**

The Committee received a Gateway ½ Progress report updating on the Thames Court Footbridge Programme.

RESOLVED – That the report be noted.

15. **PUBLIC LIFT UPDATE**

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

The City Surveyor advised that the Millennium Inclinor would be back in service on 16 April.

A Member expressed concern that the lift had been out of service for 3.5 months.

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

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

Questions from Mark Bostock

- 1) Back in February 2017 the Chief Planning Officer, under delegated powers, gave full planning and listed building consent to the refurbishment of the Golden Lane Estate Community Centre. The planning application included in the Planning Statement (item 1.5) the following statement:

'It should be noted that there are no current plans to relocate the Estate Office which is located in Great Arthur House and this does not form part of this application'

It has been brought to my attention that the City of London Housing department now plans to move the estate office into the building. As the Community Centre is class D1 and the Estate Office, attracting full business rates would be class B1 or Sui Generis could you please advise as to whether it is necessary for the City to seek planning and listed building approval for this change of use.

The Chief Planning Officer advised that the Estate Office was not included in the 2017 permission and that she would need to clarify exactly what was proposed before, being able to advise what permissions were necessary and would then contact the member directly.

Mr Harrower then mentioned that as the Golden Lane Estate Community Centre fell within use class D1, and the Estate Office located in Great Arthur House presumably fell within use class B1 or was sui generis, he was not aware of any basis on which the Estate Office could be relocated from Great Arthur House to the Community Centre without an application for planning permission being made to approve a change of use of the Community Centre. This was on basic planning principles, and even without regard being had to the more restrictive rules applying to listed buildings.

He added that in the planning statement made in relation to the application for planning permission for the refurbishment of the Community Centre in February 2017, the Planning Consultant stated that "It should be noted that there are no current plans to relocate the Estate Office which is located in Great Arthur House and this does not form part of this application."

If that relocation had been part of that application, local residents would have had the opportunity to object to it. If the relocation could now be achieved without the need to apply for permission, because an arguable case could be found in planning law that permission was not needed for this change of use, that outcome would have the effect of preventing local residents from having a say in circumstances in which they had previously received an assurance that no relocation was planned.

He asked that if the position as regards the relocation not needing permission was arguable in planning law, the matter be resolved by an application being made in order to respect the democratic process.

The Chairman added that, in this event, the legal position as regards the assurance quoted above should also be considered by the City Solicitor."

- 2) The Government has just published the draft revised National Planning Policy Framework along with the draft Planning Practice Guidance for Viability and I would be interested to know how Members might have some input?

The Chairman advised that Paul Beckett, Policy and Development Director, already had this in hand and would contact him.

Question from Henry Colthurst

- 3) Henry Colthurst referred to previous discussions at the Committee relating to wind measurement on tall buildings. He asked when the promised "before and after construction" wind measurements on 20 Fenchurch St would be made available. Also he drew the attention of the Committee to the impending completion of three tall buildings on Leadenhall Street and Bishopsgate, together with plans for a further four. Given the huge extra footfall that would be generated and possible wind impact for pedestrians from all such buildings he asked when a full update of relevant wind readings would be provided.

Officers advised that a number of extra trees had been planted outside 20 Fenchurch Street and agreed to produce a full report in due course of relevant and predicted readings.

17. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There were no items of urgent business.
18. **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.
19. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
There were no non-public questions.
20. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
None.

The meeting closed at 12.30 pm

Chairman

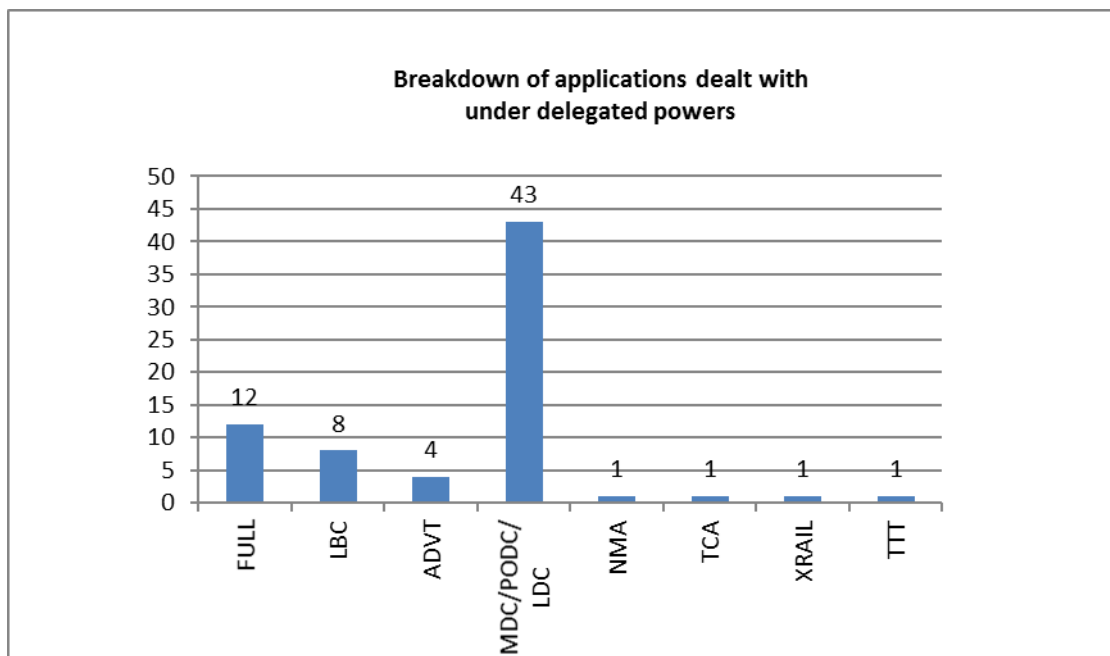
Contact Officer: Amanda Thompson
tel. no.: 020 7332 3414
amanda.thompson@cityoflondon.gov.uk

Committee(s)	Dated:
Planning and Transportation	8 th May 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 71 (Seventy-one) matters have been dealt with under delegated powers. 43 (Forty-three) relate to conditions of previously approved schemes. 8 (Eight) relate to works to listed buildings, 4 (Four) are applications for advertisement consent, and 1 (One) application for trees in a conservation area. 12 (Twelve) applications for development have been approved, including one change of use.



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

LDC - Submission of Details (LBC/CAC)
NMA - Non-Material Amendments
TCA - Trees in a Conservation Area
XRAIL - CrossRail Construction arrangements
TTT - Thames Tideway Tunnel

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
18/00115/FULL Aldgate	Gartmore House 8 Fenchurch Place London EC3M 4AJ	Installation of two air handling units and screening at roof level.	Approved 27.03.2018
18/00265/PODC Aldgate	Mitre Square, International House, Duke's Place, 11 Mitre Street & 1 Mitre Square London EC3	Submission of a Delivery and Servicing Management Plan pursuant to Schedule 3 Clause 16.1 of the Section 106 Agreement dated 09 June 2014 in relation to Planning Permission Ref: 13/01082/FULMAJ.	Approved 05.04.2018
18/00297/MDC Aldgate	52-54 Lime Street & 21-26 Leadenhall (Prudential House), 27 & 27A Leadenhall Street (Allianz Cornhill House) & 34-35 Leadenhall Street & 4-5 Billiter Street (Winterthur House) London, EC3	Details of architectural louvres to ground floor and mezzanine levels pursuant to condition 8(a) [In Part] of planning permission (application no. 14/00027/FULMAJ) dated 30th June 2014.	Approved 17.04.2018
18/00300/MDC Aldgate	52-54 Lime Street & 21-26 Leadenhall Street (Prudential House), 27 & 27A Leadenhall Street (Allianz Cornhill House) And 34-35 Leadenhall Street London, EC3M 7NP	Details of louvres to Billiter Street Annex Building (levels 1-4) pursuant to condition 8(a) [In Part] of planning permission (application no. 14/00027/FULMAJ) dated 30th June 2014.	Approved 17.04.2018

18/00218/MDC Aldgate	61 St Mary Axe, 80-86 Bishopsgate, 12-20 Camomile Street, 15-16 St Helen's Place And 33-35 St Mary Axe (North Elevation Only)	Submission of an Interim Travel Plan pursuant to condition 20 of planning permission dated 30th March 2012 (App No 12/00129/FULL).	Approved 19.04.2018
18/00198/LBC Aldersgate	42 Lauderdale Tower Barbican London EC2Y 8BY	Internal alterations including (i) installation of internal walls to reinstate bedroom four, (ii) relocation of door to bedroom two, and (iii) installation of suspended ceilings throughout.	Approved 17.04.2018
18/00114/MDC Broad Street	19 Great Winchester Street London EC2N 2BH	Particulars and samples of materials and details of external plant, ductwork, terminals and baffles pursuant to condition 6 (a) and (h) of planning permission 15/01052/FULL dated 26.11.15.	Approved 10.04.2018
18/00189/FULL Broad Street	Drapers' Hall Throgmorton Avenue London EC2N 2DQ	Replacement of gantry at second floor level within the internal courtyard.	Approved 10.04.2018
18/00190/LBC Broad Street	Drapers Hall Throgmorton Avenue London EC2N 2DQ	Replacement of gantry at second floor level within the internal courtyard.	Approved 10.04.2018
18/00178/FULL Bridge and Bridge Without	The Parish Church of St Magnus The Martyr Lower Thames Street London EC3R 6DN	Installation of a black metal channel over the north aisle roof.	Approved 10.04.2018
17/01197/MDC Bishopsgate	Site Bounded by Stone House and Staple Hall Bishopsgate Devonshire Row	Submission of details of Construction Logistics Plan demonstrating the management of all freight vehicle movements to and	Approved 12.04.2018

	London EC2	from the site during construction of the development pursuant to Condition 4 of planning permission 14/001151/FULL dated 02.02.2017.	
18/00132/MDC Bishopsgate	133 Middlesex Street London E1 7JF	Submission of details of i) a scheme for protecting nearby occupiers from noise and dust pursuant to condition 2, ii) particulars and samples of materials and details of new windows pursuant to condition 3 (a) and (b), iii) an acoustic report specifying materials and construction methods to minimise noise levels in bedrooms pursuant to condition 4 and 8 of planning permission dated 24/10/2017 (ref: 17/00855/FULL)	Approved 12.04.2018
18/00157/FULL Bishopsgate	Exchange Square London EC2A 2BR	Use of Exchange Square for a temporary art installation.	Approved 12.04.2018
18/00098/ADVT Bishopsgate	Eldon House 2 - 3 Eldon Street London EC2M 7LS	Installation and display of one internally illuminated projecting sign measuring 0.6m wide by 0.43m high displayed at a height of 2.73m above ground floor level.	Approved 16.04.2018
17/00900/MDC Bishopsgate	100 Liverpool Street & 8-12 Broadgate London EC2M 2RH	Details of a Construction Logistics Plan pursuant to condition 8 of planning permission 17/00276/FULL dated 05.06.17.	Approved 17.04.2018
18/00051/MDC Bishopsgate	1 Finsbury Avenue London EC2M 2PA	Submission of 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) louvres; c) external lighting including to the entrances; d) window cleaning system(s); e) landscaping to the external terraces; f) windows and external doors; g) integration	Approved 17.04.2018

		of plant, flues, fire escapes and other excrescences at roof level pursuant to condition 6(a)(part), (b), (c), (d), (e), (f), (g) of planning permission dated 01 June 2017 (ref: 17/00831/FULL).	
18/00052/LDC Bishopsgate	1 Finsbury Avenue London EC2M 2AN	Submission of 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) louvres; c) external lighting including to the entrances; d) window cleaning system(s); e) landscaping to the external terraces; f) windows and external doors; g) integration of plant, flues, fire escapes and other excrescences at roof level pursuant to condition 3(a)(part), (b), (c), (d), (e), (f), (g) of listed building consent dated 28 December 2017 (ref: 17/01130/LBC).	Approved 17.04.2018
18/00155/LBC Bishopsgate	Devonshire Terrace 9 Devonshire Square London EC2M 4WY	Installation of replacement signage.	Approved 19.04.2018
18/00156/ADVT Bishopsgate	Devonshire Terrace 9 Devonshire Square London EC2M 4YF	Installation and display of (i) one internally illuminated projecting sign measuring 0.75m high by 0.75m wide at a height above ground of 2.6m and three internally illuminated fascia signs measuring 0.46m high by 1.53m wide at a height of 2.70m above ground located internally to fanlight glazing above the entrance doors.	Approved 19.04.2018
18/00142/MDC Bassishaw	51 - 55 Gresham Street London EC2V 7EL	Details of soffits, handrails and balustrades and junctions between the base of the building and ground level and adjoining buildings pursuant to	Approved 10.04.2018

		condition 7 (a) [PART] (c) and (d) of planning permission 15/00706/FULMAJ dated 09/06/17.	
18/00147/MDC Bassishaw	Land Bounded by London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2	Acoustic Commissioning Report pursuant to condition 25(a) of planning permission dated 30 June 2014 (ref: 14/00259/FULL).	Approved 10.04.2018
18/00148/MDC Bassishaw	Land Bounded by London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2	Acoustic Commissioning Report pursuant to condition 26(a) of planning permission dated 30 June 2014 (ref: 14/00259/FULL).	Approved 10.04.2018
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.	Approved 29.03.2018

18/00082/FULL Billingsgate	Custom House 20 Lower Thames Street London EC3R 6EA	Works associated with conversion of existing storage area at basement level into new work space; installation of replacement external escape stairs from basement level to ground floor; installation of 11 external condenser units in sunken external gulley pit below ground level at rear of building.	Approved 29.03.2018
18/00235/MDC Billingsgate	Sugar Quay Lower Thames Street London EC3R 6EA	Details of a revised dwelling configuration pursuant to Condition 18 of Planning permission 14/01006/FULMAJ dated 11th May 2016.	Approved 17.04.2018
17/00714/FULL Castle Baynard	Dr Johnson's House 17 Gough Square London EC4A 3DE	Replacement of the obscured glazed panels to the windows at basement level, replacement of the existing door and installation of a ventilation grille and boiler flue on the north elevation.	Approved 27.03.2018
17/00715/LBC Castle Baynard	Dr Johnson's House 17 Gough Square & Curator's Cottage 16 Gough Square London EC4A 3DE	Internal and external alterations to include removal of modern partitions within the Main House and the Curator's Cottage, installation of a new boiler, replacement of obscured glazing panels, replacement of the existing door on the north elevation and associated alterations.	Approved 27.03.2018
18/00195/TTT Castle Baynard	Blackfriars Bridge Structure Blackfriars Bridge London EC4	Partial discharge of Schedule 3 requirement relating to Contaminated Land Technical note (Part 1a) pursuant to BLABF16 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.	Approved 27.03.2018
18/00119/MDC Castle Baynard	75 Shoe Lane & The International Press Centre 76 Shoe Lane & Merchant Centre 1 New Street Square London EC4	Submission of details of the use of Athene Place and paving, levelling and drainage pursuant to Condition 22 and 23 of planning permission 15/01071/FULL dated 13.05.2016.	Approved 29.03.2018

<p>18/00138/FULL Castle Baynard</p>	<p>Hill House 1 Little New Street London EC4A 3TR</p>	<p>External ground floor alterations including the installation of a new access door and upgrading and extension of an existing access ramp, removal of cladding, removal of railings and installation of external boundary planters and alterations to an existing staircase enclosure comprising recladding, new windows and the insertion of a new door.</p>	<p>Approved 06.04.2018</p>
<p>18/00107/MDC Cripplegate</p>	<p>Bernard Morgan House 43 Golden Lane London EC1Y 0RS</p>	<p>Typical Sewer and Vent Connection (dwg no. AL(5)11v Rev C), Basement SVP, RWP and Dry Riser Layout (dwg no. 5097-FHP-X-B2-DR-P-5800 Rev P2), GA Floor Plan - Lower Ground Floor (dwg no. BMH-W1A-ZZ-B1-DR-A-100_0099 Rev A), GA Floor Plan - Ground Floor (dwg no. BMH-W1A-ZZ-GF-DR-A-100_0100 Rev A), GA Floor Plan - Level 01 (dwg no. BMH-W1A-ZZ-01-DR-A-100_0101 Rev B), GA Floor Plan - Level 02 (dwg no. BMH-W1A-ZZ-02-DR-A-100_0102 Rev A), GA Floor Plan - Level 03 (dwg no. BMH-W1A-ZZ-03-DR-A-100_0103 Rev A), GA Floor Plan - Level 04 (dwg no. BMH-W1A-ZZ-04-DR-A-100_0104 Rev A), GA Floor Plan - Level 05 (dwg no. BMH-W1A-ZZ-05-DR-A-100_0105 Rev A), GA Floor Plan - Level 06 (dwg no. BMH-W1A-ZZ-06-DR-A-100_0106 Rev A), GA Floor Plan - Level 07 (dwg no. BMH-W1A-ZZ-07-DR-A-100_0107 Rev A), GA Floor Plan - Level 08 (dwg no. BMH-W1A-ZZ-08-DR-A-100_0108 Rev A), GA Floor</p>	<p>Approved 06.04.2018</p>

		Plan - Level 09 (dwg no. BMH-W1A-ZZ-09-DR-A-100_0109 Rev A), and Lower Ground Floor Drainage Layout (dwg no. 4315-320 Rev T3) pursuant to condition 17 of planning permission dated 30th August 2017 (planning reference 16/00590/FULL).	
18/00131/MDC Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Demolition Method Statement, Greater London Demolition, dated 12th October 2017; Logistics and Traffic Management Plan "CLP", Greater London Demolition, 12th October 2017; Demolition Noise Prediction Report, RBA Acoustics, dated 12th October 2017; and Addendum to Demolition Method Statement, Greater London Demolition, dated 2nd February 2018 pursuant to conditions 4, 5 and 6 of planning permission dated 30th August 2017 (planning reference 16/00590/FULL).	Approved 06.04.2018
18/00188/MDC Cripplegate	Golden Lane Community Centre Golden Lane Estate London EC1Y 0RJ	Detail of copings and flashings pursuant to condition 2 of planning permission dated 29th June 2017 (reference 17/00248/FULL) and condition 2 of listed building consent dated 29th June 2017.	Approved 10.04.2018
18/00270/MDC Cripplegate	City of London School for Girls St Giles' Terrace Barbican London EC2Y 8BB	Details of windows pursuant to condition 2(b) of planning permission 17/00102/FULL and listed building consent 17/00103/LBC dated 06.04.17.	Approved 10.04.2018
18/00032/MDC Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0	Detailed elevations showing movement joints pursuant to condition 20 of planning permission dated 30th August 2017 (planning reference 16/00590/FULL).	Approved 13.04.2018
18/00153/MDC Candlewick	32 Lombard Street London EC3V 9BQ	Submission of details of junctions with adjoining premises pursuant to condition 9(e) of planning	Approved 10.04.2018

		permission dated 21st July 2015 (14/01103/FULL).	
18/00140/XRAIL Coleman Street	Liverpool Street Station Moorgate Ticket Hall London EC2	Details of louvres to Moor House pursuant to condition 1(a) [In Part] of approval under Schedule 7 of Crossrail Act 2008 (application no. 11/00312/XRAIL) dated 28th June 2011.	Approved 17.04.2018
17/00779/MDC Cheap	1-3, 4, 5, 7 & 8 Fredericks Place & 35 Old Jewry London EC2R 8AE	Details of windows pursuant to condition 2(b) [In Part] of listed building consent (application no. 15/01309/LBC) and condition 3(b) [In Part] of planning permission (application no. 15/01308/FULL) both dated 4th October 2016.	Approved 27.03.2018
18/00168/FULL Cheap	7 - 8 Fredericks Place & 35 Old Jewry London EC2R 8AE	Replacement of windows at basement to fourth floor levels with new timber slim double-glazed units and; replacement of two windows on the rear elevation at basement level with metal framed windows.	Approved 12.04.2018
18/00177/LBC Cheap	7 & 8 Frederick's Place & 35 Old Jewry London EC2R 8AB	Replacement of windows at basement to fourth floor levels with new timber slim double-glazed units and; replacement of two windows on the rear elevation at basement level with metal framed windows.	Approved 12.04.2018
18/00012/MDC Cordwainer	1 Poultry London EC2R 8EJ	Particulars and samples of materials and details of atrium lid pursuant to condition 8 (a) and (b) (in part) of planning permission 16/00841/FULL and condition 2 (a) and (b) (in part) of listed building consent 17/00090/LBC dated 17.08.16	Approved 29.03.2018
18/00103/MDC Dowgate	Cannon Green Building 27 Bush Lane & 1 Suffolk Lane London EC4R 0AN	Details of a noise impact assessment pursuant to condition 4(b) of planning permission 16/00102/FULL dated 3 May 2016.	Approved 29.03.2018
18/00291/MDC Dowgate	76 Cannon Street London EC4N 6AE	Submission of an Environmental Noise Survey and Plant Noise Assessment	Approved 17.04.2018

		pursuant to condition 2 of planning permission dated 16/02/2017 (app. no. 16/01300/FULL).	
18/00078/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Details of foundations and piling configuration pursuant to condition 17 of planning permission dated 16th March 2017 (application number 16/00165/FULMAJ)	Approved 27.03.2018
17/00907/MDC Farringdon Within	Fleet Building 40 Shoe Lane And 70 Farringdon Street, Plumtree Court, 42 Shoe Lane, 12 Plumtree Court London EC4A 3AF	Submission of details of the plant room at the south west corner and details of the integration of the window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level pursuant partial discharge of conditions 16 (h) and (j) of planning permission dated 28.10.13 (12/01225/FULEIA).	Approved 29.03.2018
18/00186/MDC Farringdon Within	Creed Court 3 - 5 Ludgate Hill, 1 - 3 Creed Lane And 11 - 12 Ludgate Square, London EC4M 7AA	Submission of a Construction & Demolition Environmental Management Plan pursuant to conditions 2 (Protective Works during Demolition) and 12 (Protective Works during Construction) of planning permission dated 6 October 2017 (ref: 14/00300/FULMAJ).	Approved 29.03.2018
18/00266/PODC Farringdon Within	Creed Court 3 - 5 Ludgate Hill, 1 - 3 Creed Lane And 11 - 12 Ludgate Square, London EC4M 7AA	Submission of a Highway Schedule of Condition Survey pursuant to Schedule 3 Paragraph 7.1 of the Section 106 Agreement dated 06 October 2017 in relation to Planning Permission 14/00300/FULMAJ.	Approved 05.04.2018
18/00285/PODC Farringdon Within	Land Bounded by Charterhouse Street, Lindsey Street, Long Lane and Hayne Street London	Submission of a Schedule of Highway Condition Survey pursuant to Schedule 3, paragraph 7.1 of the Section 106 Agreement dated 07 December 2015 in relation to	Approved 05.04.2018

	EC1	planning permission 13/00605/FULEIA.	
18/00090/MDC Farringdon Within	Central Criminal Court Old Bailey London EC4M 7EH	Submission of details of modifications to plenum walls and air intake reconfiguration at basement level; and, details of all alterations to the existing facade, pursuant to condition 4 (parts f and k) of planning permission 14/00876/FULL dated 20.11.14 and condition 2 (parts f and k) of listed building consent 14/00877/LBC dated 24.12.14.	Approved 06.04.2018
17/01097/ADVT Farringdon Within	14 - 17 Carthusian Street London EC1M 6AD	Installation of: (i) one new internally illuminated canopy measuring 0.25m high by 2.74m wide situated at a height above ground of 3.0m (ii) one internally illuminated sign, located on top of the canopy, measuring 0.43m high by 0.89m wide situated at height above ground of 3.2m (iii) one projecting sign measuring 0.75m high by 0.485m wide situated at a height above ground of 3.8m (iv) one internally illuminated lightbox measuring 0.18m high by 0.70m wide situated at a height above ground of 1.5m.	Approved 10.04.2018
17/01135/FULL Farringdon Within	14 - 17 Carthusian Street London EC1M 6AD	Installation of (i) a new internally illuminated canopy (ii) new timber entrance doors.	Approved 10.04.2018
18/00126/MDC Farringdon Within	Land Bounded by Charterhouse Street, Lindsey Street, Long Lane and Hayne Street London EC1	Submission of a Construction Environmental Management Plan pursuant to condition 2 of planning permission dated 20 January 2016 (Ref: 13/00605/FULEIA).	Approved 10.04.2018

18/00240/MDC Farringdon Within	20 Old Bailey London EC4M 7AN	Submission of details of a post construction BREEAM Assessment pursuant to condition 21 of planning permission dated 30/06/2016 (16/00417/FULL).	Approved 12.04.2018
18/00181/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 a Noise, Dust and Vibration Management Plan in respect of Phase 3 of the Barts Square development pursuant to condition 24 of planning permission dated 16 March 2017 (ref: 16/00165/FULMAJ).	Approved 17.04.2018
18/00268/PODC Farringdon Within	Creed Court 3 - 5 Ludgate Hill, 1 - 3 Creed Lane And 11 - 12 Ludgate Square, London EC4M 7AA	Submission of the Local Training, Skills and Job Brokerage Strategy (Demolition & Construction) pursuant to Schedule 3 Clause 3.2 and 3.7 of the Section 106 Agreement dated 06 October 2017 in relation to Planning Permission 14/00300/FULMAJ.	Approved 17.04.2018
18/00113/MDC Farringdon Without	Dewhurst House 24 - 30 West Smithfield London EC1A 9HB	Details of fume extract arrangements pursuant to condition 13 of planning permission 16/00215/FULMAJ dated 16.11.17.	Approved 10.04.2018
18/00207/TCA Farringdon Without	Henry VIII Gate St Bartholomew's Hospital West Smithfield London	Works to a London Plane tree involving extensive height and spread reduction to facilitate development as detailed on drawings accompanying application 16/01311/FULL.	No objections to tree works - TCA 10.04.2018
18/00222/FULL Farringdon Without	326 - 328 High Holborn London WC1V 7PE	Installation of four A/C condenser units at roof level.	Approved 17.04.2018
17/01146/FULL Farringdon Without	17 Fleet Street London EC4Y 1AA	Change of use at ground floor and basement level from retail (Class A1) to part use as a shop (132sq.m) and part use as an office (79sq.m) (Sui generis) and associated internal works.	Approved 19.04.2018

17/01147/LBC Farringdon Without	17 Fleet Street London EC4Y 1AA	Installation of new internal partition with door and part glass partition at ground floor level, new stud and glazed walls and installation of air conditioning at ground floor level in association with a change of use.	Approved 19.04.2018
18/00129/LBC Farringdon Without	18 - 19 Fleet Street London EC4Y 1AA	Removal of existing copper roof covering and installation of new copper roof and roof insulation; localised Portland stone repairs to the Fleet Street elevation.	Approved 19.04.2018
18/00070/MDC Langbourn	Land Bounded by Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Submission of details of plant noise levels pursuant to condition 32 (c) of planning permission dated 08.02.2016 (ref: 14/00237/FULMAJ).	Approved 29.03.2018
18/00091/MDC Langbourn	Land Bounded by Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Submission of details of lighting to the north/south pedestrian route and central hall and lighting scheme for the roof garden pursuant to condition 18 (h) (in part) of planning permission dated 08.02.2016 (ref: 14/00237/FULMAJ)	Approved 12.04.2018
18/00084/ADVT Tower	America House 2 America Square London EC3N 2LU	Installation and display of: i) one internally-illuminated fascia sign measuring 0.8m in height x 0.76m in width situated at a height of 3.24m above ground level; ii) one halo illuminated wall mounted panel sign measuring 3.22m in height x 1.49m in width situated at a height of 1.77m above ground level; iii) one non-illuminated fascia sign measuring 0.23m in height x 3.07m in width situated at a	Approved 29.03.2018

		height of 2.82m above ground level; iv) one internally illuminated hanging sign measuring 0.65m in height x 0.62m in width situated at a height of 2.73m above ground level; v) one non-illuminated wall mounted plaque sign measuring 0.45m in diameter situated at a height of 104m above ground level; vi) one non-illuminated wall mounted plaque sign measuring 0.6m x 0.6m situated at a height of 1.5m above ground level.	
18/00203/NMA Tower	Emperor House 35 Vine Street London EC3N 2PX	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to vary condition 26 of planning permission dated 9th November 2017 (17/00239/FULMAJ) to allow alterations to: (i) revise the layout of the servicing bay to accommodate the additional substation required by UKPN; (ii) alter the layout of the sixth floor of the building facing Crutched Friars resulting in creation of an additional room; (iii) revise glazing details and other associated external alterations including omission of entrance canopy; (iv) revise the plant and lift overrun design at 7th and 14th floor levels; (v) three additional maintenance doors to non-public areas; (vi) alter the layout of the cycle parking at basement two level; (vii) internal layout alterations.	Approved 29.03.2018
18/00214/LBC Tower	Flat 3, 41 Crutched Friars London EC3N 2AE	Erection of an internal partition within the existing stairwell between 2nd and 3rd floors to unify a remote second bedroom into the existing third floor apartment.	Approved 05.04.2018

18/00027/MDC Tower	76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1A Carlisle Avenue London EC3N 2ES	Details of a Construction Logistics Plan and a scheme for the protection of nearby residents and commercial occupiers from noise, dust and other environmental effects attributable to the development pursuant to conditions 3 and 4 [In Part] of planning permission (application no. 15/00702/FULMAJ) dated 20th January 2016.	Approved 10.04.2018
18/00231/LDC Tower	10 Trinity Square London EC3N 4AJ	Details of windows and glazing to the Tower room pursuant to condition 4(i) [in part] of listed building consent (application no. 14/00778/LBC) dated 16th January 2015.	Approved 12.04.2018
18/00151/PODC Vintry	19 - 20 Garlick Hill London EC2V 2AU	Submission of the Local Training, Skills and Job Brokerage Strategy (End Use) pursuant to Schedule 3 Paragraph 3.6 of the Section 106 Agreement dated 18 June 2015 in relation to Planning Permission Ref: 14/00973/FULMAJ.	Approved 27.03.2018
18/00133/MDC Vintry	19-20 Garlick Hill & 4 Skinners Lane London EC4V 2AS	Details of the position and size of the green roof pursuant to condition 19 of planning permission dated 18 June 2015 (ref: 14/00973/FULMAJ).	Approved 05.04.2018
18/00184/MDC Vintry	19 - 20 Garlick Hill & 4 Skinners Lane London EC4V 2AU	Submission of an Accessibility Management Plan pursuant to condition 8 of planning permission dated 18 June 2015 (ref: 14/00973/FULMAJ).	Approved 17.04.2018

Agenda Item 9

Committee(s)	Dated:
Planning and Transportation	8 th May 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
18/00226/FULL Aldgate	11 Mitre Street, London, EC3A 5BU	Installation of signage totem within the site boundary	06/03/2018
18/00346/FULL Aldgate	Cutlers Exchange, 123 Houndsditch, London, EC3A 7BU	Change of use of the fourth and fifth floors from office (Class B1) to flexible use as education (Class D1) use and/or education/office (Class D1/B1) use and on cessation of the education (Class D1) use to revert to office (Class B1) use (2,139sq.m).	12/04/2018
18/00358/FULLR3 Aldgate	Outside 7 Bury Court, London, EC3A 8FR	Temporary installation of a sculpture, 'The Adventurer' by Gabriel Lester for a period of up to one year, to be taken down on or before 1st June 2019.	16/04/2018
18/00288/FULL Bassishaw	Shelley House, 3 Noble Street, London, EC2V 7EE	Refurbishment of existing building to include; provision of a roof terrace at 12th floor, partial infill of façade on the south east elevation at 11th floor, reconfiguration of the ground floor entrance and provision of bicycle storage at basement level (Total new floorspace 22sq.m GEA).	26/03/2018
18/00161/FULL Bishopsgate	Edward House, 16 - 18 Brushfield	Alterations to existing shopfront comprising (i) Installation of new window and stallriser in lieu of	20/03/2018

	Street, London, E1 6AN	existing door (ii) installation of perforated metal panels at fascia level (iii) Installation of three doors to replace existing single fixed window.	
18/00306/FULL Bishopsgate	Premier Place 2 & A Half, Devonshire Square, London, EC2M 4BA	Alterations to the ground and first floor fenestration, including the installation of a canopy and changes to the office entrance on the corner of Devonshire Place and Barbon Alley. New Secondary Office entrance to Devonshire Place. New landscaping at ground floor and to existing terraces. New entrance to Houndsditch. Increase in height of the plant enclosure by 2.4m and installation of new plant at roof level. Other associated external minor alterations.	04/04/2018
18/00345/FULL Bishopsgate	110 - 114 Middlesex Street, London, E1 7HY	Change of use from office (Class B1) to coffee shop/cafe and office reception (sui generis use) of both ground floor receptions at 112-110 Middlesex Street (total floorspace 137sq.m) and 114 Middlesex Street (total floorspace 59sq.m) and associated alterations to the ground floor façade. Change of use of part ground floor from education use (Class D1) to shop (Class A1) (total floorspace 28sq.m) and creation of a new shop entrance and shopfront. Creation and refurbishment of roof terraces; installation of balustrades and access doors; creation of a ground floor bicycle entrance (from Middlesex Street) to basement bicycle parking and associated facilities. Replacement glazing at ground floor level and painting of the facades.	13/04/2018
18/00353/FULLR3 Bishopsgate	St Botolph Without Bishopsgate Churchyard, London, EC2M 3TL	Temporary installation of a sculpture - 'Untitled 1969' by David Annesley - for a period of up to one year to be taken down on or before 01.06.2019	16/04/2018
18/00249/FULL Broad Street	9 - 10 Tokenhouse Yard, London, EC2R 7AS	Partial demolition of the existing building and redevelopment to provide new office accommodation comprising basement, lower ground, ground and five upper floors with rooftop plant.	14/03/2018

18/00296/FULL Broad Street	Austin Friars House, 2 - 6 Austin Friars, London, EC2N 2HD	Change of use of part basement from office (Class B1) to a flexible use for either office (Class B1) or gymnasium (Class D2) (168sq.m).	07/04/2018
18/00359/FULL Candlewick	19 - 23 St Swithin's Lane, London, EC4N 8AD	Alteration to external pier to enable widening of fire escape exit gate.	16/04/2018
18/00246/FULL Castle Baynard	5 St Bride Street, London, EC4A 4AS	Change of use of the ground floor from office (class B1) to a flexible use for either office (class B1) or financial and professional services (class A2). (40sq.m)	23/03/2018
18/00330/FULL Castle Baynard	111 Fleet Street, London, EC4A 2AB	Change of use of part basement and part ground floor from restaurant (class A3) to fitness studio (class D2). (345sq.m)	05/04/2018
18/00310/FULL Castle Baynard	3 Wine Office Court, London, EC4A 3BY	External alterations comprising the replacement of windows, creation of an additional entrance lobby and WC under the existing external staircase.	09/04/2018
18/00253/FULL Cheap	1-3 Frederick's Place, London, EC2R 8AE	Replacement of windows at basement to fifth floor levels with new timber slim and steel crittal double-glazed units.	15/03/2018
18/00301/FULL Cheap	89-91 Gresham Street & 90 Basinghall Street, London, EC2V 5AY	Refurbishment of 5th floor terrace	28/03/2018
18/00283/FULL Coleman Street	City Point Plaza, Ropemaker Street, London, EC2Y 9HU	Use of the public realm for an open air market one day per week.	23/03/2018
18/00286/FULL Coleman Street	Moor House, 120 London Wall, London, EC2Y 5ET	Application under S.73A of the Town & Country Planning Act 1990 to remove condition 15 of planning permission 02-0797EK dated 10.03.2003 requiring That 'Unless otherwise approved in writing by the Common Council the ground level retail accommodation shall be used only for shop (Use Class A1) purposes'.	23/03/2018
18/00272/FULL Cordwainer	Unit 2A, 1 Poultry, London, EC2R 8EJ	Use of private forecourt for external tables and chairs for use of the ground floor premises in connection with the flexible sui-generis wine bar/cafe/shop use, or for Class A1 (retail) use.	21/03/2018

18/00251/FULL Cornhill	The Counting House, 50 Cornhill, London, EC3V 3PD	Change of use at second, third and fourth floors from private members' club and accommodation ancillary to the Class A4 public house to a mixed use comprising public house and hotel bedrooms (sui generis) and associated external plant.	10/04/2018
18/00352/FULLR3 Cornhill	Outside 99 Bishopsgate, London, EC2M 3XD	Temporary installation of a sculpture - 'Pepper Rock' by Richard Rome - for a period of up to one year to be taken down on or before 01.06.2019.	16/04/2018
18/00313/FULL Farringdon Within	37 Cloth Fair, London, EC1A 7JQ	Installation of a two storey rear extension (14sq.m).	13/04/2018
18/00223/FULL Farringdon Without	326 - 328 High Holborn, London, WC1V 7PE	Installation of new shopfront including two new ATMs and an entrance ramp.	23/03/2018
18/00348/FULL Langbourn	21 Lime Street, London, EC3M 7HB	The use of part of the private roadway for the placing out of tables and chairs associated with the adjacent retail unit (10.8sq.m)	12/04/2018
18/00354/FULLR3 Langbourn	Cullum Street, London, EC3M 7JJ	Temporary installation of a sculpture, 'Perceval' by Sarah Lucas - for a period of up to one year to be taken down on or before 01.06.2019.	16/04/2018
18/00357/FULLR3 Lime Street	Adjacent To, 1 Undershaft, London, ECP 3DQ	Temporary installation of a sculpture, 'Body, Guyancourt, October 2011' by Jean-Luc Moulene, for a period of up to one year to be taken down on or before 01.06.2019.	16/04/2018
18/00213/FULL Walbrook	27 - 32 Old Jewry, London, EC2R 8DQ	Application under S73 of the Town and Country planning Act 1990 (as amended) to remove conditions 10 (waste collection hours), 12 (hours of servicing) and 13 (servicing management plan duplicate) and vary conditions 6 (plant noise), 7 (servicing management plan) and 16 (approved drawings) of planning permission dated 19/07/2016 (app. no. 16/00076/FULL).	04/04/2018

Committee:	Date:
Planning and Transportation	9 April 2018
Subject: 35 Furnival Street London EC4A 1JQ Erection of a single storey rear extension to Flat 9 at 3rd floor level and installation of replacement balustrading.	Public
Ward: Farringdon Without	For Decision
Registered No: 14/01173/FULL	Registered on: 8 December 2014
Conservation Area: Chancery Lane	Listed Building: No

Summary

Planning permission is sought for the erection of a single storey extension to Flat 9 at the third floor level of 35 Furnival Street along with the installation of replacement balustrading. The extension would be built on top of part of an existing amenity terrace situated on the flat roof of an existing projection at the rear of the property.

63 objections have been received from 31 residents and / or their representatives regarding the proposed development over four separate consultations. The objections include the impact of the development on the character of the existing building and residential amenity, including loss of daylight and sunlight, loss of privacy from increased overlooking and disruption from construction works.

The proposed extension is considered to be acceptable in terms of its massing and design and would not detract from the character of the building or the character and appearance of the Chancery Lane Conservation Area.

The daylight and sunlight study submitted with the application demonstrates that the majority of neighbouring properties would not experience noticeable reductions in daylight and sunlight as a result of the proposed development.

Whilst there would be a very small number of impacts on daylight and sunlight as a result of the development, the overall impact is considered to be acceptable given the densely developed urban nature of the site.

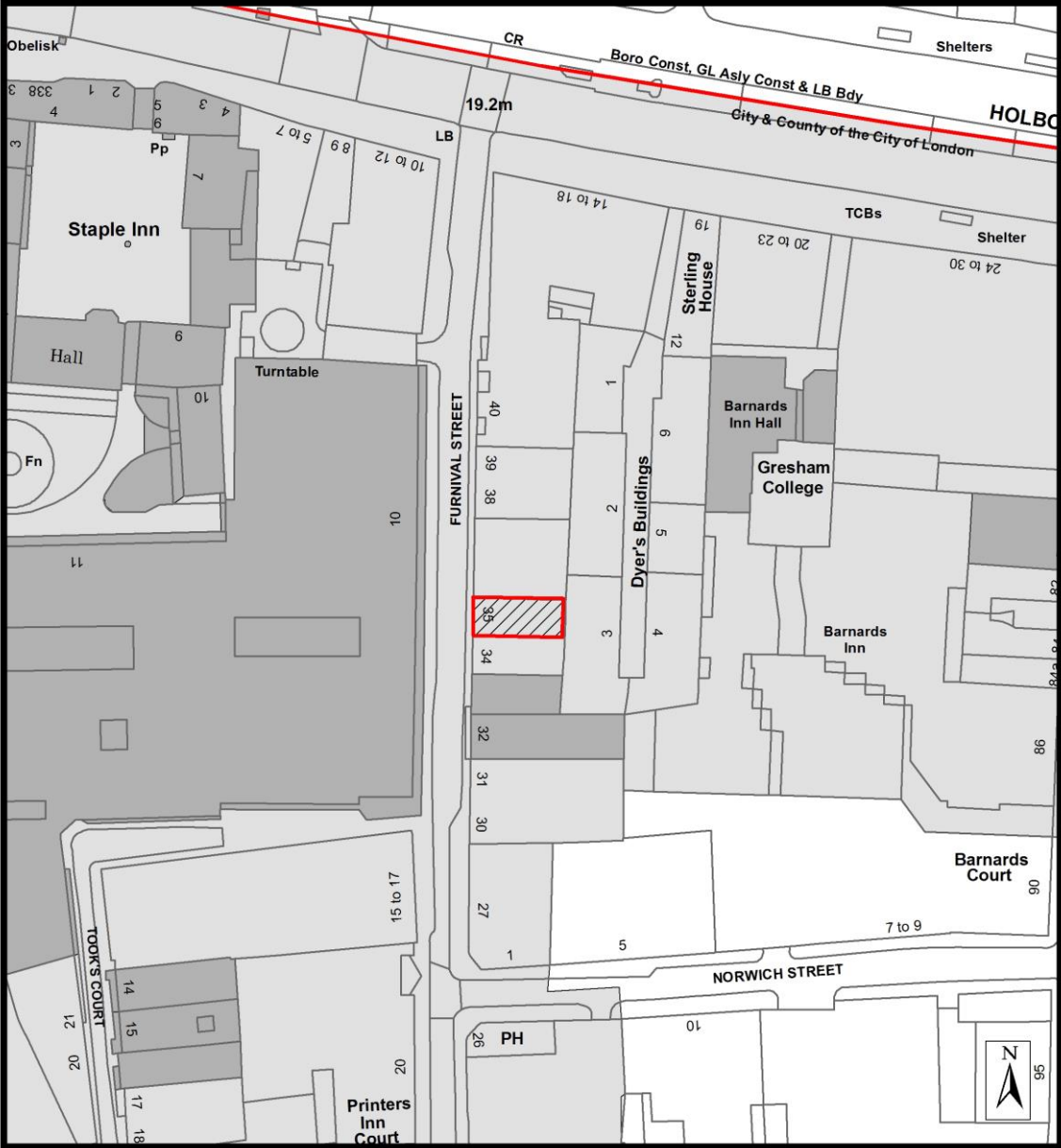
The proposed development would not adversely impact on privacy or increase the level of overlooking over and above the existing situation.

The proposal is considered to be acceptable and to be in substantial compliance with the guidance in the NPPF and the policies of Local Plan.

Recommendation

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


Site Location Plan



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ADDRESS:
35 Furnival Street

CASE No.
14/01173/FULL

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



DEPARTMENT OF THE BUILT ENVIRONMENT



Front Elevation Looking North-East



Terrace Looking Northeast



Terrace Looking West

Main Report

Site

1. The application property is a third floor flat within an eight-storey residential block at 34 - 35 Furnival Street. The site is on the east side of Furnival Street within the Chancery Lane Conservation Area.
2. Immediately to the north of the site is Aston House, 36 - 37 Furnival Street, a four-storey plus double mansard residential block comprising 9 apartments. Immediately to the east of the site is 2 - 3 Dyers Buildings, which is part of 1 - 6 Dyers Buildings that is currently being developed to provide 35 residential apartments (planning reference: 11/00885/FULMAJ).
3. Immediately to the south of the site is 33 Furnival Street, a four-storey building that is currently in office use. It was originally built in the 18th Century and is Grade II listed.
4. To the west of the site, on the other side of Furnival Street is Chancery Exchange, 10 Furnival Street, a five-storey building comprising serviced office accommodation across large floorplates. The building is listed Grade II*.

Relevant Planning History

5. Planning permission was granted on 18 January 1994 for the "Erection of an eight-storey residential block comprising 12 flats & 4 maisonettes" at 34 - 35 Furnival Street (ref: 4051E).
6. Planning permission was subsequently granted on 22 November 1999 for the "Retention under section 73 of the Town and Country Planning Act 1990 of development comprising 12 residential flats and 4 maisonettes (Class C3) with a permanent option to use any of the residential units as temporary sleeping accommodation for periods of less than 90 consecutive nights. (Amendment to planning permission 93-4051E dated 15th January 1994)" (ref: 4051H).
7. Planning Permission was granted on 01 July 2013 for the "Change of use from office (Use Class B1) to residential (Use Class C3), erection of a three storey infill extension and erection of part single storey and part two storey mansard roof extension to provide 35 apartments, together with associated works" at 1 - 6 Dyers Buildings (ref: 11/00885/FULMAJ). The planning permission has been implemented and the development is near completion.

Proposal

8. Planning permission is sought for the erection of a single storey rear extension to Flat 9 at third floor level and the installation of replacement balustrading.
9. The extension would be built on top of an existing amenity terrace situated on the flat roof of an existing projection at the rear of the property. The extension would be 1.5m deep, leaving a 1.1m deep

amenity terrace. The reduced terrace would be enclosed by new glass balustrading.

Consultations

10. The application has been advertised on site and in the local press. The residential premises of 34 - 35 Furnival Street and Aston House 36 - 37 Furnival Street have been individually consulted.
11. There have been four separate consultations in respect of the application. The application was first consulted on in December 2014. A second consultation was undertaken in February 2015 following an amendment to the floor level details following a correction to an error in the architect's drawings.
12. A third consultation was undertaken in August 2015 following a reduction in the bulk of the proposed extension and the submission of a new daylight and sunlight study undertaken by a RICS accredited daylight and sunlight consultant. The original daylight and sunlight assessment submitted with the application was reviewed by Paul Littlefair of the Building Research Establishment (BRE) who advised that the assessment was based on an incorrect methodology.
13. The fourth consultation was undertaken in May 2017 following the submission of an updated daylight and sunlight study, which incorporated an assessment of the cumulative impacts of the both the proposed development and the adjacent recent development at 1 - 6 Dyers Buildings.
14. A total number of 63 objections have been received across the four consultations periods (17 in December 2014; 9 in February 2015; 18 in August 2015; 19 in 2017) from 31 residents. The objections are summarised in the table below:

Topic	Objection
Residential Amenity	<ul style="list-style-type: none"> • The proposed development would adversely impact the daylight and sunlight received by neighbouring residential properties. • The accuracy of the daylight and sunlight study submitted with the application is questionable. • The development would result in greater overlooking and lead to a loss of privacy for neighbouring residential occupiers. • The implementation of the development would result in construction noise, disturbance and disruption to the detriment of occupiers of 34-35 Furnival Street.
Design	<ul style="list-style-type: none"> • The development would interfere with the character of the property. • The proposed extension represents overdevelopment. • The development would set a precedent for further extensions to the building and neighbouring buildings.

Other Non-Planning Considerations	<ul style="list-style-type: none"> • There has been no assessment of the existing building's load bearing capacity. • The proposed development contravenes the terms of the building's lease. • The development would result in a reduction in neighbouring property values.
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Policy Context

15. The development plan consists of the London Plan, the Draft London Plan (out for consultation) and the Local Plan. The London Plan, and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix B to this report. Relatively little weight should be afforded to the Draft London Plan as it is at an early stage prior to adoption, following consultation.
16. Government Guidance is contained in the National Planning Policy Framework (NPPF).

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 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);
 - 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).
18. The NPPF states at paragraph 14 that “at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.....For decision-taking this means: approving development proposals that accord with the development plan without delay...” It further states at Paragraph 2 that:

“Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise’.

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 views of both statutory and non-statutory consultees.
20. The principal issues in considering this application are:
 - The design and appearance of the proposed extension and its impact on the Chancery Lane Conservation Area and the setting of nearby listed buildings; and
 - The impact of the extension on residential amenity, including daylight and sunlight and privacy and overlooking.

Design and Heritage

21. The proposed extension would be faced in brickwork to match the adjacent existing brickwork. There would be new white polyester powder coated aluminium patio doors to the amenity terrace and a new white painted timber sash window facing the existing lightwell to match adjacent windows. The roof to the extension would be finished in a pitched membrane cover.
22. The extension and balustrading would be set back by 0.5m from the sides of the existing rear projection.
23. The extension would not be visible from the public realm. It would be seen from the rear of the properties at 1 – 6 Dyers Buildings and 36 – 37 Furnival Street.
24. The detailed design and materials are considered to complement the character of the existing building and would not detract from the character and appearance of the Chancery Lane Conservation Area or the setting of the Grade II Listed 33 Furnival Street.

Daylight and Sunlight

25. 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 the 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.
26. Paragraph 3.10.41 of the Local Plan states when considering proposed changes to existing lighting levels, the City Corporation will take into account the cumulative effect of development proposals.
27. The BRE guidelines consider a number of factors in measuring the impact of development on daylight and sunlight on existing dwellings:
 - 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.

Daylight and Sunlight Assessment

28. The application is supported by a daylight and sunlight study, which has assessed the impact of the proposed development on the daylight and sunlight received by the neighbouring residential properties at 34 - 35 Furnival Street and Aston House, 36 - 37 Furnival Street.
29. The study also includes an assessment of the impact of the proposed development, the recent development at 1 - 6 Dyers Buildings (planning reference: 11/00885/FULMAJ) and the cumulative impact of both developments on neighbouring residential properties.

Daylight Assessment Results

Impact of Proposed Development

30. The assessment of the impact of the proposed development on the daylight received by the windows of neighbouring residential properties indicate that all windows would pass the BRE's Vertical Sky Component (VSC) test as no windows would experience a reduction in daylight greater than the 20% BRE threshold that is considered to be noticeable.

31. The daylight distribution (NSL) analysis indicates that no rooms in the neighbouring properties would experience a noticeable loss in the area in which there would be a view of the sky, as any reductions in the no sky line would be within the 20% BRE threshold that is considered to be noticeable.

Cumulative Impact Assessment

32. The cumulative impact assessment indicates that nine of the 30 windows assessed for VSC in 34 - 35 and 36 - 37 Furnival Street would not achieve BRE compliance as a result of the impact of both the proposed development and the development at 1 - 6 Dyers Buildings.
33. Five out of the 11 windows assessed in 34 - 35 Furnival Street (windows 76, 77, 80, 81, 84) would experience daylight reductions between 23% and 37% as result of the cumulative impact of both the proposed development and the development at 1 - 6 Dyers Buildings. The reductions in daylight to windows attributable to the proposed development would be between zero and 17%.
34. Four out of the 19 windows assessed in 36 - 37 Furnival Street (windows 15, 16, 17 and 18) would experience daylight reductions between 25% and 31% as result of the cumulative impact of both the proposed development and the development at 1 - 6 Dyers Buildings. The reductions in daylight to windows attributable to the proposed development would be between 3% and 10%.
35. The cumulative impact assessment indicates that five out of the 18 rooms assessed for daylight distribution (NSL) in 34 - 35 and 36 - 37 Furnival Street would not achieve BRE compliance as result of the impact of both the proposed development and the development at 1 - 6 Dyers Buildings.
36. The reductions in daylight distribution in the five affected rooms would be between 33% and 71%. The reductions attributable to the proposed development would be between 2% and 6, which would not be considered noticeable (below 20%).

Sunlight Assessment Results

Impact of Proposed Development

37. The results of the assessment of the impact of the proposed development on the sunlight received by the windows of neighbouring residential properties indicate that two out of the 26 windows assessed for annual probable sunlight hours (APSH) would not achieve BRE compliance.
38. Both windows 15 and 16 in 36 - 37 Furnival Street, which serve a living room, would experience a 5% reduction in the annual probable sunlight that they currently receive; window 15 would experience a reduction in APSH from 5% to 0%; window 16 would experience a reduction from 10% to 5%. Whilst these reductions are a large proportion of the windows' existing sunlight levels (100% and 50% respectively) the reductions are marginally in excess of the 4% technical threshold set by in the BRE guidelines. It is also noted that the windows affected

serve a living room, which is served by two further windows (windows 17 and 18), which would experience a 1% reduction in annual probable sunlight hours as a result of the proposed development.

Cumulative Impact Assessment

39. The cumulative impact assessment results indicate that three out of the 26 windows assessed for APSH in 34 - 35 and 36 - 37 Furnival Street would not achieve BRE compliance as a result of the impact of both the proposed development and the development at 1 - 6 Dyers Buildings.
40. In 34 - 35 Furnival Street, window 81 would experience a 38% reduction in APSH (from 21% to 13%). It should be noted that the whole of this reduction is attributable to the approved development at 1 - 6 Dyers Buildings; there would be no further reduction in the sunlight received by this window as a result of the proposed development.
41. In 36 - 37 Furnival Street both windows 15 and 16 would again experience a 5% reduction in APSH, with 5% and 3% respectively attributable to the proposed development. In the cumulative development scenario windows 17 and 18, which serve the same living room as windows 15 and 16, would experience reductions in APSH of 2% and 3% respectively. However, these reductions are technically in compliance with the BRE guidelines as they are below 5%.

Daylight and Sunlight Conclusions

42. The daylight and sunlight study submitted with the application indicates that the proposed development would not have a noticeable impact on the daylight received by the neighbouring residential properties at 34 - 35 and 36 - 37 Furnival Street.
43. Whilst two out of the 26 windows assessed for sunlight in the neighbouring residential properties would not achieve BRE compliance, it is noted that the reductions would be marginally in excess of the technical threshold set by the BRE, and that the two windows would serve a room served by two further windows.
44. As would be expected, the cumulative impact assessment indicates that the neighbouring properties would experience greater reductions in daylight and sunlight as a result of the proposed development and the recent development at 1 - 6 Dyers Buildings. However, it is noted that all the reductions in daylight attributable to the proposed development would be within the 20% BRE threshold and thus not noticeable.
45. Overall, the daylight and sunlight impact on neighbouring properties is 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.

Privacy and Overlooking

46. Local Plan Policy DM21.3 'Residential Environment' requires developments to be designed to avoid overlooking and to seek to protect the privacy of neighbouring occupiers. The application property includes an existing amenity terrace, which the proposed extension

would partially replace. The proposed extension would not result in greater overlooking than the existing situation and is considered to be acceptable in privacy and overlooking terms.

Other considerations

47. Representations have been received raising concerns about the effect of construction works associated with the proposed development. The proposed extension would be a relatively small development at 1.5m deep and would not require the submission of scheme for protecting nearby residents from noise, dust and other environmental factors.
48. Concerns have been raised regarding the load bearing capacity of the existing projection at the rear of the building on which the extension would be built. Whilst this is clearly an important matter it is not a material planning consideration.
49. Concerns raised regarding the impact of the proposed development on the value of neighbouring properties and the contravention of the terms of the building's lease are not material planning considerations.

Conclusions

50. The proposed third floor extension is acceptable in terms of its massing and design and would not detract from the character of the building. It would preserve the character and appearance of the Chancery Lane Conservation Area and would not detract from the setting of the Grade II Listed 33 Furnival Street.
51. The daylight and sunlight study submitted with the application demonstrates that the majority of neighbouring properties would not experience noticeable reductions in daylight and sunlight as a result of the proposed development.
52. Whilst there would be a very small number of impacts on daylight and sunlight as a result of the development, the impact is considered to be acceptable given the densely developed urban nature of the site.
53. The proposed development would not adversely impact on privacy or increase the level of overlooking over and above the existing situation.
54. The proposal is in substantial compliance with the guidance in the NPPF and the policies of the Local Plan.

Background Papers

Residents' Objections

December 2014 Consultation Responses (17 objectors)

E-mail 22 December 2014 Chloe Nash
Online 23 December 2014 Mr Dan Burgess
Online 23 December 2014 Mr Val-Daniel Geary
Online 24 December 2014 Mr Mathieu Fourny
Online 26 December 2014 Mr Fraser Ashman
Online 29 December 2014 Mrs Nina Keay
Online 30 December 2014 Mrs Lisa May
Online 31 December 2014 Ms Yanming Bay
Online 31 December 2014 Mr Milos Cukovic
Online 01 January 2015 Ms Lisa Zazzera-Vryzakis
Online 02 January 2015 Ms Lidia Zazzera
Online 03 January 2015 Mrs Joanne Santa Maria
Online 04 January 2015 Mrs Giuliana Birri
Online 05 January 2015 Mr Nigel May
Online 05 January 2015 Mr Tony Ng
Online 06 January 2015 Lord John Krebs
Online 14 January 2015 Miss Chloe Nash
Online 15 January 2015 Dr Susan Scott

February 2015 Consultation Responses (9 objectors)

Online 16 February 2015 Mr Mathieu Fourny
E-mail 19 February 2015 Stephen and Poppy Newton
Online 20 February 2015 Mr & Mrs Fraser and Sandra Ashman
Online 23 February 2015 Mr Val-Daniel Geary
Online 24 February 2015 Mr Nigel May
Online 24 February 2015 Mr Mathieu Fourny
Online 03 March 2015 Mr Mathieu Fourny
Online 03 March 2015 Mr Walter Scott
Online 03 March 2015 Miss Lidia Zazzera
Online 05 March 2015 Mr Milos Cukovic
Online 06 March 2015 Ms Yanming Bay

August 2015 Consultation Responses (18 objectors)

E-mail 15 August 2015 Stephen and Poppy Newton
Online 17 August 2015 Ms Lidia Zazzera
Online 18 August 2015 Mr Mathieu Fourny [part 1]
Online 18 August 2015 Mr Mathieu Fourny [part 2]
Online 20 August 2015 Mrs Eleanor Byrne
Online 21 August 2015 Ms Yanming Bay
Online 23 August 2015 Dr Yuk Wah Chan
Online 23 August 2015 Mr Val-Daniel Geary
Online 27 August 2015 Mr Duncan Ashman
Online 27 August 2015 Mr Nigel May
Online 29 August 2015 Mrs Lisa May
Online 30 August 2015 Mr Milos Cukovic

Online 31 August 2015 Mrs Giuliana Birri
Online 03 September 2015 Miss Chloe Nash
Online 04 September 2015 Lord John Krebs
Online 04 September 2015 Mrs Elizabeth Speirs
Online 09 September 2015 Mrs Joanne Santa Maria
Online 09 September 2015 Mr Stephen Newton
Online 13 September 2015 Mr Tony Ng
Online 04 October 2015 Miss Chloe Nash

May 2017 Consultation Responses (19 objectors)

Online 25 May 2017 Mrs Giuliana Birri
Online 26 May 2017 Mr Iain Allison
Online 27 May 2017 Dr Susan Scott
Online 29 May 2017 Mrs Nina Keay
Online 30 May 2017 Mrs Eleanor Byrne
Online 31 May 2017 Mr Mathieu Fourny [1/2]
Online 31 May 2017 Mr Mathieu Fourny [2/2]
Online 31 May 2017 Mr Bharat Mekani [1/2]
Online 31 May 2017 Mr Bharat Mekani [2/2]
Online 31 May 2017 Mr Nigel May
E-mail 02 June 2017 Stephen Newton
E-mail 02 June 2017 Lidia Zazzera
Online 02 June 2017 Mrs Joanne Santa Maria
Online 03 June 2017 Ms Jane Richards
Online 03 June 2017 Miss Grace Chan
Online 03 June 2017 Dr Karen Chan
Online 04 June 2017 Mr Milos Cukovic
E-mail 04 June 2017 Professor Lord John Krebs
Online 06 June 2017 Ms Yanming Bay
Online 07 June 2017 Mrs Coralie Murphy
Online 08 June 2017 Miss Chloe Nash

Application Documents

Existing Drawings and Site Photographs Vesica Design
Design & Access Statement Vesica Design
Mitigating Statement to Objections January 2015 Lisa Dickenson
Daylight and Sunlight Study 15 December 2017 Right of Light Consulting

Appendix A

London Plan Policies

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

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

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.

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.

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.

CS21 Protect and provide housing

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

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.

SCHEDULE

APPLICATION: 14/01173/FULL

35 Furnival Street London EC4A 1JQ

Erection of a single storey rear extension to Flat 9 at 3rd floor level and installation of replacement balustrading.

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 The 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 Location Plan, Drawing Nos. 52/07 Rev C, 52/08 Rev D, 52/09 Rev D, 52/10 Rev E, 52/11 Rev D.
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

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

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

a full pre application advice service has been offered;

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

Background Papers

Representations

E-mail 22 December 2014 Chloe Nash
Online 23 December 2014 Mr Dan Burgess
Online 23 December 2014 Mr Val-Daniel Geary
Online 24 December 2014 Mr Mathieu Fourny
Online 26 December 2014 Mr Fraser Ashman
Online 29 December 2014 Mrs Nina Keay
Online 30 December 2014 Mrs Lisa May
Online 31 December 2014 Ms Yanming Bay
Online 31 December 2014 Mr Milos Cukovic
Online 01 January 2015 Ms Lisa Zazzera-Vryzakis
Online 02 January 2015 Ms Lidia Zazzera
Online 03 January 2015 Mrs Joanne Santa Maria
Online 04 January 2015 Mrs Giuliana Birri
Online 05 January 2015 Mr Nigel May
Online 05 January 2015 Mr Tony Ng
Online 06 January 2015 Lord John Krebs
Online 14 January 2015 Miss Chloe Nash
Online 15 January 2015 Dr Susan Scott
Online 16 February 2015 Mr Mathieu Fourny
E-mail 19 February 2015 Stephen and Poppy Newton
Online 20 February 2015 Mr & Mrs Fraser and Sandra Ashman
Online 23 February 2015 Mr Val-Daniel Geary
Online 24 February 2015 Mr Nigel May
Online 24 February 2015 Mr Mathieu Fourny
Online 03 March 2015 Mr Mathieu Fourny
Online 03 March 2015 Mr Walter Scott
Online 03 March 2015 Miss Lidia Zazzera
Online 05 March 2015 Mr Milos Cukovic
Online 06 March 2015 Ms Yanming Bay
E-mail 15 August 2015 Stephen and Poppy Newton
Online 17 August 2015 Ms Lidia Zazzera
Online 18 August 2015 Mr Mathieu Fourny [part 1]
Online 18 August 2015 Mr Mathieu Fourny [part 2]
Online 20 August 2015 Mrs Eleanor Byrne
Online 21 August 2015 Ms Yanming Bay
Online 23 August 2015 Dr Yuk Wah Chan
Online 23 August 2015 Mr Val-Daniel Geary
Online 27 August 2015 Mr Duncan Ashman
Online 27 August 2015 Mr Nigel May
Online 29 August 2015 Mrs Lisa May
Online 30 August 2015 Mr Milos Cukovic
Online 31 August 2015 Mrs Giuliana Birri
Online 03 September 2015 Miss Chloe Nash
Online 04 September 2015 Lord John Krebs
Online 04 September 2015 Mrs Elizabeth Speirs
Online 09 September 2015 Mrs Joanne Santa Maria
Online 09 September 2015 Mr Stephen Newton
Online 13 September 2015 Mr Tony Ng

Online 04 October 2015 Miss Chloe Nash
Online 25 May 2017 Mrs Giuliana Birri
Online 26 May 2017 Mr Iain Allison
Online 27 May 2017 Dr Susan Scott
Online 29 May 2017 Mrs Nina Keay
Online 30 May 2017 Mrs Eleanor Byrne
Online 31 May 2017 Mr Mathieu Fourny [1/2]
Online 31 May 2017 Mr Mathieu Fourny [2/2]
Online 31 May 2017 Mr Bharat Mekani [1/2]
Online 31 May 2017 Mr Bharat Mekani [2/2]
Online 31 May 2017 Mr Nigel May
E-mail 02 June 2017 Stephen Newton
E-mail 02 June 2017 Lidia Zazzera
Online 02 June 2017 Mrs Joanne Santa Maria
Online 03 June 2017 Ms Jane Richards
Online 03 June 2017 Miss Grace Chan
Online 03 June 2017 Dr Karen Chan
Online 04 June 2017 Mr Milos Cukovic
E-mail 04 June 2017 Professor Lord John Krebs
Online 06 June 2017 Ms Yanming Bay
Online 07 June 2017 Mrs Coralie Murphy
Online 08 June 2017 Miss Chloe Nash

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Committee:	Date:
Planning and Transportation	8 May 2018
Subject: 3 - 4 Bartholomew Place London EC1A 7HH Demolition of existing light industrial building, Class B1(c) and redevelopment to provide a seven-storey building (Basement, Ground and five upper floors) to create nine residential units (Class C3), including terraces at lower ground floor level, lightwells and associated works. (674sq.m)	Public
Ward: Farringdon Within	For Decision
Registered No: 17/00875/FULL	Registered on: 22 November 2017
Conservation Area: Smithfield	Listed Building: No

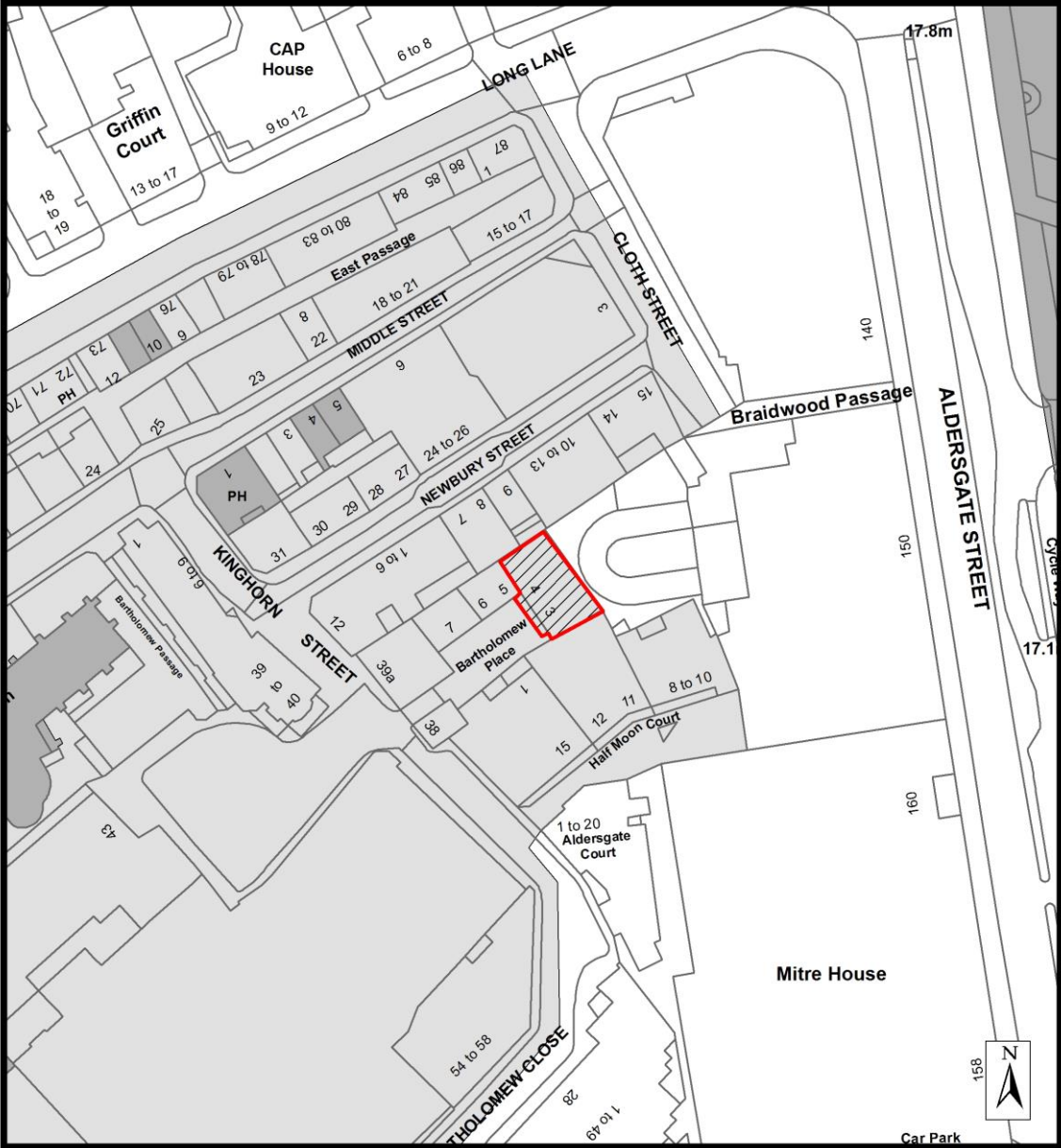
Summary

Planning permission is sought for the demolition of existing light industrial building, Class B1 (c) and redevelopment to provide a seven-storey building (Basement, Ground and five upper floors) to create nine residential units (Class C3), including terraces at lower ground floor level, lightwells and associated works. (674sq.m). The scheme would provide five studio flats and four two-bedroom units, the two-bedroom units would be duplex units set over two floors. 13 cycle parking spaces are proposed at ground floor level. The proposed building would contribute to the overall mix of uses in the locality and would provide new residential accommodation. The design of the proposed building would have a positive relationship with adjacent buildings and would further enhance the character and appearance of this part of the Smithfield Conservation Area. Two letters of support and 13 objections have been received from nearby residents, commercial occupiers and statutory consultees.

Recommendation

- (a) Planning permission be granted for the above proposal in accordance with the details set out in the attached scheduled.
- (b) That your Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations".


Site Location Plan



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ADDRESS:
3-4 Bartholomew Place

CASE No.
17/00875/FULL

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



DEPARTMENT OF THE BUILT ENVIRONMENT



Rear Facade



Front Facade

Main Report

Site

1. The site is located within the Smithfield area at the eastern end of Bartholomew Place, a small tightly enclosed courtyard accessed from Bartholomew Close and Kinghorn Street.
2. The existing building covers most of the site along with a small vacant area of land to the north west. The total site area is approximately 0.01ha/127sq.m. The existing building has four-storey's, basement, ground and two upper floors, accessed at ground floor level from Bartholomew Place. The property is currently vacant and has been since June 2017. The building has a lawful use as light industrial, which falls within Class B1(c) use.
3. The site is in the Smithfield Conservation Area, characterised by its historic street pattern and mix of historical and post war buildings. To the rear of the site is a rotunda access to private car parking for 150 Aldersgate Street.
4. The site is within 'The North of the City' as defined by Local Plan policy CS5. Uses in the surrounding area are mixed and include St Bartholomew's Hospital, smaller scale retail and residential uses, as well as offices. The closest residential properties are located at 1-3 Newbury Street and 10 -13 Newbury Street.

Relevant Planning History

5. Planning permission was granted on 01.10.09 for '(i) Change of use from light industrial use (Class B1) to residential use (Class C3) at basement, ground, first and second floor levels (204sq.m). (ii) extensions at roof level, rear and side of building for residential (Class C3) use. (Total: 173sq.m)'. (08/00721/FULL).
6. Planning permission was granted on 25.09.12 for 'Replacement of extant planning permission (08/00721/FULL) dated 01/10/09 to extend the time limit for implementation of (i) Change of use from Light Industrial use (Class B1) to Residential use (Class C3) at basement, ground, first and second Floor levels (204sq.m). (ii) Extension at Roof level, Rear and side of Building for Residential (Class C3) use. (Total 173sq.m). (12/00764/FULL)

Proposal

7. Demolition of existing light industrial building (Class B1) and redevelopment to provide a seven-storey building (Basement, Ground and five upper floors) to create nine residential units (Class C3), including terraces at lower ground floor level, lightwells and associated works. (674sq.m).
8. The scheme would provide five studio flats and four two-bedroom units, the two-bedroom units would be duplex units set over two floors. 13 cycle parking spaces are proposed at ground floor level.

Consultations

9. The application has been advertised on site and in the local press. The residential premises of 1-3 Newbury Street, 10-13 Newbury Street, 30 Bartholomew Close, 39-40 Bartholomew Close, 7 Kinghorn Street, 43 Bartholomew Close, 1 Middle Street, 5 Cloth Street and 4 Middle Street have been individually consulted.
10. There have been three separate consultations in respect of the application. The application was first consulted on in September 2015. A second consultation was undertaken in November 2017 following an amendment to the location plan. A third consultation was undertaken in March 2018 following the review of the original daylight and sunlight assessment, submitted with the application, by Paul Littlefair of the Building Research Establishment (BRE).
11. The views of other City of London departments have been considered in the preparation of this redevelopment scheme.
12. Historic England has advised that it does not wish to offer any comments.
13. The City of London Conservation Area Advisory Committee raised no objections.
14. The Victorian Society consider that the existing building contributes to the character of Bartholomew Place and the Smithfield Conservation area and object to the total demolition of the building. In addition, 12 letters of objection have been received from nearby residents and commercial occupiers. Two letters of support have been received.
15. The grounds of the objections are outlined in the table below with the correspondence set out in the appendix:

Topic	Objection
Residential Amenity	<ul style="list-style-type: none"> • The proposed development would adversely impact on the daylight and sunlight received by neighbouring residential properties. • The development would result in greater overlooking and lead to a loss of privacy for neighbouring residential occupiers. • The implementation of the development would result in construction noise, disturbance and disruption.
Design	<ul style="list-style-type: none"> • The development is too large and would be detrimental to the character of the conservation area. • The existing building of sufficient quality to be retained.
Courtyard	An objector states that the existing ownership of the courtyard adjacent to the site is unknown and planning

	<p>permission should not be granted for the proposed development until this is established. However, the courtyard does not form part of the development site and issues of ownership are not planning matters.</p>
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Policy Context

16. The development plan consists of the London Plan, the Draft London Plan (out for consultation) and the Local Plan. The London Plan, and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix B to this report. Relatively little weight should be afforded to the Draft London Plan as it is at an early stage prior to adoption, following consultation.
17. Government Guidance is contained in the National Planning Policy Framework (NPPF).

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 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).
19. The NPPF states at paragraph 14 that “at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means: approving development proposals that accord with the development plan without delay...” It further states at Paragraph 2 that:
- “Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.
20. In considering the planning application before you, account must be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
21. The principal issues in considering this application are:
- The design and appearance of the proposed building and its impact on the Smithfield Conservation Area.

- The impact of the proposal on residential amenity, including daylight and sunlight, privacy and overlooking.

Existing Building

22. 3-4 Bartholomew Place is a small industrial building constructed sometime between 1909 and 1914. The building is three storeys high above a basement which has a narrow area to the rear. A small vacant space where a bomb-damaged building once stood is located within the site boundary to the north-west of the property. The building is constructed of brick, painted on the Bartholomew Place elevation, with a partially exposed steel frame on its front and rear elevations. There are full width small-paned metal windows on ground, first and second floors. The building's shallow pitched roof is not visible from Bartholomew Close as it is concealed behind the front parapet. The internal roof structure is steel and is likely to be wholly or largely of post-Second World War date. Due to the presence of a number of bricked up and sealed door and other openings at ground and basement levels on the rear elevation, it is evident that the building was once connected to an adjoining structure, long since demolished. The building was most recently used as a workshop for a picture framing company but is currently vacant and is in a generally poor state of repair.

Significance and Heritage

23. The existing building is not listed and falls within the Smithfield conservation area. Conservation areas are defined as designated heritage assets within the NPPF and therefore the settings and significance of conservation areas should be sustained and enhanced. 3-4 Bartholomew Place is a remaining fragment of a larger site to the east associated with the City Press, the City of London's first dedicated newspaper and therefore has some historic interest. It is possible that the building may have been used as the type foundry for this newspaper, but this cannot be confirmed by the records available. The building is clearly of an industrial character but is not structurally innovative or architecturally distinguished. Its functional appearance is, however, not wholly unattractive. The uncertainty about its former association with the City Press and its plain appearance combine to diminish its significance in terms of evidential, historical, aesthetic and communal value. Its attributes in terms of these considerations are not of sufficient merit to justify it being considered a non-designated heritage asset.

24. The existing building makes a neutral contribution to the character of the Smithfield conservation area. It does contribute to the "eclectic mix of buildings of different periods" within Bartholomew Place identified as a key character trait of the court in the Smithfield Conservation Character Appraisal by being easily identified as an industrial building of the early twentieth century, and due to its broad horizontal expanse of windows. These contributions are minor in nature and the building is not visually prominent outside of its courtyard setting. 3-4 Bartholomew Close is not identified in the Conservation Area Character Appraisal as being of particular importance. The proposals would not have any impact on the

settings of listed buildings within the vicinity as these are too far distant from the site.

Proposed Building

25. It is proposed to demolish the existing building and construct a new predominantly brick faced infill block occupying the footprint of the existing building plus the light wells to the boundary at the rear of the site, and the whole of the adjoining vacant space. The proposed block would contain nine residential units dispersed over seven floors, including a lower ground level occupying the former basement. The top two floors step back to reduce the mass of the block with the top storey articulated as a lightweight structure clad in fluted metal. A small plant enclosure would be located on the fifth-floor roof which would be greened. The appearance of the building draws on the industrial and commercial history of the site through robust brick detailing, deep solid reveals to windows and Crittal type glazing. All elevations would be predominantly faced in brown coloured brickwork. Windows would be set between brick pilasters that give the building a strong vertical emphasis to both the front and rear. The windows on the front elevation would be set within Portland stone reveals with bronze coloured fluted metal spandrel panels to match the colour and treatment of the top storey. On the rear elevation the divisions between floors would be highlighted in contrasting coloured brickwork in a chequerboard header pattern. The rear facades of the existing building are in a particularly dilapidated condition and although not visible from publicly accessible locations, the view of the rear of the replacement building from neighbouring office and residential properties would be significantly improved. The Bartholomew Place frontage would be further enriched by a Portland stone facing to the ground and lower ground floors. The entrance to the accommodation would be reached via a bridge, the drop into the area being protected by bronze coloured metal railings.
26. The proposed building would be noticeably higher than the existing structure. 3-4 Bartholomew Close spans the whole of the end of the court with the neighbouring buildings on the north side of the court being of a similar height but those forming the southern side are substantially higher. The proposed building would set back at approximately the parapet height of the current building and then set back again at fourth and fifth floor levels to reduce its apparent height. These upper levels would be seen over the top of the buildings on the north side of the court. The building's position at the head of the courtyard, the fact that it would be lower than the buildings on the south side of the courtyard, the high quality materials to be used, the appropriate nature of its design and the high level of detailing, combine to offset the increased mass of the building and make the proposal visually acceptable within its immediate setting.

Local Views

27. The replacement building would be all but invisible outside of the courtyard setting, being only glimpsed from Bartholomew Close and Kinghorn Street through the entrance to the courtyard. Only the plant room would be visible over the roof of 36 Bartholomew Close from a limited area within the areas

furthest west of the section of Bartholomew Close that widens out to an open space to the south-west.

Proposed Use

28. The loss of the existing light industrial use, Class B1 (c), is not resisted in the City of London Local Plan and the provision of residential development is encouraged on suitable sites in or near identified residential areas. The site falls within the Smithfield residential area
29. The loss of the existing light industrial use has been established in principle by the previous planning permissions on the site.
30. Policy DM21.1 states that new housing will only be permitted where it would not prejudice the business function of the City, inhibit the development potential or business activity in neighbouring buildings and sites or result in poor residential amenity. It also states that residential development should not conflict with DM1.1, which seeks to protect B1 office floorspace.
31. Given its location and previous permissions on the site the proposed loss of Class B1 (c) floorspace is acceptable.

Residential Amenity

32. The site is within the Smithfield Residential Area. 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. The Local Plan requires that all development proposals within residential areas should be designed to avoid overlooking and seek to protect the privacy, daylighting and sun lighting levels to adjacent residential accommodation.

Daylight & Sunlight

33. Local Plan policies DM10.7 and DM 21.3 require the consideration of the impacts of proposed developments on the daylight and sunlight to nearby residential properties.
34. The daylight and sunlight analysis, submitted by the applicant and prepared by Malcolm Hollis Surveyors Ltd, has been reviewed by BRE on behalf of the City of London. It is agreed that the applicant's assessment has been carried out in line with BRE guidelines. At 1-3 and 10-13 Newbury Street loss of both daylight and sunlight would be well within the BRE guidelines and BRE assess the impact as negligible.
35. There is a permitted residential development at 8-10 Half Moon Court, for which loss of light to one or more windows might be outside the BRE guidelines. However, the dwellings in question, if built, would still receive daylight from other directions as their main windows would not directly face the proposed development at 3-4 Bartholomew Place.

36. Within the proposed development, daylight provision is assessed by BRE as reasonable. 21 out of 23 rooms analysed would fully meet the BS minimum recommendations. Of the other two, one is a living/kitchen/diner which meets the living room guideline but not the kitchen one. The other is a kitchen/diner and the flat in question has a separate living room which meets guidelines. There is a small kitchen on the ground floor with no windows, which would be acceptable if this is not identified as a habitable room. Sunlight to the new development would be reasonable given the obstructed nature of the site. Of nine main living rooms, three would fully meet the British Standard/BRE sunlight recommendations. Another two would meet or exceed the annual recommendation, but not the winter one. Two others (on the first floor) would be just below the annual recommendation, while the two ground floor rooms would receive around half the recommended annual level.
37. Although there are a small number of windows which would fall below BRE guidelines and British Standard guidelines for the new development, the resultant residential amenity would be acceptable given the central urban location of the proposal.

Noise and Disturbance

38. Development proposals which could result in noise and disturbance to nearby noise sensitive receptors must be carefully considered and mitigated where necessary, as required by policies DM 15.7 and DM 21.3 of the Local Plan.
39. In this case, the potential noise from plant equipment could give rise to noise and disturbance to nearby residential properties. The applicant proposes an acoustic screen around plant equipment proposed at roof level. The installation and retention of the screen and measurement of noise levels from plant would be secured via a condition.
40. A condition is recommended restricting the hours for servicing and delivery, further conditions have been included relating to managing noise, dust and disturbance throughout construction and demolition. These conditions would mitigate the potential noise and disturbance from the proposed development.

Privacy and Overlooking

41. Local Plan Policy DM21.3 'Residential Environment' requires developments to be designed to avoid overlooking and to seek to protect the privacy of neighbouring occupiers. The proximity of neighbouring office accommodation to the proposed development is within the accepted norms that prevail in the City. The applicants have undertaken an analysis of the degree to which privacy and overlooking issues could occur with respect to existing residential or other accommodation. The proposals have been amended to ensure that windows from which overlooking could occur are either opaque or the design of the building has been amended to omit terrace areas etc to ensure that these issues have been addressed adequately.

Sustainability & Energy

42. The London Plan climate change policies require development proposals
43. to make the fullest contribution to mitigating climate change by minimising carbon dioxide emissions, adopting sustainable design and construction measures, prioritising decentralised energy supply, and incorporating low and zero carbon energy technologies. All developments are required to manage flood risk by reducing the urban heat island effect through sustainable design and urban greening. Policy
44. CS15 of the Local Plan requires all development to demonstrate the highest feasible and viable sustainability standards and to minimise carbon emissions.
45. After all stages of the GLA's energy hierarchy have been applied, the proposed development demonstrates a 6.5% area-weighted improvement over the target emission rate (TER).
46. The proposal is a minor development (i.e. less than 10 residential units and less than 1000 sqm) and a zero-carbon target is not required in this case. The development has, however, sought to incorporate a series of additional sustainable measures, including the provision of a green roof, as set out in the Sustainability Statement submitted by the applicant.
47. Policy DM18.2 of the City of London Local Plan requires that developments integrate SUDs where feasible. The site drainage would aim to retain water on site by the incorporation of sustainable urban drainage techniques (SUDs).

Air Quality

48. Local Plan Policy DM15.6 requires developers to consider the impact of their proposal on air quality. A condition is proposed requiring a full air quality assessment prior to any plant equipment being installed on the building.

Transport, Servicing and parking

49. The site is in a highly sustainable location and has excellent public transport accessibility. The site is designated as falling within PTAL 6(b). and is near a variety of public transport nodes.
50. Refuse storage is provided within the building at ground floor level and has been agreed by the City of London Community Facilities Manager.
51. No access is available to service vehicles from the existing courtyard and servicing of the building would be carried out from Bartholomew Close, as is presently the case. The City Transportation Section are satisfied with this arrangement.
52. 13 cycle spaces are proposed at ground floor level, parking is in four separate storage areas inside the building. The proposed cycle parking provision is compliant with the City of London Local Plan and current London Plan.
53. Standard conditions are proposed in relation to demolition and construction.

Access

54. The front entrance would provide level access into the building. One wheelchair adaptable unit would be provided to comply with Building Regulation requirements. It has been demonstrated how this unit could be easily adapted to a wheelchair accessible dwelling, in compliance with the London Plan.

Archaeology

55. The site is an area of archaeological potential, situated outside the Roman and medieval London Wall. There is potential for remains from all periods to survive, including Roman, medieval and post-medieval settlement and structures. It is within the medieval precinct of the Priory of St Bartholomew and there is potential for surviving burials, structures and other features.

56. An archaeological desk-based assessment has been submitted with the application. The existing building has one basement across the entire site. The proposal is to construct a new building with a deeper and extended basement.

57. Archaeological evaluation is required to provide additional details of the nature, character and date of potential archaeological remains, to supplement the findings of the assessment and design an appropriate mitigation strategy.

58. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and details of foundations and piling design.

Planning Obligations and Community Infrastructure Levy

59. Mayoral and City CIL applies to developments which create an uplift in Gross Internal Area (GIA) of at least 100sq.m or create one or more dwellings. Social housing, education related development, health related development and development for charities for charitable purposes is excluded. In the case of Mayoral CIL a charge of £50 per sq.m is applied to eligible developments. The City CIL charge varies between £150 per sqm for Riverside residential to £95 per sqm for 'Rest of City' residential and £75 for offices and all other uses.

60. In this case the Mayoral CIL has been calculated to be £17,585 and the City CIL £39,852 based on an uplift in GIA of 351.7sq.m.

61. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income and 5% of the City CIL income for administration purposes.

62. The proposed development would not trigger the Mayoral planning obligations for Crossrail as the uplift would be less than 500sq.m GIA and the proposal for residential use would not be a chargeable development. The City planning obligations would also not be triggered in this case as the uplift falls below the threshold stated in the City's planning obligations SPD.

Conclusion

63. The proposed building would provide an appropriate use in the area and would provide much needed new residential accommodation.
64. The design of the proposed new building would have a positive relationship with adjacent buildings, be of an appropriate appearance and employ high quality materials to create an attractive building that would enhance the character and appearance of this part of the Smithfield Conservation Area.
65. The layout and details for plant enclosure would ensure that the proposed development would not detrimentally impact on privacy or result in undue noise, smell or disturbance to nearby residential properties. There would be no detrimental reduction in daylight and sunlight to nearby residential properties.
66. The proposed development would provide a reduction in carbon emissions.

Background Papers

Internal

Memo 12.09.17 Department of Markets and Consumer Protection
Email 13.09.17 Air Quality Officer

External

Letter 22.08.17 Montagu Evans
Letter 05.10.17 CAAC
Letter 02.11.17 AHP
Letter 11.09.17 Historic England
Letter 28.11.17 BRE

Letters of Support

Online 22.10.17 Mr T Haxworth
Online 15.11.17 Robin Fletcher

Objections

Online 11.09.17 Chris Iveson
Email 11.09.17 Clare James
Email 09.10.17 Mandy Bridger
Online 27.09.17 Teresa Wells
Letter 02.10.17 The Victorian Society
Email 03.10.17 Peter Dennis
Email 08.10.17 Ann Holmes
Online 09.10.17 Deborah Tyler
Online 11.10.17 Dr Simon Jones
Email 10.10.17 Carol Lister
Email 07.11.17 Brendan Barns
Email 05.12.17 Chris Iveson
Email 06.12.17 Teresa Wells
Email 07.12.17 The Worshipful Company of Information Technologists

Letter 06.04.18 Teresa Wells
Email 08.04.18 Dan Holliday

Application Documents

Design and Access Statement August 2017	Mark Wojciechowski
Archaeological Assessment July 2017	PCA
Construction Management Plan July 2017	RPS
Noise Level Survey 26.07.17	EMTEC
Construction Method Statement 01.08.17	FORM
Daylight and Sunlight Report 18.08.17, 13.11.17	Malcolm Hollis
Response to Representations 14.11.17	Mark Wojciechowski
BRE Client Report 20.12.17	BRE
Response to Representations 25.01.18	Mark Wojciechowski

Appendix A

London Plan (2016) 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 3.3 Increasing Housing Supply

Policy 3.5 Quality and Design of Housing Developments

Policy 5.2 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 5.13 Development should utilise sustainable urban drainage systems unless there are practical reasons for not doing so.

Policy 5.15 Protect and conserve water supplies and resources.

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

Policy 7.2 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, reuse and incorporate heritage assets, conserve the significance of heritage assets and their settings and make provision for the protection of archaeological resources, landscapes and significant memorials.

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

Policy 7.15 Minimise existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals and separate new noise sensitive development from major noise sources.

Relevant Local Plan Policies

CS4 Seek planning contributions

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

CS5 Meet challenges facing North of City

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

CS10 Promote high quality environment

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

DM10.1 New development

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

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

- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings 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.

DM10.2 Design of green roofs and walls

- 1) To encourage the installation of green roofs on all appropriate developments. On each building the maximum practicable coverage of green roof should be achieved. Extensive green roofs are preferred and their design should aim to maximise the roof's environmental benefits, including biodiversity, run-off attenuation and building insulation.
- 2) To encourage the installation of green walls in appropriate locations, and to ensure that they are satisfactorily maintained.

DM10.7 Daylight and sunlight

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

DM10.8 Access and inclusive design

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

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

CS12 Conserve or enhance heritage assets

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

DM12.2 Development in conservation areas

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

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.

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.

CS17 Minimising and managing waste

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

DM17.1 Provision for waste

1. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.

2. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.

CS21 Protect and provide housing

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

DM21.1 Location of new housing

1. New housing should be located on suitable sites in or near identified residential areas. Within these areas a mix of appropriate residential and commercial uses will be permitted.
2. New housing will only be permitted where development would not:
 - a) prejudice the primary business function of the City;
 - b) be contrary to policy DM 1.1;
 - c) inhibit the development potential or business activity in neighbouring commercial buildings and sites; and
 - d) result in poor residential amenity within existing and proposed development, including excessive noise or disturbance.

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.

DM21.5 Housing quality standards

All new housing must be designed to a standard that facilitates the health and well-being of occupants, and:

- a) takes account of the London Plan's space standards and complies with the London Plan's Density Matrix standards;
- b) provides acceptable daylight to dwellings commensurate with a city centre location;
- c) meets standards for Secured by Design certification;
- d) maximises opportunities for providing open and leisure space for residents.

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.

DM15.2 Energy and CO2 emissions

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

DM15.3 Low and zero carbon technologies

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.
2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered
3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

DM15.6 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.

SCHEDULE

APPLICATION: 17/00875/FULL

3 - 4 Bartholomew Place London EC1A 7HH

Demolition of existing light industrial building, Class B1(c) and redevelopment to provide a seven-storey building (Basement, Ground and five upper floors) to create nine residential units (Class C3), including terraces at lower ground floor level, lightwells and associated works. (674sq.m)

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 There shall be no demolition on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that development starts.
- 3 There shall be no demolition on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective

works may be submitted in respect of individual stages of the construction process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

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

- 4 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site during deconstruction of the existing building(s) has been submitted to and approved in writing by the Local Planning Authority. The Deconstruction Logistics Plan shall include relevant measures from Section 3 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. The demolition shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

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

- 5 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site during construction of the development has been submitted to and approved in writing by the Local Planning Authority. The Construction Logistics Plan shall include relevant measures from Section 3 of the Mayor of London's Construction Logistics Plan Guidance for Developers issued in April 2013, and specifically address [driver training for] 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. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

REASON: To ensure that construction works do not have an adverse impact on public safety and the transport network in accordance with

London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.

- 6 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.
REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4.
- 7 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.
REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4.
- 8 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.
REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.
- 9 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1. These details are required prior to piling or construction work commencing in

order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 10 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) typical details of stonework;
 - (e) details of ground floor elevations;
 - (c) details of the ground floor entrance(s);
 - (d) details of the flank wall(s) of the proposed new building;
 - (e) details of windows and external joinery;
 - (f) details of soffits, hand rails and balustrades;
 - (g) details of junctions with adjoining premises;
 - (h) details of the integration of window cleaning equipment, plant, flues, fire escapes and other excrescences at roof level
 - (i) details of all ground level surfaces including materials to be used;
 - (j) details of external surfaces within the site boundary including hard and soft landscaping;
 - (k) details of the arrangements for the provision of refuse storage and collection facilities within the curtilage of the site to serve each part of the development.
 - (l) details of the integration of the building name and number.
- REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.
- 11 Details of the position and size of the green roof(s), the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.
- REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2.
- 12 Prior to any plant being commissioned and installed in or on the building an Air Quality Report shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail how the finished development will minimise emissions and exposure to air pollution during its operational phase and will comply with the City of London Air Quality Supplementary Planning Document and any submitted and approved Air Quality Assessment. The measures

detailed in the report shall thereafter be maintained in accordance with the approved report(s) for the life of the installation on the building.
REASONS: In order to ensure the proposed development does not have a detrimental impact on air quality, reduces exposure to poor air quality and in accordance with the following policies: Local Plan policy DM15.6 and London Plan policy 7.14B.

- 13 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.
- 14 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.
- 15 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 13 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.
- 16
 - (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.

- 17 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.

- 18 The proposed opaque windows must be installed and maintained in accordance the drawings hereby approved.
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.

- 19 All residential premises in the development shall be designed and constructed to attain the following internal noise levels:
Bedrooms- 30dB LAeq,T* and 45dB LAm_{ax}
Living rooms- 30dB LAeq, T*
*T- Night-time 8 hours between 23:00-07:00 and daytime 16 hours between 07:00-23:00.
A test shall be carried out after completion but prior to occupation to show that the criteria above have been met and the results must be submitted to and approved in writing by the Local Planning Authority prior to occupation of any part of the building.
REASON: To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with the Local Plan: DM21.3 and D21.5.

- 20 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: P_00/A, P_01/B, P_02/B, P_03, P_04, P_05, P_06/A, P_07/A, P_08.
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

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

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

a full pre application advice service has been offered;

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

- 2 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.
- 3 You are advised to contact the Markets and Consumer Protection Department to discuss the details of the development.
- 4 No on-street residents' parking facilities are available for the occupiers of these premises.
- 5 Prospective occupiers are advised that the property is located close to Smithfield Market which operates throughout the night.
- 6 Prospective occupiers are advised that various activities are undertaken in the City throughout the night which include refuse collection, servicing, maintenance, street cleaning and highway works. In addition, on some sites there may be need for occasional night-time construction work.

Committee:	Date:
Planning and Transportation	8 May 2018
Subject: Broken Wharf House 2 Broken Wharf London, EC4 Change of use to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (46 sq.m), extension at sixth floor to extend roof level accommodation (60sq.m) and the insertion of a platform lift on High Timber Street.	Public
Ward: Queenhithe	For Decision
Registered No: 17/00712/FULL	Registered on: 26 July 2017
Conservation Area:	Listed Building: No

Summary

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

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

The site benefits from an implemented residential permission which authorises demolition of the existing building and redevelopment of the site for 36 apartments with retail or office use at ground floor level (Use Classes A1, A2, A3 or B1, 190sq.m). However, the existing office building remains on the site, construction of the new building has not started, and residential occupation has not commenced. The site is therefore considered to be in office use (Class B1).

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

Planning permission is sought to convert the existing building to an apart hotel use (Class C1, 113 units) with ancillary gym, workspace and restaurant facilities. Associated external works include an extension at roof level to provide additional hotel accommodation (60sq.m), new glazing at ground and first floor level on the west elevation (Broken Wharf, 46sq.m), the insertion of

a platform lift on High Timber Street and replacement of certain windows, insertion of new fire doors and a ground floor entrance.

Objections have been received from local residents raising concerns over the servicing arrangements, impact of the scheme on residential amenity, highway impact and design. The applicant has revised the proposed servicing arrangements in response to the matters raised. The revised details have been consulted upon.

The non-delivery of the permitted 36 apartments would not have a detrimental impact on the City's housing trajectory. The applicant has demonstrated that the use of the site for offices is not viable. The proposed apart hotel would support the business function of the City. The loss of potential flexible retail/office use would be mitigated to a degree by the provision of ancillary retail space and work space within the apart hotel.

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

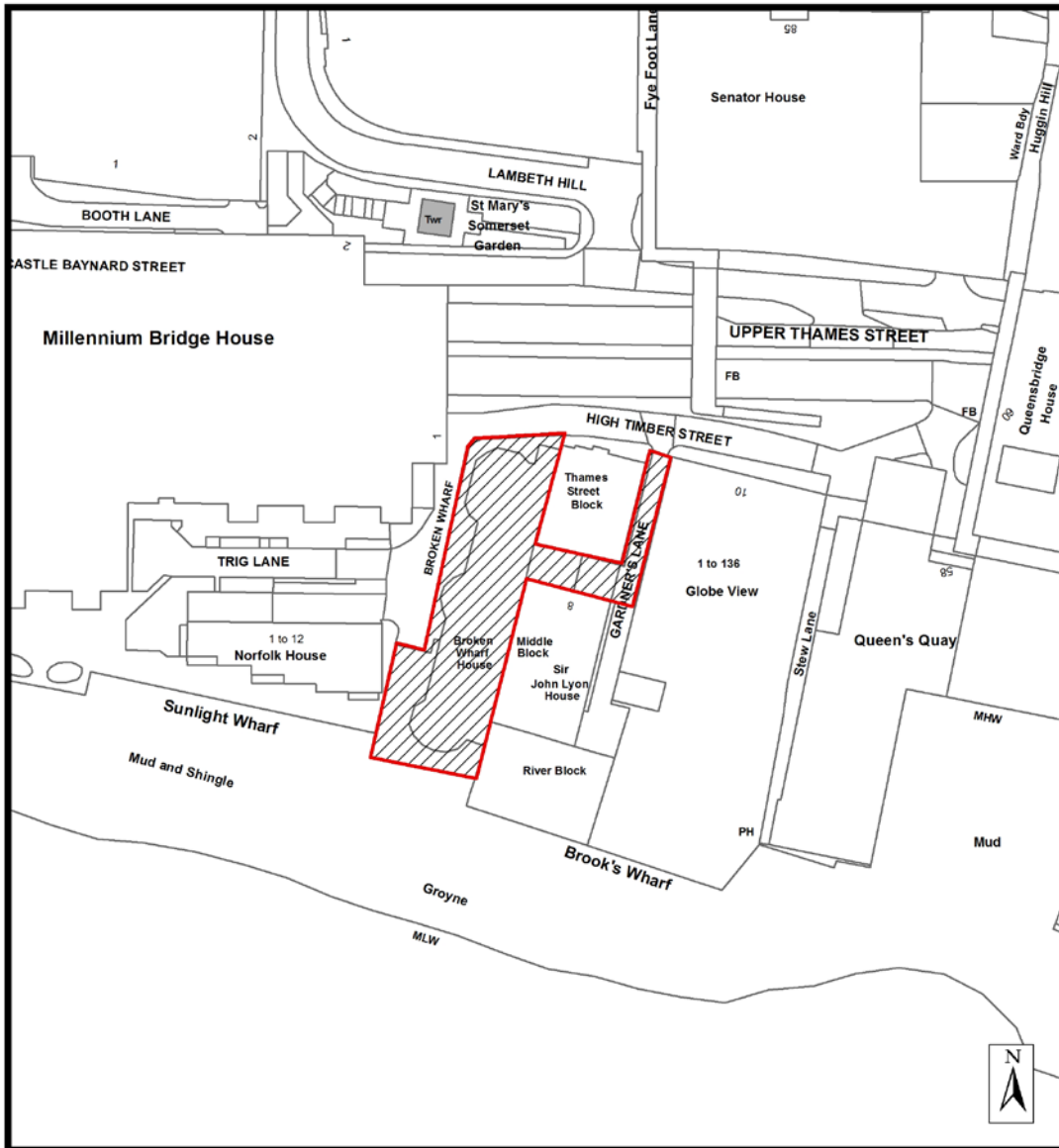
The proposed servicing would be from Gardner's Lane, Broken Wharf and High Timber Street. Details of a Delivery and Servicing Plan would be required to ensure that the servicing of the site as a whole is properly managed.

The scheme is acceptable in terms of access and sustainability.

Recommendation

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

Site Location Plan




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ADDRESS:

Broken Wharf House

CASE No.
17/00712/FULL

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



DEPARTMENT OF THE BUILT ENVIRONMENT



Main Report

Site

1. The application site comprises Broken Wharf House (5,216sq.m) and Gardner's Lane.
2. Broken Wharf House is a vacant office building (Use Class B1) that dates from the mid-1970s. The building has seven storeys plus a basement. Gardner's Lane is a private road that provides access to the rear of Broken Wharf House. It runs between the residential blocks of Globe View and Sir John Lyon House.
3. High Timber Street abuts the north side of Broken Wharf House, Sir John Lyon House and Gardner's Lane are to the east, the River Thames is to the south and Broken Wharf is to the west.
4. The site has planning permission for redevelopment for residential use comprising 36 apartments with retail or office use at ground floor level (Use Classes A1, A2, A3 or B1, 190sq.m). This permission has been implemented through commencement of demolition but neither construction of the new building nor residential occupation has commenced.
5. Whilst the 2012 permission has begun due to material development, there has been no change of use to residential. Therefore the lawful use of the site remains as offices (Use Class B1).
6. The site is not within a conservation area or near any listed buildings.
7. The site is within floodzone 3a as defined by the Environment Agency.
8. The residential blocks of Sir John Lyon House, Globe View and Norfolk House surround the site.

Relevant Planning History

9. An application for planning permission was approved on the 26th March 2012 (referred to as the 2012 permission, 11/00469/FULMAJ) for the demolition of Broken Wharf House and its redevelopment for an eight storey building for residential use (36 apartments, Class C3) and use of part of the ground floor for flexible use as retail or offices (Class A1, A2, A3 or B1) with servicing off Gardner's Lane. A section 106 contribution of J600,000 has been paid towards affordable housing pursuant to the section 106 Agreement linked to the permission.
10. Works have been undertaken to implement the 2012 permission. These include the removal of ducting and AC units, removal of 6th floor windows, stripping out of the 1st to 5th floors, removal of a 1st floor balcony, strip out and re-configuration of the basement, removal of the front portico and removal of selected glazing in the side elevation.
11. On the 28th April 2017 a Certificate of Lawful Existing Use or Development (CLEUD) was granted. It certifies that sufficient development works have commenced to constitute the implementation of the 2012 permission subject to the site being redeveloped in accordance with the terms of the 2012 permission.

12. No further works have been carried out to implement the 2012 permission. The existing building remains on site. The 2012 permission will remain extant.
13. There are other applications pertaining to the site but the works are not considered to be relevant to the determination of this application.

Proposals

14. Planning permission is sought to convert the existing building to an apart hotel use (Class C1, 113 units) with ancillary gym, workspace and restaurant facilities.
15. Associated external works are proposed. These include:
 - Extension works at roof level to provide additional hotel accommodation (60 sqm).
 - New glazing at ground and first floor level and the formation of a glazed entrance enclosure (46 sqm) in the west elevation. The enclosure would replace the former entrance enclosure.
 - The insertion of a platform lift on High Timber Street. The lift would be installed within an existing recess adjacent to a set of existing double doors.
 - Replacement of certain windows, insertion of new fire doors and a ground floor entrance door to the ancillary restaurant.
16. Refuse and recycling would be collected from Gardner's Lane as per the arrangements for the office use previously in operation on the site. All other deliveries and servicing would be carried out from High Timber Street or Broken Wharf.

Consultations

17. The application has been advertised on site and in the local press. The residential premises of Globe View, Sir John Lyon House, Norfolk House and Queens Quay have been individually consulted. The first round of resident consultation commenced on the 2nd August 2017 and 21 objections were received. This is in addition to a Technical Note and legal opinion prepared on behalf of Globe View Freehold Ltd which comment on the applicants initially submitted Transport Statement and Delivery and Servicing Plan and give a legal opinion on the use of Gardner's Lane.
18. The applicants subsequently revised the servicing arrangements in response to residents' concerns. It was confirmed that Gardner's Lane would only be used for the collection of refuse and recycling. All other servicing would take place from High Timber Street or Broken Wharf. A second round of consultation commenced on the 14th November 2017.
19. Two objections have been received in response to the second round of resident consultation. The objection from Globe View Freehold Ltd has

been withdrawn on the proviso that should planning permission be granted, it would be subject to a condition that only allows refuse and recycling to be collected from Gardner's Lane and all other deliveries and servicing would take place from High Timber Street or Broken Wharf.

20. The main concerns raised in the first and second rounds of resident consultation are summarised in the table below.

Issue	Number of Objections
<p>Servicing – Servicing along Gardeners Lane would result in:</p> <ul style="list-style-type: none"> • Noise and disturbance. • Traffic Jams. Extra traffic cannot be accommodated. • Vehicles damaging Sir John Lyon house. • Pollution. • Safety issues (access for the fire brigade and there is no footway for pedestrians). • Vehicles blocking Sir John Lyon House residents' garages, resident entrances and access along Gardner's Lane. • There is an agreement between Broken Wharf and Sir John Lyon House. It allows Broken Wharf House to pass over the lane but is silent regarding any rights in respect of stopping, parking or unloading on that land. In consequence unless the residents of Sir John Lyon House grant such rights access for servicing from Gardner's Lane the application is not feasible in practical terms. 	21
<p>Residential Amenity in terms of:</p> <ul style="list-style-type: none"> • Noise and disturbance from the servicing arrangements, refuse collection, comings and goings of users of the apart hotel, people standing outside smoking and the potential for tables and chairs on the river walkway. • Overlooking, particularly from the roof terrace • Impact on security • Loss of light from roof alterations • The site is in a residential area. • The new entrance should be acoustically sealed with lobbied doors to prevent noise transmission. • Privacy screens should be provided in conjunction 	18

<p>with the terraces at roof level.</p> <ul style="list-style-type: none"> Noise levels from plant and extraction equipment should be controlled. 	
<p>Highway Impact – The proposal would generate:</p> <ul style="list-style-type: none"> Increased taxi drop offs which would cause congestion along Gardner’s Lane and High Timber Street. Increased congestion during and after construction. 	16
<p>Design</p> <ul style="list-style-type: none"> The proposal makes no attempt to improve the appearance of the building or enhance the public realm. The scheme is not sustainable development. The scheme is too high density for the site. External alterations should be high quality. It should be ensured that disabled access is not via Gardner’s Lane. 	5
<p>Principle</p> <ul style="list-style-type: none"> The City does not need any more hotel development. 	1

21. The views of other City of London departments have been considered in the preparation of this scheme and some detailed matters remain to be dealt with under conditions and the Section 106 agreement.
22. The Port of London Authority (PLA) have no objection in principle to the proposed development but have the following observations to make:
 - The proposed Travel Plan should be updated to include reference to river based transport in accordance with the PLAs Thames Vision (July 2016) and Transport for London’s River Action Plan (February 2013).
 - Careful consideration should be given to any changes to existing external lighting to ensure it would not cause a hazard to river users or have a detrimental impact on river ecology.
23. The applicant has since updated the Travel Plan and details of any new lighting or alterations to existing external lighting would be required by condition.
24. The Environment Agency raises no objection to the application.

Policy Context

25. 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.

26. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction and London Views Management Framework.
27. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

28. 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).
29. The NPPF states at paragraph 14 that ‘at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking... For decision-taking this means: approving development proposals that accord with the development plan without delay...’
30. It states at Paragraph 7 that sustainable development has an economic, social and environmental role.
31. In considering the planning application before you, account must be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
32. The principal issues in considering this application are:
 1. The extent to which the proposals comply with Government policy advice (NPPF).
 2. The extent to which the proposals comply with the relevant policies of the Development Plan.
 3. The loss of office use (5,216 sq.m).
 4. The loss of a potential residential use (36 units)
 5. The loss of flexible retail/office uses.
 6. The site’s suitability for an apart hotel.
 7. The impact of the external alterations on design and local and strategic views.
 8. Impact on residential amenity.
 9. Highway matters including servicing and parking.

10. Acceptability of the scheme in terms of sustainability and access.

Loss of a potential Residential Use (Class C3)

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

Loss of office use (Class B1)

36. The existing lawful use of the site is offices and policy DM1.1 of the Local Plan is relevant. Local Plan policies CS1 and DM1.1 seek to protect office accommodation where it is suitable for long term viable office use and there are strong economic reasons why loss of that accommodation would be inappropriate. The Office Use Supplementary Planning Document (SPD) sets out detailed criteria for evaluating the long term viability of office accommodation and requires the submission of a viability appraisal in support of an application for change of use.
37. A viability assessment has been prepared by BNP Paribas for the applicant which considers four potential office development scenarios:
 - Major refurbishment of the existing office accommodation for a single occupier;
 - Major refurbishment of the existing office accommodation for multiple occupation;
 - Redevelopment of the building to provide new build office accommodation for a single occupier;
 - Redevelopment of the building to provide new build office accommodation for multiple occupation.
38. The BNP Paribas appraisal has been prepared using an industry standard Argus Developer tool, which compares the estimated value of office development with development costs (including land value, construction costs, infrastructure costs, professional fees and required planning contributions), to derive an estimate of potential profit from the development. This potential profit is then compared with a benchmark profit assumption for the type of development and location. If the potential profit is significantly below the benchmark, then the scheme is considered to be unviable and unlikely to proceed. For this appraisal a

benchmark profit assumption of 20% on cost has been assumed. A key element in any viability assessment is the assumed land value. BNP Paribas considers that the appropriate land value for this site is J24 million, reflecting the implemented residential permission, which has the benefit of a CLUED and could be built out at any time. Overall, BNP Paribas conclude that none of the potential development scenarios would generate a positive return for a developer, with potential losses ranging from -23% for refurbishment as office for single occupation to -10% for redevelopment to provide new office accommodation for multiple occupation.

39. The City Corporation appointed Gerald Eve as independent consultants to undertake a review of the BNP Paribas viability appraisal. Their assessment has been undertaken in line with RICS Guidance 'Financial Viability and Planning' (2012) and having regard to national, London-wide and City of London planning policy. Both the BNP Paribas assessment and Gerald Eve's review are available on the City Corporation's website.
40. In considering the applicant's viability assumptions, Gerald Eve have had regard to their experience in the City market and commissioned advice on construction costs from an external consultancy. This has resulted in a number of variations in inputs to the viability models from those proposed by BNP Paribas, including marginally higher assumptions for office rental values, higher assumptions for build cost for all 4 scenarios, a reduction in the length of the construction programme for refurbishment scenarios and a lower allowance for professional fees. Gerald Eve consider that the benchmark return for refurbishment should be lower at 17.5%. In terms of an appropriate land value, Gerald Eve have reviewed the BNP Paribas assessment and concluded that an appropriate land value would be J20 million, 16.7% below that assumed by BNP. Gerald Eve comment that both their assessment and the BNP Paribas assessment are significantly below comparable residential transactions in the City, which exceed J30 million.
41. Using revised assumptions, including the lower land value, Gerald Eve have re-run the viability appraisals for the 4 scenarios tested by BNP Paribas. Those indicate that the potential profit on cost for the refurbishment options would be negative at -8.2% for single occupation and -0.1% for multiple occupation, both substantially below the target return of 17.5%. For the new build scenarios, the returns would be -7% for single occupation and +1.2% for multiple occupation, against the target return of 20%.
42. To further test the robustness of the review findings, Gerald Eve have undertaken sensitivity analysis of the 2 multiple occupation development scenarios, as these generate the highest returns in the original analysis, varying rental values and construction costs. In both cases, even with a 10% increase in rental value and a 10% reduction in build costs, neither scenarios generate the target level of developer return.

43. On the basis of the review undertaken by Gerald Eve, including the sensitivity analysis, none of the office development scenarios tested by BNP Paribas for the applicant would generate a sufficient return to a developer to enable the building to be retained or redeveloped for office use. The loss of office accommodation at Broken Wharf House is therefore acceptable in principle under the provisions of Local Plan policies CS1 and DM1.1.

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

44. The extant 2012 permission would provide 190sq.m of flexible office or retail use at ground floor level. The potential loss of this space is a material consideration although the permission did not guarantee the use.
45. The site is not within a Principal Shopping Centre or along a Retail Link as defined by the Local Plan. Policy DM20.3 seeks to resist the loss of isolated retail units outside PSCs and Retail Links that form an active retail frontage particularly A1 units near residential areas unless it is demonstrated that they are no longer needed.
46. The proposed apart hotel would provide 245sq.m of ancillary workspace and meeting rooms and 204sq.m of ancillary restaurant space. Although primarily for guests of the apart hotel they would be available for use by non-guests. Such activity would contribute to enlivening the ground floor of the building. The provision and retention, of such space would be controlled by condition.

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

47. Policy DM11.3 of the Local Plan states that apart hotel accommodation will only be permitted where it would not prejudice the primary business function of the City; contribute to the balance and mix of uses in the locality; not have an adverse impact on amenity and be inclusive. The policy further notes that satisfactory arrangements must be provided for pick-up/drop off, service delivery vehicles and coaches. Impact on amenity, inclusive design and highway matters are dealt with in subsequent sections of the report.
48. The proposed use would support the function and needs of the business City and provide a service for businesses and workers in accordance with policy DM11.3.
49. The applicant states that the proposed apart hotel would be operated by SACO under their "Locke" brand which seeks to provide high quality accommodation alongside a high quality food and beverage offer and co-working and meeting space. It would be aimed at new corporates particularly within the TMT and FinTech sectors and would be designed to support businesses within the City.
50. SACO has confirmed that they target business travellers as opposed to tourists. In terms of usage across SACO's existing sites some 48% of its rooms are booked for business purposes through business agents such as travel management companies and corporate relocation specialists. A further 27% of rooms are booked for business purposes direct from

businesses. Of the remaining 25% of bookings that are taken directly or through booking platforms it is estimated that half are for business purposes. SACO holds accounts with a range of businesses including Deloitte and PwC. They have an existing premises on Cannon Street that runs at over 90% occupancy.

51. Conditions are recommended that require the submission of an Operational Management Plan in order to ensure that the management of the premises accords with these statements regardless of the occupier.

Design

52. Broken Wharf House was designed by David Lockhart Smith and dates from 1974. It features curved facades clad in brick and glass. The building occupies a prominent location on the river front.
53. The proposed roof extensions would match the appearance of the existing roof level in terms of scale, materials, window design and proportions. The new double height glazing and glazed enclosure with green roof at ground floor level would update the lower levels of the building. The detailed design of the new ground floor fire doors and entrance to the restaurant is required by condition.
54. The platform lift would be largely concealed within an existing recess on High Timber Street and it would not detract from the appearance of the building or the locality. The details of the lift would be required by condition.
55. The alterations are acceptable in design terms in accordance with policies CS10 and DM10.1 of the Local Plan which seek to ensure that alterations to existing buildings are of a high standard to avoid harm to the townscape.

Impact on Views

Local Views

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

London View Management Framework (LVMF) Views

58. The site falls within the Background Assessment Areas for three of the Mayor's Protected Vistas, Alexandra Palace, Kenwood and Parliament Hill. The threshold planes for these three views would not be breached by the roof alterations and the development would not adversely impact upon the protected vistas.

59. The alterations would have minimal impact on local and longer distance views across and along the river, including the Mayor's river prospect views.
60. The proposals are therefore in accordance with policy CS13 of the Local Plan and the Mayors LVMF supplementary planning guidance which seek to protect and enhance significant City and London views of important buildings, townscape and skylines.

Impact on Residential Amenity

61. Policy DM21.3 of the Local Plan seeks to protect residential amenity. Concerns have been expressed regarding residential amenity.

Noise and Disturbance

62. The applicant states that the proposed apartments are intended for 'extended stay' guests. This would contribute towards reducing the number of comings and goings generated compared to hotels where guests stay for shorter periods. The applicant has advised that in the SACO Cannon Street apartments, guests stay for an average of 20 nights and in the SACO Lemn Locke apartments guests stay for an average of 10 nights. The proposed development is not designed for multi occupancy and SACO do not accept group bookings such as 'stag and hen dos'. In the event of a different operator using the site the Operational Management Plan and Delivery and Servicing Management Plan would be applicable.
63. Paragraph 3.21.15 of the Local Plan acknowledges that the City is predominantly a centre of business with activity taking place 24 hours a day, seven days of the week and that this can sometimes cause disturbance to residents. It further notes that while the City Corporation will endeavour to minimise noise and other disturbance to residents it is inevitable that living in such a densely built-up area will result in some disturbance from a variety of sources.
64. The applicant has submitted a draft Operational Management Plan which includes details of how the premises would be managed to minimise any potential noise and disturbance. For example, the building would be manned 24/7 and the front of house team would have responsibility for conducting regular patrols of the building to prevent littering, loitering, smoking and drinking outside the premises and people causing noise. A condition is recommended that requires the submission of a final Operational Management Plan.

Overlooking

65. The roof of the building would only be accessible for maintenance purposes. Roof terraces are not proposed.
66. To reduce potential overlooking between Broken Wharf House and Sir John Lyon House on the south side of the building selected glazing would be replaced with fritted glass.
67. Paragraph 3.21.16 of the Local Plan notes that "The avoidance of overlooking of residential accommodation is a consideration in the

design and layout of both new residential buildings and other development. However due to the density of development in the City avoidance of overlooking may not always be possible”.

68. Similar to a residential use, the occupants of the apart hotel are likely to seek privacy and as such the proposed apart hotel would be likely to lead to less overlooking of residents than the previous office use.

Daylight, Sunlight and Overshadowing

69. Policy DM10.7 of the Local Plan seeks to resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to unacceptable levels taking account of the Building Research Establishment’s guidelines.
70. A daylight and sunlight assessment has been submitted which assesses the impact of the development on Norfolk House to the west of the site. The survey demonstrates that the proposal would be BRE compliant.

Transport, Servicing & Parking

Deliveries and Servicing

71. A new servicing entrance would be formed on High Timber Street. A platform lift would be installed adjacent to a set of existing double doors, which would allow goods to be brought up to pavement level. All linen deliveries and general supplies would be taken from this entrance via 8 metre box vans which would stop on the highway. The applicant envisages a daily maximum of three deliveries and this is considered realistic provided that there is careful management of the hotel’s supply chains.
72. A booking system would be used to ensure that only one van was delivering to High Timber Street at any one time and that any goods vehicles that were not booked in would be turned away. Courier deliveries would be accepted from the front of house via Broken Wharf.
73. An approved delivery and servicing plan would be required by condition. It would be required to prohibit the acceptance of any deliveries from unbooked goods vehicles and prohibiting the acceptance of any deliveries between 7.00 a.m. and 9.00 a.m. from Monday to Friday to reduce the potential for congestion. Compliance with the plan would be a requirement.
74. It is anticipated that refuse would be collected from a store off Gardner’s Lane four times a week by a private contractor. Objections regarding the applicants’ right to service from Gardner’s Lane are summarised at paragraph 22 and are attached. The objections were submitted in response to the first round of consultation. The servicing arrangement has since been revised to the arrangement set out in this report.
75. The applicant has carried out a health and safety assessment in respect of use of Gardner’s Lane and sought legal advice on its status. The opinion considers that vehicles associated with Broken Wharf House can pass and load/unload on the land. These are private rights which are not within the remit of the local planning authority. The legal opinion

indicates that there is a reasonable probability that the servicing requirements can be complied with such that the development can proceed.

76. The London Fire Brigade have been consulted on the proposal and do not consider that additional vehicle trips on Gardner's Lane would impede fire fighting operations.

Officers are satisfied that with appropriate management the servicing and refuse storage arrangements are acceptable and in compliance with policy DM16.5 of the Local Plan.

Pick Up and Drop Off and Car and Motor Cycle Parking

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

Cycle Parking

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

Energy and Sustainability

80. Policy CS15 of the Local Plan requires all developments to demonstrate the highest feasible and viable sustainability standards in the design, construction, operation and "end of life" phases of development. It seeks to avoid demolition through the reuse of existing buildings or their main structures.
81. The proposal would involve the re-use of the existing building on the site and would improve its sustainability and environmental performance through the use of energy efficiency measures, CHP for the generation of domestic hot water and air source heat pumps for space heating and cooling. It is anticipated that the proposed measures would result in a reduction in regulated CO2 emissions of approximately 61.9% against the existing building baseline.

Access

82. Local Plan Policy DM 10.8 Access and Inclusive Design requires developments to meet the highest standards of accessibility and inclusive design. The proposed development would provide level access via the main entrances.
83. 10% of the apart hotel units would be accessible for people with disabilities, which would be required by condition. 5% of the rooms would be wheelchair accessible and 5% would be adaptable.

84. A condition is included requiring the submission of an accessibility management plan prior to the occupation of the hotel including details of the availability of accessible off-site parking and accessible drop off and collection arrangements for disabled visitors given that accessible on-site parking would not be provided.

Planning Obligations and Community Infrastructure Levy

CIL

85. The increase in floorspace would result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London and Crossrail.
86. The CIL levy sought is in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City and are set out below.

Mayoral CIL

Liability in accordance with the Mayor of London's policies	Liability *	Forwarded to the Mayor	City's charge for administration and monitoring
Mayoral Community Infrastructure Levy payable	5,330	5,117	213

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

City CIL

Liability in accordance with the City of London's policies	Contribution	Available for allocation	Retained for administration and monitoring
City CIL	7,995	7,595	400

City's Planning Obligations

87. The uplift in floorspace is calculated in accordance with the City's Planning Obligations SPD. The uplift of 106sq m, would not trigger the City financial planning obligations therefore, contributions are not sought in this case.

Conclusions

88. The use of the site for offices has been shown to be not viable. The loss of 36 potential apartments would not have a detrimental impact on the City's housing trajectory. The proposed apart hotel would support the business function of the City. The loss of potential flexible retail/office use would be compensated for by the provision of ancillary retail space and work space within the apart hotel.

89. The matters raised by residents have been given careful consideration. The submitted daylight and sunlight survey shows that the development would be BRE compliant. An Operational Management Plan would be required by condition to ensure that the premises would be managed to have minimal impact on local residents.
90. The amended servicing arrangements are satisfactory. The Delivery and Servicing Plan would require the servicing of the site to be properly managed.
91. The scheme satisfies access and sustainability requirements and is of a satisfactory design.

Background Papers

Internal

07.08.2017 Memo Department of Markets and Consumer Protection

16.08.2017 Email Department of Markets and Consumer Protection

External

Existing and Demolition Drawing Numbers: 7611 L(26)01 rev. A; 7611 L(26)02 rev. B; 7611 L(26)03 rev. B; 7611 L(26)04 rev. B; 7611 L(26)05 rev. A; 7611 L(26)06 rev. A; 7611 L(26)07 rev. A; 7611 L(26)08 rev. B; 7611 L(26)09 rev. A; 7611 L(26)10 rev. B; 7611 L(26)11 rev. A; 7611 L(26)12 rev. A; 7611 L(26)13 rev. A; 7611 L(26)14 rev. A; 7611 L(20)15 rev. A; 7611 L(20)15 rev. A; 7611 L(20)16 rev. A; 7611 L(20)17 rev. A; 7611 L(20)18 rev. A; 7611 L(20)19 rev. A; 7611 L(20)20 rev. A; 7611 L(20)21 rev. A; 7611 L(20)22 rev. A; 7611 L(20)23 rev. A; 7611 L(90) 04

GL Hearn Planning Statement July 2017

GL Hearn Consultation Statement 04 July 2017

GL Hearn Daylight and Sunlight Report 07 June 2017

GL Hearn Economic Benefits Statement June 2017

Leach Rhodes Walker Design and Access Statement July 2017

Scotch Partners Acoustic Strategy Report Revision 04 July 2017

Transport Dynamics Transport Statement Revision 01 November 2017

Transport Dynamics Draft Travel Plan Revision, 01 October 2017

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

Applied Energy, Energy and Sustainability Statement dated 15.06.2017

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

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

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

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

Broken Wharf House, Transport Statement ref. PCD-1142-EN-RP-01 Rev. 01 dated November 2017

Broken Wharf House Delivery and Servicing Plan ref. PCD-1142-EN-RP-01 rev. 01 dated November 2017

White Bridge Needs Assessment for an Aparthotel on Broken Wharf in the City of London, dated August 2017

Site Management Plan, Broken Wharf, Broken Wharf, London dated June 2017

Aether Air Quality Assessment for the proposed development at Broken Wharf House, 2 Broken Wharf, London, EC4V 3DT dated June 2017

David Bonnett Associates Broken Wharf Accessibility Management Plan dated October 2017

Proposed Scissor Lift detail dated 13/11/2017

04.08.2017 Email Port of London Authority

04.08.2017 Comment Mr Raoul Duysings

06.08.2017 Comment Mr Anthony Rose

07.08.2017 Comment Mr Mark Spinner

07.08.2017 Email Claus Muller

08.08.2017 Comment Mrs Colette Dartford

08.08.2017 Comment Ms Jo Adlam

08.08.2017 Comment Mr Robert Stevenson

08.08.2017 Comment Mr David Standish

08.08.2017 Comment Mr Shirish Patel

08.08.2017 Comment Mr Stephen Auckland

09.09.2017 Email Ms Claire Durkin

09.08.2017 Comment Mr G Jack

10.08.2017 Comment Mrs Nicola Mallard

11.08.2017 Comment Mrs Zoya Ponomareva

15.08.2017 Comment Mr Stephen McDonald

17.08.2017 Letter Environment Agency

18.08.2017 Comment Mr Michael Housden

18.08.2017 Comment Mr Michael Housden

18.08.2017 Letter Mr Michael Housden on behalf of Globe View Freehold Ltd

20.08.2017 Comment Mr David Prescott

21.08.2017 Comment Mr Mark Mulcahy

21.08.2017 Comment Mr David Ball

22.08.2017 Letter Mr Steve Pearson

28.09.2017 Letter Manhire Associates Consulting Engineers

30.08.2017 Comment Mr Roger Hawkins

30.08.2017 Email Mr Roger Hawkins

05.10.2017 Email Alan Cook

20.10.2017 Email Chris Benham

25.10.2107 Emails Alan Cook

26.10.2017 Emails Alan Cook

30.10.2017 Email Chris Benham
03.11.2017 Email Jonathan Ordidge
06.11.2017 Email Jane Wilkin, Environment Agency
06.11.2017 Letter Jane Wilkin, Environment Agency
08.11.2017 Email Matthew Ball
10.11.2017 Email Matthew Ball
14.11.2017 Letter Chris Benham, GL Hearn
15.11.2017 Email and Lime Transport Technical Note, Matthew Ball
22.11.2017 Letter WT Partnership
23.11.2017 Letter Transport Dynamics
24.11.2017 Email Robert Hawtin, London Fire Brigade
28.11.2017 Emails Gerard Forlin
28.11.2017 Email Robin Allen and Gay Moon
29.11.2017 Email Chris Benham, GL Hearn
01.12.2017 Emails Chris Benham, GL Hearn
15.01.2018 Letter Chris Benham, GL Hearn
09.02.2018 Email Ford Keeble, City of London Police
14.02.2018 Letter Alan Cook
16.02.2018 Email Jonathan Ordidge, GL Hearn
21.02.2018 Email Jo Sintern, GL Hearn
22.02.2018 Email Mike Housden
27.02.2017 Email Jonathan Ordidge, GL Hearn

Appendix A

London Plan Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

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

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

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

Policy 7.6 Buildings and structures should:

a be of the highest architectural quality

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

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

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

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

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

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

h meet the principles of inclusive design

i optimise the potential of sites.

Policy 7.12 New development should not harm and where possible should make a positive contribution to the characteristics and composition of the strategic views and their landmark elements identified in the London View Management Framework. It should also, where possible, preserve viewers' ability to recognise and to appreciate Strategically Important Landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated Viewing Places.

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

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

Relevant Local Plan Policies

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.

DM1.1 Protection of office accommodation

To refuse the loss of existing (B1) office accommodation to other uses where the building or its site is considered to be suitable for long-term viable office use and there are strong economic reasons why the loss would be inappropriate. Losses would be inappropriate for any of the following reasons:

- a) prejudicing the primary business function of the City;
- b) jeopardising the future assembly and delivery of large office development sites;
- c) removing existing stock for which there is demand in the office market or long term viable need;
- d) introducing uses that adversely affect the existing beneficial mix of commercial uses.

CS4 Seek planning contributions

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

CS9 Meet challenges of Thames/Riverside

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

CS10 Promote high quality environment

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

DM10.7 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.

CS11 Allow hotels in suitable locations

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy by (inter alia) allowing hotels that support the primary business or cultural role and refusing hotels where they would compromise the City's business function.

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.

DM11.3 Hotels

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

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

CS13 Protect/enhance significant views

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

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.

DM16.5 Parking and servicing standards

1. Developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards.
2. Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use. Disabled parking spaces must be at least 2.4m wide and at least 4.8m long and with reserved areas at least 1.2m wide, marked out between the parking spaces and at the rear of the parking spaces.
3. Except for dwelling houses (use class C3), whenever any car parking spaces (other than designated Blue Badge parking) are provided, motor cycle parking must be provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3m long and at least 0.9m wide and all motor cycle parking spaces must be at least 2.0m long and at least 0.8m wide.
4. On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Such servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Headroom of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas should be provided.
5. Coach parking facilities for hotels (use class C1) will not be permitted.
6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.
7. Taxi ranks are encouraged at key locations, such as stations, hotels and shopping centres. The provision of taxi ranks should be

designed to occupy the minimum practicable space, using a combined entry and exit point to avoid obstruction to other transport modes.

CS17 Minimising and managing waste

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

DM17.1 Provision for waste

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

DM20.3 Retail uses elsewhere

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

CS21 Protect and provide housing

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

DM21.2 Loss of housing

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

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

DM21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:

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

SCHEDULE

APPLICATION: 17/00712/FULL

Broken Wharf House 2 Broken Wharf London, EC4

Change of use to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (46 sq.m), extension at sixth floor to extend roof level accommodation (60sq.m) and the insertion of a platform lift on High Timber Street.

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.
REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.
- 3 Details of facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the building works hereby approved shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work. The details shall include relevant measures from Section 4 of the Mayor of London's Construction Logistics Plan Guidance for Developers issued in April 2013, and specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. No construction shall be

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

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

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

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

- 5 No construction works shall begin until plans and details of the extent of the ancillary restaurant and workspace have been submitted to the Local Planning Authority and approved in writing. The area shown on the approved plans and details for the ancillary restaurant area and workspace shall be laid out, provided and retained in accordance with the approved details and shall be so retained thereafter for the life of the building unless otherwise agreed in writing by the Local Planning Authority.

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

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

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

(b) details of new windows;

(c) details of any new external lighting;

(d) details of any new hand rails;

(e) details of the new ground floor windows and entrances; and

(f) details of the new platform lift

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1 and DM21.3.

- 7 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the ancillary restaurant use. Flues must terminate at an agreed location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the ancillary restaurant use takes place and so retained thereafter for the life of the building. REASON: In order to protect residential/commercial amenities in and around the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.
- 8 The operation of the premises shall not take place until an Operational Management Plan has been submitted to and approved by the local planning authority detailing:
1. The duties of the staff employed at the premises to discourage, noise, disturbance and anti-social behaviour;
 2. A smoking control scheme relating to the supervision and/or control of any smoking patrons outside the premises;
 3. A dispersal scheme relating to the dispersal of patrons leaving the premises after 22:00;
 - 4, The management of taxis;
 5. Restrictions to exclude coach parties; and
 6. The circumstances and time periods, which trigger the need for a review of the operational management plan.
- The premises shall not be operated or occupied at any time other than in accordance with the Operational Management Plan.
REASON: To ensure the good management of the venue to protect residential amenity and to ensure compliance with the following policies of the Local Plan: DM15.7 and DM21.3.
- 9 At least 5% of the hotel rooms shall be wheelchair accessible and a further 5% shall be designed to be adaptable for wheelchair accessibility and all such rooms shall be so maintained for the life of the building.
REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Local Plan: CS10.
- 10 Prior to the occupation of the hotel an Accessibility Management Plan shall be submitted to and approved by the Local Planning Authority including details of access for disabled visitors to the building. Such provision shall thereafter be operated in accordance with the approved Accessibility management Plan (or any amended Accessibility Management Plan that may be approved by the Local Planning Authority) for the life of the building.
REASON: To ensure that adequate access arrangements are made for disabled users of the hotel in accordance with the following policies of the Core Strategy: CS10; CS11.

- 11 Details of a Servicing Management Plan demonstrating the arrangements for control of the arrival and departure of all 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 Servicing Management Plan shall include the following: (i) prohibition of the use of Gardner's lane for servicing save for such collection of refuse/recycling as may be specified and agreed, and (ii) specify arrangements for all other deliveries and servicing to take place from High Timber Street and Broken Wharf. Thereafter the building and its facilities shall not be occupied or operated other than in accordance with the approved Servicing Management Plan (or any amended Servicing Management Plan that may be approved from time to time by the Local Planning Authority) for the life of the building.
REASON: To ensure that the development does not have an adverse impact on the free flow of traffic in surrounding streets in accordance with the following policy of the Local Plan: DM16.1.
- 12 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
(b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.
(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 13 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.
- 14 No doors, gates or windows at ground floor level shall open over the public highway.
REASON: In the interests of public safety

- 15 No live or recorded music that can be heard outside the premises shall be played.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 16 No part of the roof areas shall be used or accessed by occupiers of the building, other than in the case of emergency or for maintenance purposes.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 17 Any generator on the site shall be used solely on intermittent and exceptional occasions when required in response to a life threatening emergency or an exceptional event requiring business continuity and for the testing necessary to meet that purpose and shall not be used at any other time. At all times the generator shall be operated to minimise noise impacts and emissions of air pollutants and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.
REASON: To minimise adverse air quality in accordance with policies DM15.6 and DM 21.3 of the Local Plan and policies 7.14 B a and c of the London Plan.
- 18 Changing facilities and showers shall be provided for staff in conjunction with the bicycle parking 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.
- 19 a. No CHP plant in the thermal input range 50kWth to 20MWth with NOx emissions exceeding that specified in Band B of Appendix 7 to the GLA Sustainable Design and Construction Supplementary Planning Guidance published April 2014 (or any updates thereof) shall at any time be installed in the building.
b. Prior to any CHP plant coming into operation the following details must be submitted to and approved in writing by the Local Planning Authority:
1. The results of an emissions test demonstrating compliance with Part A of this condition and stack discharge velocity carried out by an accredited laboratory/competent person; and
2. An equipment maintenance schedule demonstrating that the emission standard would always be met.
c. The CHP plant shall at all times be maintained in accordance with the approved schedule.
REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.

- 20 Unless otherwise agreed in writing by the local planning authority all combustion flues must terminate at least 1m above the highest roof in the development, or as detailed in the air quality assessment, whichever is higher, in order to ensure maximum dispersion of pollutants.
REASON: In order to ensure that the proposed development does not have a detrimental impact on surrounding occupiers and in accordance with the following policy of the Local Plan: DM15.6 and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10, in accordance with the City of London Air Quality Strategy 2015 and the Local Plan DM15.6.
- 21 No boilers that have a dry NOx emission level exceeding 40 mg/kWh (measured at 0% excess O2) shall at any time be installed in the building.
REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 22 No CHP with NOx emissions exceeding 50mgNm3 at 5% O2 (dry gas) shall at any time be installed in the building.
REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 23 No servicing of the premises shall be carried out between the hours of 19:00 on one day and 09:00 on the following day from Monday to Saturday and between 19:00 on Saturday and 09:00 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.
- 24 The ancillary restaurant use hereby permitted shall not be open to non-residents between the hours of (23:00) on one day and (07:00) on the following day.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 25 Customers of the ancillary restaurant must not be allowed to spill out on to Broken Wharf for any purpose other than emergency access at any time for the life of the building.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 26 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 9 pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.
- 27 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: 7611 L(90)01; 7611 L(90) 02; 7611 L(90) 03 rev. C; 7611 L(20)01 rev.G; 7611 L(20) 02 rev.J; 7611 L(20)03 rev.K; 7611 L(20)04 rev.J; 7611 L(20)05 rev.H; 7611 L(20)06 rev.H; 7611 L(20)07 rev.H; 7611 L(20)08 rev.G; 7611 L(20)09 rev.D; 7611 L(20)10 rev.F; 7611 L(20)11 rev.H; 7611 L(20)12 rev.B; 7611 L(20)13 rev.B; 7611 L(20)14 rev.B; 7611 A(21)01 rev. E; 7611 A (21) 02 rev. B; 7611 A(21) 03 rev. D; 7611 A(21) 04 rev. B; 7611 A(21) 05; 7611 A (21) 06.
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

- 1 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:
- detailed advice in the form of statutory policies in the Local Plan, Supplementary Planning documents, and other written guidance has been made available;
- a full pre application advice service has been offered;
- where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.
- 2 Compliance with the Clean Air Act 1993
Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid matter at a rate of more than 45.4 kilograms or more an hour, requires chimney height approval. Use of such a furnace without chimney

height approval is an offence. The calculated chimney height can conflict with requirements of planning control and further mitigation measures may need to be taken to allow installation of the plant.

Terraces and Open Space

The location of outside space is an important consideration with regard to the exposure of air pollutants. The applicant is therefore minded to consider the location of existing and planned combustion plant termination points relative to any terrace, general access areas or openable windows etc. In addition to any building control or planning requirements, the third edition of the Chimney Height Memorandum (1981) requires that that certain types of combustion plant terminate at least 3m above any area to which there is general access.

Combustion Plant

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

When considering how to achieve, or work towards the achievement of, the renewable energy targets, the Markets and Consumer Protection Department would prefer developers not to consider installing a biomass burner as the City is an Air Quality Management Area for fine particles and nitrogen dioxide. Research indicates that the widespread use of these appliances has the potential to increase particulate levels in London to an unacceptable level. Until the Markets and Consumer Protection Department is satisfied that these appliances can be installed without causing a detriment to the local air quality they are discouraging their use. Biomass CHP may be acceptable providing sufficient abatement is fitted to the plant to reduce emissions to air.

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

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

- 3 This development may require a permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the top of the bank of the <watercourse>, designated a 'main river'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website:

<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

Committee: Planning and Transportation Committee	Date: 8 May 2018
Subject: Declaration of city walkway at 33 King William Street (staircase and lift between Upper Thames Street and King William Street)	Public
Report of: Director of the Built Environment	For decision
Summary	
<p>The new public staircase and lift at 33 King William Street between Upper Thames Street and King William Street have now been constructed and conform to the City Corporation’s standards for new city walkways. It is therefore now considered appropriate for the City Corporation to declare the new public staircase and lift to be a city walkway.</p>	
Recommendation	
<p>I recommend that your Committee:—</p>	
<ol style="list-style-type: none"> 1. Declare to be a city walkway the new public staircase and lift at 33 King William Street between Upper Thames Street and King William Street on a date to be determined in the terms of the resolution set out at Appendix 1 to this report. 2. 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 make the declaration. 	

Main Report

Background

1. On 12 June 2012 your Committee resolved to grant planning permission 11/00933/FULMAJ and this was granted on 17 January 2013. This is planning permission for the:

Demolition of the existing buildings and redevelopment to provide a new office building at basement, lower ground, ground and nine upper floors plus roof plant (29,603.6sq.m). Retail (Class A1, A2, A3 or A4) and/or offices (Class B1) uses at ground and lower ground floor levels (751.5sq.m GEA). Discontinuance and removal of the City Walkway to the southern boundary of 33 King William Street on the north side of Upper Thames Street and the bridge over Upper Thames Street.

2. Conditions 12, 13 and 14 of this permission provide that:—

12 Provision must be made within the development for Walkway Stairs and a Walkway Lift to be constructed in positions, at levels and to dimensions

all in accordance with specifications to be submitted to and approved in writing by the Local Planning Authority prior to any works thereby affected being begun.

- 13 *Unless otherwise approved provision must be made within the development for the lighting and drainage of City Walkways together with a lockable service cupboard and cleansing facilities in accordance with specifications to be submitted to and approved in writing by the Local Planning Authority prior to any works thereby affected being begun.*
 - 14 *After the City Walkway(s) incorporated in the planning permission have been constructed, certified and declared by the City of London Corporation to be City Walkways in pursuance of Sections 5 and 6 of the City of London (Various Powers) Act 1967, any person may have access thereto on foot and may pass and re-pass thereon on foot as of right, but subject nevertheless to any restrictions which may legitimately from time be imposed in relation thereto.*
3. Planning permission 11/00933/FULMAJ was varied by permission 14/00860/FULMAJ on 24 June 2015 to amend various details.
 4. Conditions 14, 15 and 16 of this permission provide that:—
 - 14 *The development shall be carried out in accordance with the specifications for the Walkway Stairs and a Walkway Lift, as approved on 26th May 2015 (App No 14/01070/MDC).*
 - 15 *Provision must be made within the development for the lighting and drainage of City Walkways together with a lockable service cupboard and cleansing facilities in accordance with specifications approved on 2nd April 2015 (App No 14/01242/MDC).*
 - 16 *After the City Walkway(s) incorporated in the planning permission have been constructed, certified and declared by the City of London Corporation to be City Walkways in pursuance of Sections 5 and 6 of the City of London (Various Powers) Act 1967, any person may have access thereto on foot and may pass and re-pass thereon on foot as of right, but subject nevertheless to any restrictions which may legitimately from time be imposed in relation thereto.*

Current Position

5. The permitted redevelopment has now been completed. It involved the removal of the city walkway at 33 King William Street (EC4R 9AS) from King William Street along the southern boundary of the site above Upper Thames Street and the city walkway bridge over Upper Thames Street to Seal House (1 Swan Lane, EC4R 3TN) and through that building to the south side of Upper Thames Street and their replacement with a new city walkway providing public access from King William Street to the northern side of Upper Thames Street via a new public staircase and lift.

6. The completed new public staircase and lift at 33 King William Street conform to the City Corporation's standards for new city walkways.

Proposal

7. It is therefore now considered appropriate for the City Corporation to declare the new public staircase and lift to be a city walkway.
8. Appropriate wording for a resolution to effect this declaration, including a plan and an elevation of the city walkway to be declared, is appended to this report as Appendix 1.
9. Colour copies of the plans at A3 size are available in the Members' Reading Room and will be displayed in the Livery Hall prior to and during your Committee's meeting of 8 May 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.
10. Notice of the passing of the resolution declaring the city walkway describing the extent of the city walkway must be published in one or more newspapers circulating within the city and displayed for a period of not less than 28 days in a prominent position in the city walkway. The date for the coming into force of the declaration must not be earlier than the date of first publication of notice of the resolution.

Corporate and Strategic Implications

11. Declaring the new public staircase and lift to be a city walkway, thereby enabling the new staircase and lift 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

12. The City Corporation will be responsible for paving, repairing, draining, cleansing and lighting the city walkway and will be liable for any defects once it is declared in accordance with section 9(1) of the City of London (Various Powers) Act 1967. Apart from the new public lift, these costs are roughly commensurate with the costs involved in similarly maintaining the city walkway that was removed to facilitate the redevelopment of 33 King William Street and they can therefore be contained within the Department of the Built Environment's existing revenue budgets.
13. The section 106 agreement for the development required the developer to pay a Public Lift Commuted Sum of £97 789 prior to the Practical Completion of the new city walkway and this has been received. This will fund the City Surveyor's Department's maintenance of the new public lift.

Conclusion

14. The new public staircase and lift at 33 King William Street have now been constructed and conform to the City Corporation's standards for new city walkways. It is therefore now considered appropriate for the City Corporation to declare the new public staircase and lift to be a city walkway.

Appendices

Appendix 1: recommended resolution of the Planning and Transportation Committee

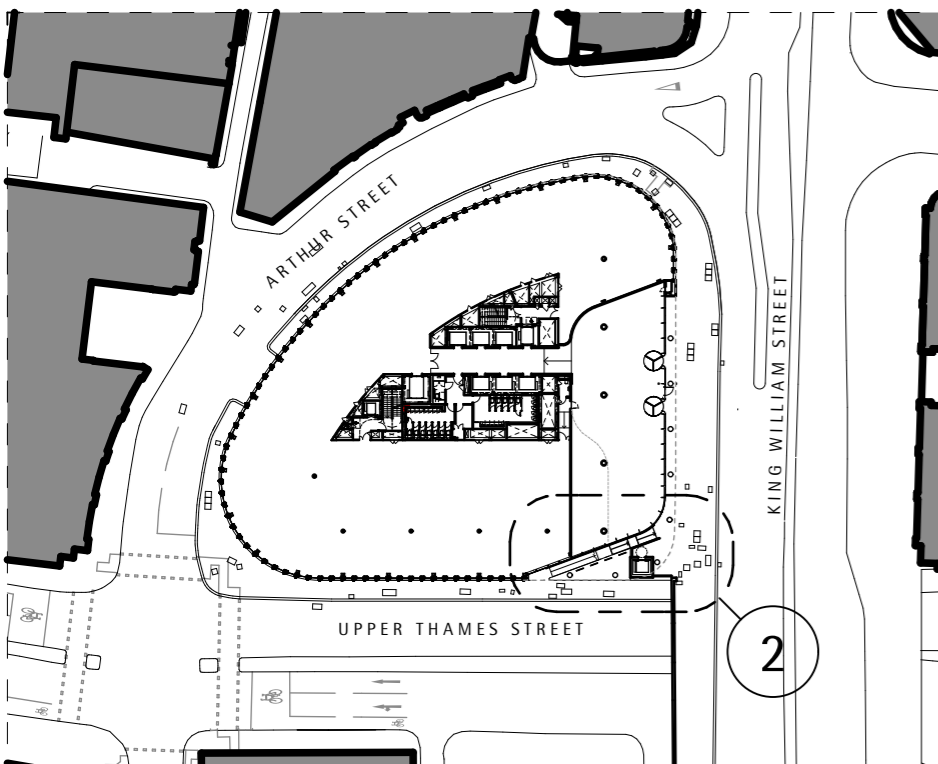
Craig W. J. S. Stansfield

Transport Planning and Development Manager

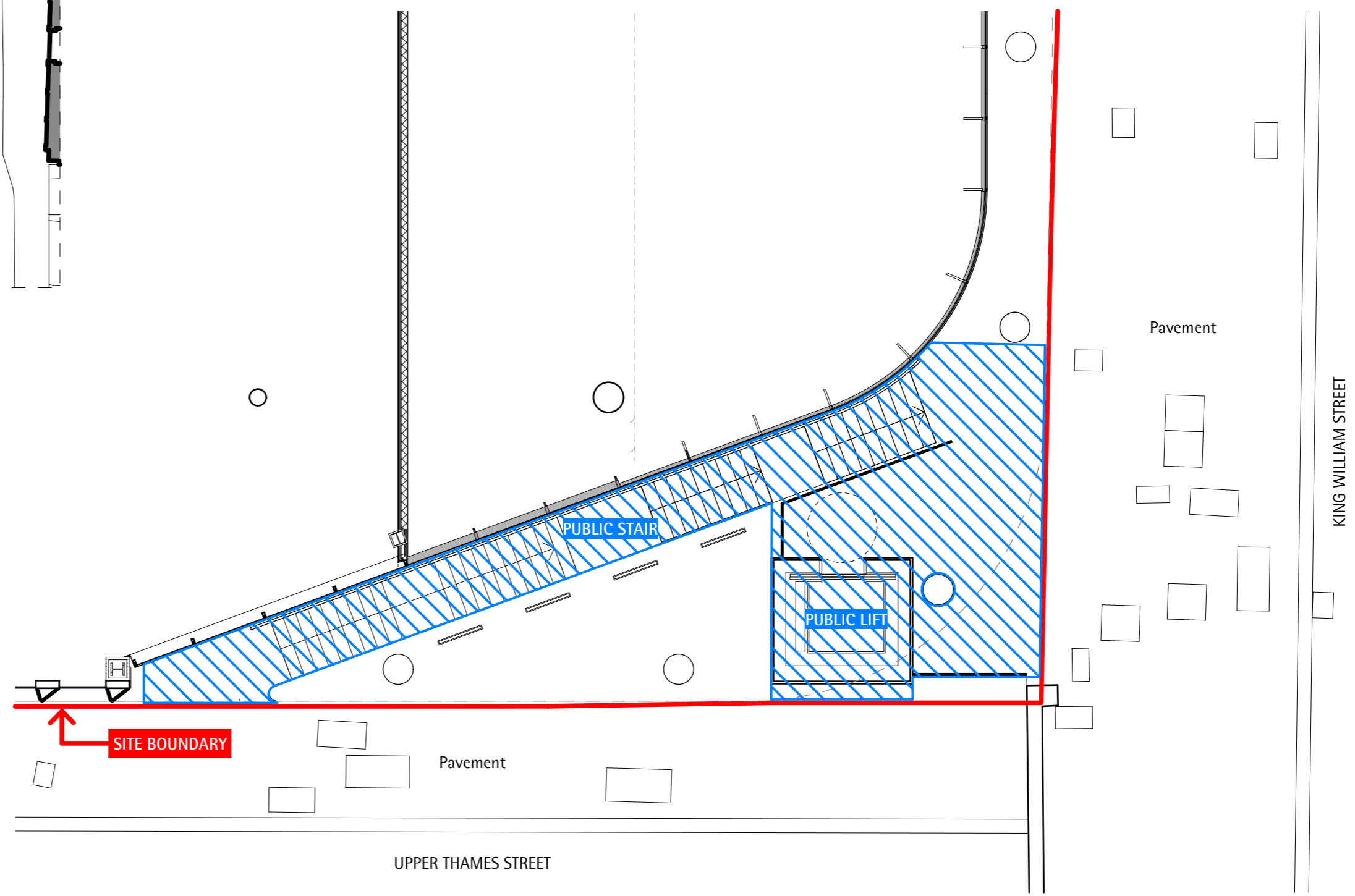
Department of the Built Environment

telephone: + 44 7802 378 810

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





1 Site Plan
SCALE 1:1000



2 Detailed Plan
SCALE 1:100

Notes:
Do not Scale from this drawing Use figured dimensions only

Key:
 Site Boundary
 Public Stair & Lift Demise

Rev.Date	Dwn	Description
P1 18/04/18	LOG	Issued for Information
P2 20/04/18	LOG	Extent of boundary amended. Issued for Information
P3 01/05/18	LOG	Extent of boundary amended. Issued for Information

HB REAVIS Group
5 Martin Lane
EC4R 0DP London

John Robertson Architects
111 Southwark Street, London. SE1 0JF
Telephone 020 7633 5100. Facsimile 020 7620 0091

33 King William Street London EC4
Public Stair & Lift Demise Plan
 Drawing Status: Information

Scale(s)	Date	Drawn	Checked
Varies@A3	18/04/2018	LOG	AS
Project No:	Drawing No:	Revision:	
1674	L00/005	P3	

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RESOLUTION OF THE PLANNING AND TRANSPORTATION COMMITTEE

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

DATED the eighth day of May 2018.

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”) **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) which 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 the Schedule 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
- (iii) the way or place is laid out or rendered suitable for a city walkway in accordance with subsection (1)(c) of the said section 6

NOW THEREFORE the City in pursuance of section 6(1) of the Act by resolution **HEREBY DECLARE** the way or place described in the Schedule 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.

SCHEDULE

ALL THAT way or place being the public staircase and lift at 33 King William Street between Upper Thames Street and King William Street as shown on city walkway declaration plans

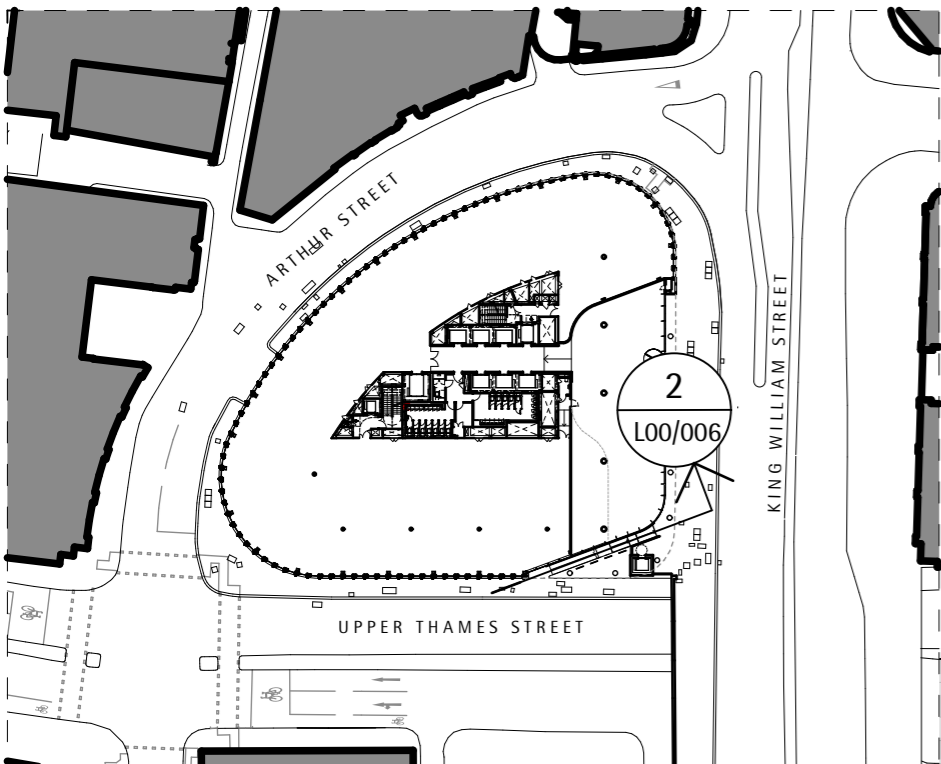
- 33 King William Street London EC4: Public Stair & Lift Demise Plan
(Project No: 1674; Drawing No: L00/005; Revision: P3; Date: 18/04/2018)
- 33 King William Street London EC4: Public Stair Demise Section
(Project No: 1674; Drawing No: L00/006; Revision: P3; Date: 20/04/2018)

attached hereto.

Dated

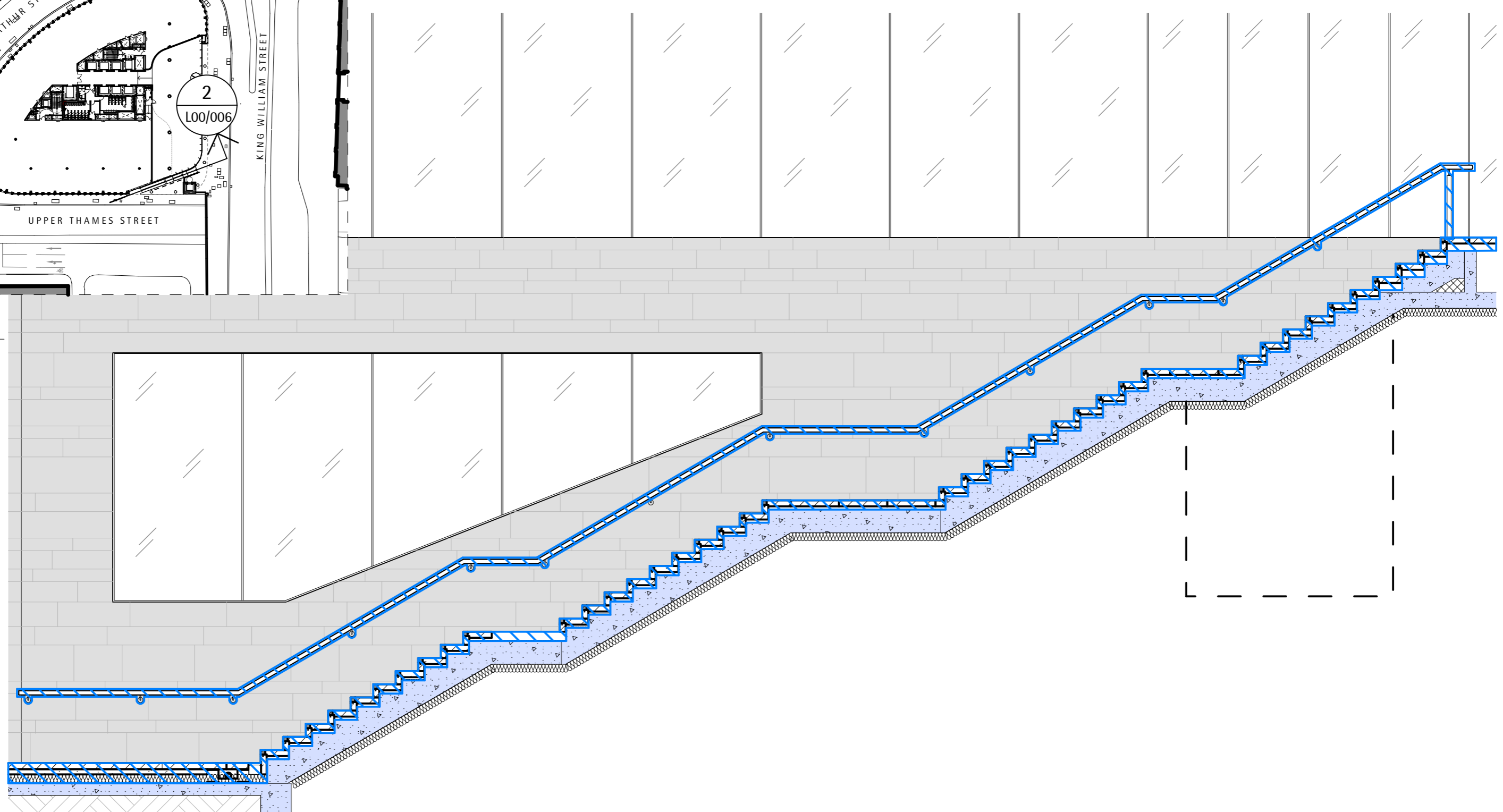
THE COMMON SEAL OF THE MAYOR
AND COMMONALTY AND CITIZENS
OF THE CITY OF LONDON
was hereunto affixed in the presence of:

Authorised Officer
Guildhall
LONDON
EC2P 2EJ



1 Site Plan
SCALE 1:1000

Page 137



2 Detailed Section
SCALE 1:50

Notes:
Do not Scale from this drawing Use figured dimensions only

Key:
Public Stair Demise: Top of stone finish to top of structural slab. All Handrails, balustrades and associated fixings to both sides of the stair and lift.

Rev.Date	Dwn	Description
P1 18/04/18	LOG	Issued for Information
P2 20/04/18	LOG	Extent of boundary amended. Issued for Information
P3 01/05/18	LOG	Extent of boundary amended. Issued for Information

HB REAVIS Group
5 Martin Lane
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33 King William Street		London EC4	
Public Stair Demise Section			
Drawing Status: Information			
Scale(s):	Date:	Drawn:	Checked:
Varies@A3	20/04/2018	LOG	AS
Project No:	Drawing No:	Revision:	
1674	L00/006	P3	

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Committee(s)	Dated:
Planning & Transportation Committee – For decision	08/05/2018
Subject: City Corporation response to Government consultation on the National Planning Policy Framework	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Decision
Report author: Peter Shadbolt, Assistant Director (Planning Policy)	

Summary

National planning policy is set out in a single document, the National Planning Policy Framework (NPPF), published by the Ministry of Housing, Communities and Local Government. Draft revisions to the NPPF have been published for consultation which seek to give greater focus to the national policy aim of delivering more housing.

The key areas of interest to the City Corporation in the draft revisions relate to changes to the approach to the presumption in favour of sustainable development, new provisions for Statements of Common Ground, changes to the way that viability assessments are undertaken and reported, the introduction of a new Housing Delivery Test and a reduction in the weight apparently given to economic development.

Proposed changes to the way that viability assessments are undertaken and published are supported and should ensure greater consistency, transparency and accountability in the way that viability assessments are used within planning. Other changes to the NPPF seemingly reduce the weight that is attached nationally to economic development relative to housing development. Whilst the overall aim of increasing housing delivery nationally is supported, the NPPF needs to give appropriate weight to other policy priorities, including the need for economic development and employment generation in areas of economic importance. Further changes are needed to the NPPF and the Housing Delivery Test to ensure that economic priorities are given appropriate weight when considering the need to deliver additional housing. Further guidance is needed on how the proposed Statements of Common Ground will operate within London and other larger urban areas to ensure that the approach does not result in further unnecessary delay to the planning system.

Recommendation

Members are recommended to:

- Agree the comments set out in paragraphs 4 to 20 of this report, and the detailed comments in Appendix 1, as the City Corporation’s response to the Government’s consultation on the draft National Planning Policy Framework.

Main Report

Background

1. In 2012, the Government published the National Planning Policy Framework (NPPF). The NPPF sought to consolidate over 1,000 pages of national planning policy into a single document. The NPPF is supported by online Planning Practice Guidance which provides further detail and guidance on the application and interpretation of the NPPF.
2. Since the NPPF was published, a series of consultations on draft amendments to policy have been published, with the principal aim being to reform the planning system to deliver an increase in house building. Key consultations and statements of policy include the Housing White Paper 'Fixing our broken housing market', in February 2017 and 'Planning for the right homes in the right places', in September 2017. The 2017 Budget included additional proposals to amend planning policy and legislation to bring forward more homes and diversify the housing market. The Budget also outlined the Government's intention to bring forward reforms to the Community Infrastructure Levy (CIL) and s106 planning obligations.

Current Position

3. In March 2018, the Government published a package of reform proposals, including revisions to the NPPF, amended national Planning Practice Guidance and reforms to CIL and s106 planning obligations. Changes to CIL and s106 are set out in a separate consultation paper 'Supporting housing delivery through developer contributions', which is considered elsewhere on the agenda. Changes to the NPPF are set out in 2 documents, a revised NPPF document and an accompanying consultation paper outlining the key areas of change from the currently adopted NPPF. The principal issues of relevance to the City Corporation are:
 - Changes to the presumption in favour of sustainable development, giving greater emphasis to the need to plan for and deliver new housing.
 - Changes to the existing Duty to Cooperate with other planning authorities and key stakeholders and introduction of a new requirement to agree Statements of Common Ground.
 - New guidance on the process of undertaking viability assessments and how they should be used in determining affordable housing requirements and funding new infrastructure. This element of the consultation is closely related to consultation on the role of CIL and s106 which is considered elsewhere on this Committee agenda.
 - The introduction of a Housing Delivery Test to ensure that all local planning authorities deliver new housing to meet local needs and contribute to wider national needs.
 - Changes in policy requirements for economic development and the weight to be attached to economic growth relative to housing growth.

Proposals and Comments

4. The following paragraphs set out comments on the above principal issues and outline in italics comments and a suggested response. Appendix 1 contains more detailed comments in response to the 43 questions raised in the consultation document and it is recommended that this Appendix, together with the comments below, be forwarded to the Ministry of Housing, Communities and Local Government as the City Corporation's formal response to the consultation.

Presumption in favour of sustainable development

5. The current NPPF sets out a presumption in favour of the grant of planning permission for sustainable development. Local plans are required to meet objectively assessed development needs, except where policies in the NPPF suggest that development should be restricted. A footnote to the text provides examples of the types of policies that might justify restricting development, including nationally designated environmental designations or flooding considerations. The draft revised NPPF retains the presumption in favour of sustainable development, but the footnote has been amended to be a defined list of those policies which could be used to restrict the presumption in favour of sustainable development rather than a list of examples.
6. ***Comment:** Although a minor wording change, the changes to the footnote mean that some key policy objectives and aims within the NPPF and local plans would be excluded from consideration as reasons for restricting development. Within the City of London, this would mean that national, London-wide and local policy frameworks which support the City's national and international cluster of businesses will be given less weight than listed environmental and heritage designations when considered against the presumption in favour of sustainable development. This small change has added importance when considered alongside the new Housing Delivery Test (outlined in paragraphs 15 and 16 below) under which the presumption in favour of sustainable development will apply where housing delivery falls below defined targets. To ensure that the City's primary business role is given sufficient weight alongside the need for housing, the NPPF should be amended such that other adopted policy objectives can be considered when determining the weight to be attached to the presumption in favour of sustainable development.*

Statements of Common Ground

7. The current NPPF and planning legislation require local planning authorities to cooperate with other authorities and stakeholders in the preparation of plans. The draft revisions propose to strengthen this requirement, introducing a formal requirement for a Statement of Common Ground to be formally agreed between local planning authorities to demonstrate that they have effectively cooperated to ensure cross boundary matters are addressed and, particularly, to ensure that wider housing needs are met.
8. ***Comment:** The introduction of formal, signed, Statements of Common Ground could add significant complexity to the existing Duty to Cooperate. London boroughs and the City, in particular, may need to sign Statements with a number of neighbouring authorities and, in the case of waste planning, with waste*

planning authorities much further afield. The requirement for Statements to be formally agreed by authorities could slow down plan making and, where agreement and signature is not achieved, frustrate the timely progress of otherwise sound local plans. There should be provision within the NPPF for those aspects of a plan which do not rely upon Statements of Common Ground to progress to adoption even where agreement is yet to be reached on issues of cross boundary significance.

9. *It is not clear from the draft NPPF how Statements of Common Ground will work in London, and whether boroughs and the City will be required to sign single all-embracing Statements, or individual Statements with each neighbouring authority, Greater clarity is needed on how this system will work in London and other larger urban areas, with transitional provisions agreed to allow further work to test the process. It would be helpful for the Government to publish a standard template for Statements of Common Ground in its Planning Practice Guidance to avoid different interpretations of what constitutes an appropriate Statement.*

Changes to the way that viability assessments are prepared and published

10. The draft NPPF proposes a number of changes to the way that viability assessments are used within planning, including their publication and preparation. The draft suggests that viability assessments should only be required at plan-making stage with no need for the viability of individual schemes to be assessed except in exceptional circumstances. It requires that all viability assessments should be made publicly available and, within associated Planning Practice Guidance, sets out a standard methodology for how assessments should be conducted. Through the consultation, the Government is also seeking views on how review mechanisms should be used within viability appraisals.
11. **Comment:** *The proposed changes to the way that viability assessments are undertaken and used can be supported. The requirement that such assessments should be publicly available is strongly supported and the enhanced transparency around the process will assist in community engagement in both plan making and the determination of planning applications. There will remain occasions where some information within assessments needs to remain commercially confidential, but there should be a national policy requirement that developers provide detailed justification where elements are to remain confidential, enabling the local planning authority to weigh commercial considerations against the public benefits of making the information public. In such cases, both the developer and local authority determinations should be published.*
12. *In relation to limiting viability assessments to the plan-making stage, the NPPF should set out in more detail when viability on individual applications would be appropriate. For example, there may have been significant changes in costs or values since the plan was approved, or abnormal development costs that should be taken into account.*
13. *Review mechanisms attached to viability considerations can play an important role in ensuring that development makes an appropriate contribution towards infrastructure provision or affordable housing, even if the full requirement is not viable at the time of application. It will be important that review mechanisms*

provide certainty to local communities that the contributions promised by new development at the time of application are actually delivered.

14. *The standardised methodology for viability assessments set out in associated planning guidance to the NPPF is welcomed. This should allow for greater understanding of key aspects of viability at local authority and community level. In particular the requirement that land value must take into account the full cost of complying with planning policies is strongly supported. To ensure that this is factored into all viability considerations, this requirement should be set out as national policy within the NPPF and not relegated to Planning Practice Guidance.*

Housing Delivery Test

15. Following earlier Ministerial Statements and consultations, the draft NPPF confirms that the Government will proceed with a new Housing Delivery Test. Progress on the delivery of new housing in each local authority will be monitored over a 3 year period and, where delivery falls below 95% of the agreed housing target, an action plan will be required setting out how the local authority will increase housing delivery back to target levels. Where delivery falls below 75% of the target over a 3 year period, the presumption in favour of sustainable development will apply, i.e. housing delivery will take precedence over other locally agreed policies.
16. **Comment:** *There are two principal concerns with the proposed Housing Delivery Test. Firstly it places a responsibility for ensuring delivery of new housing on local planning authorities when those authorities have very limited mechanisms to actually ensure that house builders deliver on the permissions granted. The Test needs to relate principally to the roles and responsibilities given to local planning authorities, i.e. planning for sufficient housing to meet needs over at least a 5 year period and ensuring that sufficient planning permissions are granted to allow targets to be met.*
17. *Secondly, the Test is to be calculated over a 3 year period, rather than assessed in relation to the 5 year supply of housing land that local plans are required to demonstrate, or over the longer time period of the local plan. A 3 year period is too short where, as in the case of the City of London, a local planning authority is reliant on a small number of larger housing sites to meet housing targets, or where there are fluctuations in delivery as a result of market conditions. The City of London is geographically constrained and established planning policy (supported by national planning policy and the London Plan) emphasises the importance of the City as an office centre. Opportunities for new housing in the City are limited and housing delivery has tended to be 'lumpy' responding principally to market conditions. Over the timescale of the City Local Plan, the City has consistently exceeded housing delivery targets, but over the 3 year period required by the new Housing Delivery Test there may be periods when delivery both falls below target and times when it exceeds target. The rigid application of the proposed Housing Delivery Test does not reflect the reality of housing delivery in the City and the presumption in favour of sustainable development could lead to housing coming forward in inappropriate places, potentially undermining the City's ability to deliver much needed office development. The Housing Delivery Test should be considered over at least a 5*

year period, a period which is less susceptible to short term market volatility and which aligns with the national requirement for local plans to demonstrate a 5 year supply of housing land.

Economic Priorities

18. The NPPF retains the overall approach to sustainable development, with 3 overarching objectives: economic, social and environmental. The revised NPPF places greater emphasis on the need to deliver new housing across the country than in the existing document. Planning for economic development is retained within the current draft, with a requirement to build a strong, competitive economy. Planning policy should reflect this in setting out a clear economic vision and strategy, set criteria or identify sites for economic development, address barriers to economic investment and be flexible to accommodate new and flexible working practices and changing economic circumstances.
19. **Comment:** *The draft NPPF's policy approach to economic development, emphasising the need to plan for economic growth and be flexible in dealing with changing circumstances and working practices is supported. However, there is concern at the balance of policy priorities in the NPPF between economic development and housing. Policies on economic development are summarised in 4 paragraphs, whilst policy for housing is set out over 5 pages. New development should meet the NPPF definition of sustainable development, which encompasses three objectives, economic, social and environmental.*
20. *Whilst the City Corporation supports measures to increase housing supply and has adopted a local strategy to increase housing delivery on City Corporation owned land, the delivery of new housing has to be balanced against other national and local priority needs, particularly the need to deliver economic and employment growth. The NPPF should be framed in such a way that local policy priorities which have been agreed through local plan consultation and examination can be weighed against national priorities and weight apportioned accordingly. Within the City of London, this means that the NPPF should enable the long-standing emphasis on office and employment growth to be retained, whilst making an appropriate contribution to meeting housing needs.*

Corporate & Strategic Implications

21. The Government's proposed changes are designed to give greater emphasis to the delivery of new housing and this implies less policy support to the delivery of economic development. The approach to housing supply, in particular, could have an adverse impact on the City of London's ability to retain and plan for additional office growth. This could impact on the City's ability to deliver an appropriate balance of development and contribute to a flourishing society, supporting a thriving economy and shaping outstanding environments, as set out in the Vision and Objectives of the 2018-23 Corporate Plan.

Financial Implications

22. There are no financial implications arising directly from the proposed response to the draft National Planning Policy Framework.

Conclusion

23. National planning policy is set out in a single document, the National Planning Policy Framework, published by the Ministry of Housing, Communities and Local Government. The Government has published revisions to the NPPF and amendments to the accompanying Planning Practice Guidance to give greater focus to the national policy aim of delivering more housing. Alongside this consultation the Government has published draft amendments to the process for delivering developer contribution through the setting and use of the Community Infrastructure Levy and s106 planning obligations. These changes to developer contributions are addressed in a separate report to this Committee.
24. The key areas of interest to the City Corporation in the draft revised NPPF relate to a reduction in the weight apparently given to economic development, compounded by changes to the approach to the presumption in favour of sustainable development, new provisions for Statements of Common Ground, changes to the way that viability assessments are undertaken and reported and the introduction of a new Housing Delivery Test.
25. Proposed changes to the way that viability assessments are undertaken and published are supported. The proposals should ensure greater consistency in the way that viability is used, ensure that adopted planning policy requirements are taken into account in determining the value of development sites, and improve the transparency and accountability of the viability process to local communities.
26. Other changes to the NPPF seemingly reduce the weight that is attached nationally to economic development relative to housing development. Whilst the City Corporation supports the need to increase housing delivery nationally, the NPPF needs to give appropriate weight to other policy priorities, including the primary business role of the City of London. Changes to the NPPF and the Housing Delivery Test are needed to ensure that the overarching approach to sustainable development is delivered and economic priorities are appropriate weight alongside the need to deliver additional housing and meet national environmental objectives. Further guidance is needed on how the proposed Statements of Common Ground will operate within London and other larger urban areas to ensure that the approach does not result in further unnecessary delay to the planning system.

Appendices

- Appendix 1 – City of London Corporation detailed comments on the draft National Planning Policy Framework.

Peter Shadbolt

Assistant Director (Planning Policy)

T: 020 7332 1038

E: peter.shadbolt@cityoflondon.gov.uk

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Consultation response form

This is the response form for the consultation on the draft revised National Planning Policy Framework. If you are responding by email or in writing, please reply using this questionnaire pro-forma, which should be read alongside the consultation document. The comment boxes will expand as you type. Required fields are indicated with an asterisk (*)

Your details

First name*	Peter
Family name (surname)*	Shadbolt
Title	Mr
Address	Department of the Built Environment, City of London Corporation, Guildhall
City/Town*	London
Postal code*	EC2P 2EJ
Telephone Number	Click here to enter text.
Email Address*	peter.shadbolt@cityoflondon.gov.uk

Are the views expressed on this consultation your own personal views or an official response from an organisation you represent?*

Organisational response

If you are responding on behalf of an organisation, please select the option which best describes your organisation. *

Local authority (including National Parks, Broads Authority, the Greater London Authority and London Boroughs)

If you selected other, please state the type of organisation

[Click here to enter text.](#)

Please provide the name of the organisation (if applicable)

City of London Corporation

Chapter 1: Introduction

Question 1

Do you have any comments on the text of Chapter 1?

Chapter 1 largely repeats the existing NPPF provisions, with minor wording changes. The additional paragraph outlining that Written Ministerial Statements and endorsed recommendations of the NIC may be material considerations, clarifies the planning status of these documents and is welcomed.

No change is proposed to the NPPF in respect of policy on gypsies and travellers and waste, which remain the subject of separate planning policy statements. As the NPPF is the Government's statement of planning policy, the opportunity should have been taken to incorporate planning policy guidance on these two issues into the NPPF rather than retaining them as separate statements.

The principal issues of relevance to the City Corporation arising from the draft NPPF are addressed in the detailed responses set out in this consultation paper, but are summarised below:

1) Balance between economy and housing. The draft NPPF changes the emphasis in the presumption in favour of sustainable development to give greater weight to the need to plan for and deliver new housing. Whilst the City Corporation supports measures to increase housing supply nationally, the delivery of new housing has to be balanced against other national and local priority needs, particularly the need to deliver economic growth and employment. The NPPF should retain the balance between economic, social and environmental objectives and be framed in such a way that local policy priorities which have been agreed through local plan consultation and examination can be weighed against national priorities and weight apportioned accordingly. Within the City of London, this means that the NPPF should enable the long-standing emphasis on office and employment growth to be retained, whilst making an appropriate contribution to meeting housing needs.

2) Housing Delivery Test. The proposed Housing Delivery Test places responsibility on local planning authorities to ensure the delivery of housing. It does not acknowledge that planning authorities have few tools available to them to ensure that developers deliver new housing in a timely fashion after the grant of planning permission. A more appropriate test would be one which considers whether a local planning authority has permitted sufficient new housing to meet identified housing needs. The 3 year assessment period for the proposed Housing Delivery Test is too short a period over which to measure delivery particularly in the City of London which is primarily an office centre with limited scope for new housing. Any test should consider delivery over the established 5 year land supply requirements for housing set out in the NPPF or delivery over the period of an adopted plan.

3) Statements of Common Ground. The introduction of formal, signed, Statements of Common Ground could add significant complexity to the existing Duty to Cooperate, particularly in London and other larger urban areas where multiple Statements are likely to be required with multiple planning authorities. Greater

clarity is needed on how such Statements will operate, with transitional provisions put in place to allow further work and testing of the concept.

4) Viability considerations. The proposed changes to the way that viability assessments are undertaken and used within planning are supported by the City Corporation. In particular, the requirement that assessments should be publicly available is strongly supported and should ensure greater transparency which will assist in community engagement in both plan making and the determination of planning applications. The standardised methodology for viability assessments set out in draft Planning Practice Guidance is also supported but, given the fundamental importance of land value in viability considerations, the City Corporation would like to see a clear statement of policy in the NPPF that in bidding for land and undertaking viability assessments, developers should take into account the full cost of complying with adopted planning policies.

Chapter 2: Achieving sustainable development

Question 2

Do you agree with the changes to the sustainable development objectives and the presumption in favour of sustainable development?

No

Please enter your comments here

The additions to the social and environmental objectives are welcomed, particularly reference to fostering a safe environment, open spaces and meeting future as well as current needs.

The adopted NPPF requires the planning system to contribute towards a strong, responsive and competitive economy, including “by identifying and coordinating development requirements, including the provision of infrastructure”. The revisions to the NPPF refer only to “identifying and coordinating the provision of infrastructure”. It remains important that local planning authorities through Local Plans and in the determination of planning applications, and communities through Neighbourhood Plans, actively seek to coordinate all development requirements not just infrastructure requirements, and the current wording should be retained. A key role of the planning system is to coordinate and manage potentially competing development requirements and pressures.

The key changes to the presumption in favour of sustainable development relate to footnote 7. Whereas the currently adopted NPPF includes a list of policies as ‘examples’ of where development should be restricted, the revised footnote is framed in terms of a defined list. As a result, other key policy objectives and aims within the NPPF, local and neighbourhood plans (where they are judged to accord with the NPPF) are excluded from consideration as sufficient justification for not meeting housing needs or the granting of permission for housing or other

development.

Paragraph 8 of the revised NPPF sets out the components of sustainable development which frame the way in which the presumption in favour of sustainable development should be applied. The 3 elements of sustainable development (economic, social and environmental) should be reflected in the list set out in footnote 7, so that the economic element is taken fully into account. Within the City of London, for example, this would mean that national, London-wide and local policy frameworks which support the City's national and international cluster of businesses would not be given sufficient weight in the consideration of the presumption in favour of sustainable development.

The presumption in favour of sustainable development needs to reflect the full range of national policy objectives alongside specific land use designations.

Question 3

Do you agree that the core principles section should be deleted, given its content has been retained and moved to other appropriate parts of the Framework?

No

Please enter your comments here

Although other sections of the draft NPPF provide more detail on the core principles and application of planning, the current Core Planning Principles section in the adopted NPPF provides a valuable explanation of the purpose of the planning system and provides an overarching context to the NPPF which is lost in the proposed draft.

Question 4

Do you have any other comments on the text of Chapter 2, including the approach to providing additional certainty for neighbourhood plans in some circumstances?

The proposed additional wording in paragraph 14 is convoluted and confusing and does not deliver clear guidance on the role of policies in neighbourhood plans. For example, paragraph 14(a) refers to paragraph 75, which in turn refers back to paragraph 11(d). The wording of this section, and indeed other cross references in the NPPF, needs to be revisited to ensure that it is clear and easily understood to help guide effective planning decisions.

Question 5

Do you agree with the further changes proposed to the tests of soundness, and to the other changes of policy in this chapter that have not already been consulted on?

No

Please enter your comments here

Tests of Soundness – Refers to the need for strategic and local plans to meet the tests of soundness. It would be helpful for this section to clearly indicate that the tests are applicable to plans prepared by elected Mayors and combined authorities, as this has been an issue in the past, particularly in relation to the London Plan.

Positively Prepared - It is not clear how this test will be applied in a situation where local planning authorities are at different stages of plan preparation and assessments of housing need and it is not practicable to reach agreement with neighbouring areas on the delivery of housing (either meeting housing need outside of the authority where OAN cannot be met locally or contributing to meeting the needs of neighbouring areas).

Justified - The change to require that plans only consider an appropriate strategy rather than the most appropriate, is welcomed. This will potentially remove unnecessary debate and argument over alternative strategies where the proposed strategy is supported by robust evidence.

Effective - The requirement for effective cross boundary joint working is supported where there is an identified need. The requirement that cross boundary matters are dealt with rather than deferred may introduce further expense and delay into the plan making process. It may make it difficult to meet the tests of soundness where matters cannot be agreed, or where one authority is at a much earlier stage in plan making and decisions on the appropriate strategy have not been taken. There should remain provision for Inspectors to agree a plan as sound, with one or more cross boundary issues to be dealt with at a later date. Effective plan making should not be held up by difficulty in agreeing an individual or small number of policies.

Question 6

Do you have any other comments on the text of chapter 3?

Paragraph 16(e) - the requirement for plans to be accessible digitally is welcomed, but it should also be acknowledged that this will not be cost neutral and will require commitment and investment from local planning authorities.

Paragraph 17 - the requirement for plans to address key strategic issues is welcomed. This will ensure that plans are not unnecessarily delayed due to the time required to develop detailed planning policy on local matters. It is not clear, however, whether the list of strategic policies identified in paragraph 20 would also apply to elected mayors or combined authorities. Paragraph 20 should be amended to indicate that mayors or combined authorities should also include those policies

set out in paragraph 20 in strategic plans, except where they do not have the legislative authority to do so.

Paragraph 21 - the requirement that strategic policies are clearly distinguished in plans is supported. However, the flexible approach outlined as to how policies are presented (as a single local plan, separate plans or neighbourhood plans) will mean that a different approach to plan-making may be taken between neighbouring planning authorities, potentially creating a confusing pattern of plans and uncertainty for plan users. It also adds complexity to the how inspectors interpret the tests of soundness with regard to cross boundary cooperation. The NPPF should give clear guidance on the Government's preferred structure for planning policy documents.

Paragraph 23 – the requirement for a regular review of plans, at least once every 5 years is welcomed. This will give focus to the plan-making process at a local level, but will also require a commitment of resources to plan-making from both central Government and within local authorities. Guidance and direction on the need for the effective resourcing of plan making should be provided by Government.

Maintaining Effective Cooperation – The requirement for cooperation in the preparation of planning policies is supported in principle, but the City Corporation has some concerns over the detail set out in paragraphs 26 to 29. Paragraphs 27 and 28 address the need for collaboration on strategic plan making, but it would also be helpful to include a specific requirement for strategic plan making bodies (including elected Mayors and combined authorities) to collaborate with local planning authorities (where these are a different body) and with neighbourhood plan-making bodies.

Paragraph 29 – The requirements for formal Statements of Common Ground on strategic cross-boundary issues will add significant complexity to the existing Duty to Cooperate. A strategic plan making authority may need to agree Statements with a number of neighbouring authorities and, in the case of waste planning, other waste planning authorities further afield. The requirement for these statements to be formally agreed by authorities could slow down plan making and, where agreement cannot be reached, frustrate the timely progress of otherwise sound plans. There should be provision within the NPPF for those aspects of a plan (strategic or local) which do not rely upon Statements of Common Ground to progress even where agreement is yet to be reached on individual strategic issues.

An issue of concern for the City Corporation is the lack of clarity over how Statements of Common Ground will apply in London. It is not clear in the NPPF or the draft Planning Practice Guidance whether the requirement is for an all-embracing Statement covering the local plan or a number of individual Statements on specific issues with different local planning authorities. The guidance on the geographic extent of Statements is vague and does not seem to recognise that individual boroughs have a different set of neighbours, resulting in a complex overlapping series of Statements. Greater clarity is needed on how Statements would work in London and other larger urban areas and a 6 month transitional period agreed to allow for further work and a pilot study to test the process. Guidance should also provide a standardised template for Statements to avoid

different interpretations of what constitutes a Statement of Common Ground.

Paragraph 33 - the emphasis on the need for evidence underpinning local policies to be proportionate, relevant and up to date and tightly focussed is welcome. The draft revised Planning Practice Guidance provides more detail on what evidence might be needed, but the NPPF should also clearly state that evidence must be tailored to local circumstances and provide support and justification for the proposed policies and local priorities. There should be no requirement for evidence to be collected in support of policies which are not relevant locally or which have already been addressed at a strategic level.

Additional comments on Plan Making:

1) There appears to be no reference in this section (or indeed any other part of the NPPF) to the requirement for local or strategic plans to consider the needs of all sections of the community and specifically to address the needs for inclusive design, the needs of people with disabilities and wider matters of disability access. These should be a fundamental requirement that all plans (strategic, local and neighbourhood) should address.

2) There should be reference to, and guidance on, the role of Supplementary Planning Documents within this section. Currently the first reference to SPDs appears to be in paragraph 125. SPDs should be addressed as a key part of the plan-making framework.

Chapter 4: Decision-making

Question 7

The revised draft Framework expects all viability assessments to be made publicly available. Are there any circumstances where this would be problematic?

Yes

Please enter your comments here

The principle that all viability assessments should be publicly available is supported by the City Corporation. The emphasis in national and local policy should be on transparency to enable community engagement in plan-making and decision making and in the assessment of the viability of developer proposals.

Policy needs to allow for some elements of viability assessments to remain confidential to protect genuine commercial confidentiality. In such cases, the developer should be required to provide robust justification for confidentiality and this should be considered by the local planning authority who should test whether the requirement for confidentiality outweighs the public benefit in making the information public. In such cases, the developer's justification and the local planning authority's determination should be made public. Judgements on confidentiality

should be reviewed on a regular basis, at least every 6 months, in recognition that reasons for confidentiality will change over time. Where the case for confidentiality has lapsed, the information should at that point be made available publicly.

Question 8

Would it be helpful for national planning guidance to go further and set out the circumstances in which viability assessment to accompany planning applications would be acceptable?

Yes

Please enter your comments here:

Guidance on those circumstances in which viability assessment could be required at application stage would be helpful. Although the NPPF provides for plans to be updated at least every 5 years, there may be circumstances where there have been significant changes in the costs and/or values of a development since the plan was prepared. This might, for example, include significant abnormal development costs, significant increases in build cost or changes to other cost inputs since the plan-wide viability was undertaken.

Developers should be allowed to submit individual viability information at application stage, but it should be for the local planning authority to determine what weight should be attached to this viability, having regard to national guidance.

Question 9

What would be the benefits of going further and mandating the use of review mechanisms to capture increases in the value of a large or multi-phased development?

Please enter your comments below

Review mechanisms have value where a developer, demonstrated through a site specific viability appraisal, cannot deliver the full range of planning obligations required by the local plan at the date of application, but where there is potential for change in circumstances during and immediately after completion. This is particularly, although not wholly, the case where development is phased and obligations are triggered at the commencement or completion of each phase.

The use of review mechanisms can also introduce uncertainty into the planning process and create an expectation, particularly amongst local communities and objectors, that a higher level of contributions will be achieved on review.

The use of review mechanisms has the potential for a reduction in the agreed level of contributions as a result of increasing development costs. This could result in development which is not supported by required obligations and loses the support of the local community.

To provide certainty to local communities over a minimum level of obligations and avoid a reduction in contributions at a later date, national policy should be focussed on supporting the use of upwards only review mechanisms where a fully local plan policy-compliant contribution has not been agreed on the grant of permission. This will give certainty to local communities that the level of contributions promised by a developer at application stage is not under threat later on, leaving a community with additional development but not the required contributions necessary to offset the impact of this development.

It would be helpful for national guidance to include a model review mechanism that local planning authorities could use when required. The government could consider the standard mechanisms set out by the Mayor of London in his Affordable Housing and Viability Supplementary Planning Guidance.

Question 10

Do you have any comments on the text of Chapter 4?

Although not included within the NPPF itself, the proposed new national guidance on viability assessments is relevant to how the NPPF will be interpreted. In addition to the comments made in response to Questions 7 – 9 above, the City Corporation has the following comments on a number of aspects of the proposed guidance:

1) The City Corporation welcomes the further guidance on standardised inputs to viability. This should allow for greater understanding of key aspects of viability at local authority level and for local communities commenting on planning applications and local plans. In particular, the City Corporation welcomes the clear statement that developers and others should factor in the full cost of complying with policies when purchasing land or bidding for development contracts. Due to its significance

in a developer's ability to meet planning obligations, this requirement should be clearly set out within the NPPF and not relegated to Planning Practice Guidance.

2) The NPPF changes and the revised guidance emphasise the role of viability in determining appropriate levels of affordable housing or financial contributions towards affordable housing. Whilst viability assessments have been used principally to determine appropriate levels of affordable housing contribution, the NPPF and planning guidance should acknowledge that viability assessments may be submitted for other local policy reasons. For example, within the City of London, viability considerations play a key role in the determination of proposals for the loss of office accommodation to other uses.

Other comments on Chapter 4:

Pre-application engagement and front loading – the City Corporation welcomes the additional emphasis in the NPPF on pre-application engagement. The City Corporation's experience is that such engagement delivers better outcomes in terms of policy compliant development and community acceptance and helps build positive working relationships between planning authorities and the development industry.

Paragraph 45 – the City Corporation supports the need to keep information requirements for planning applications up to date and for local planning authorities to review these requirements at least every 2 years. Where adopted local plans are in place, the requirement for changes on this timescale are likely to be limited.

Determining Applications: Paragraphs 48-51 – The City Corporation welcomes the guidance on the weight to be attached to emerging plans and the refusal of applications on the grounds of prematurity. This provides a clear statement that emerging policy is a material consideration and the weight given to it will increase as the plan progresses through statutory processes.

In addition to the comments above and in line with comments on Question 6, the City Corporation considers that the section on determining applications should address the need for applicants to provide information on inclusive design and accessibility for all sections of the community and for these to be key considerations in the determination of planning applications.

Chapter 5: Delivering a wide choice of high quality homes

Question 11

What are your views on the most appropriate combination of policy requirements to ensure that a suitable proportion of land for homes comes forward as small or medium sized sites?

Please enter your comments here

The City Corporation supports measures to deliver an increase in housing to meet identified needs, but considers that the mechanisms for delivering new housing are best determined and applied at the local level in the context of local assessments of housing need and knowledge of local housing markets. National prescription that 20% of housing should be delivered on small sites cannot reflect local circumstances, the state of the local housing market and, critically, land availability to deliver new housing. These are matters that should be determined locally, through the local plan.

A requirement to allocate a set percentage of small sites within local plans may in practice work against the NPPF aspiration to encourage more SME house builders into the market, since allocating a site will normally provide an uplift in land value, possibly pricing SME builders out of the market.

Question 12

Do you agree with the application of the presumption in favour of sustainable development where delivery is below 75% of the housing required from 2020?

No

Please enter your comments here

Test ignores the fact that local planning authorities have little control over the rate of housing delivery, which will be determined by house builders and the housing market. If the Government wishes to monitor and hold local authorities to account in relation to housing, the Test should be based on an authority's record in allocating and granting planning permission for housing. The NPPF already requires local planning authorities to maintain a 5 year land supply for housing, with buffer requirements above this level to account for market factors. It is this measure that should form the basis of any Housing Delivery Test.

The Test, as proposed, is to be calculated on the basis of delivery over a 3 year period relative to adopted strategic plan housing targets. A 3 year timescale is too short where a local planning authority is reliant on larger strategic sites to deliver the bulk of planned housing growth, or where there are significant fluctuations from year to year in housing delivery including as a result of market conditions. In such circumstances the application of the presumption in favour of sustainable development might have the unintended consequence of encouraging opportunistic housing in conflict with other adopted policy.

For example, the City of London is geographically constrained and established planning policy (supported by the London Plan and national planning statements, such as the exemption from permitted development rights for the change of use from offices to housing) emphasises the importance of the City as an office centre of national and international importance. Opportunities for new housing are limited and housing supply has tended to be 'lumpy', with larger sites coming forward in response to site availability and market signals. Over the timescale of City local plans, housing delivery has consistently exceeded housing targets, ensuring that the City can make an important contribution to meeting local and wider housing

needs. Over a shorter, 3 year period, there will be times when housing targets are significantly exceeded, but others when delivery falls below target, such as at present when housing delivery has fallen as a result of falling house prices in central London. The rigid application of the proposed Housing Delivery Test does not reflect the reality that housing is being delivered in the City over the local plan period, and the presumption in favour of sustainable development could potentially undermine the City's office stock and its contribution to the national economy by allowing the opportunistic loss of valuable offices to housing.

The City Corporation considers that a 5 year delivery period would provide a better measure of housing delivery, one that is less susceptible to short term market volatility, and which aligns with the requirement in local plans to demonstrate a 5 year supply of housing land.

Question 13

Do you agree with the new policy on exception sites for entry-level homes?

Yes

Please enter your comments here

Although the new policy approach would not apply within the City of London as a central urban area, the City Corporation supports the introduction of new planning tools which could assist in the delivery of new housing on suitable sites. The use of exception sites should be a matter for consideration at local level and considered through the local plan process in much the same way as policy requirements for rural exceptions sites for affordable housing.

Question 14

Do you have any other comments on the text of Chapter 5?

The City of London Corporation supports measures to increase the supply and delivery of new housing on appropriate sites to meet the priority need for housing in the UK. However, the City Corporation is concerned that some of the proposals in the draft NPPF will have unintended consequences for other nationally or locally important policy priorities and particularly for the maintenance of existing, and delivery of new, employment sites needed to support UK economic growth.

Paragraph 62 – the City Corporation supports the role of local plans in ensuring that policies support the delivery of new housing which addresses local housing needs, but considers that this should not be expressed in the form of prescription, determining the type, size and tenure of housing on all new development sites. The emphasis should be on developing a partnership with developers to ensure that new housing addresses needs.

Paragraph 65 – The City Corporation supports the requirement for policy to provide for affordable housing to meet the needs of those who cannot afford housing on the open market, but not the national requirement for 10% of housing on major sites to be affordable home ownership. Policies should be evidenced locally, taking account of local needs, as required by draft paragraph 62 and not subject to national prescription. This will ensure that affordable housing can be provided to meet local housing needs, including the need for home ownership where this is identified as a local priority.

Paragraph 74 - carries forward existing NPPF provisions for a 5 year supply of housing sites, and requirements from buffers beyond the 5 year requirement. These targets relate to identified and specific deliverable sites, no reference is made to the potential delivery through windfall sites, even though the use of windfalls is identified under paragraph 71. Greater clarity is needed on how these targets can be applied when there is a reliance on windfalls.

Paragraph 74 (c) - the reference to a 20% buffer in 74(c) should be amended to relate to the 5 year supply of sites required in relation to local plans rather than the 3 year housing delivery test. This will also provide necessary flexibility for those areas, like the City of London, which have a 'lumpy' distribution of housing sites and have relied on larger sites to meet the bulk of their housing delivery.

Paragraph 77 – the 95% threshold triggering a requirement for an action plan when housing delivery falls below local plan target is considered to be too high. Local plans are required to maintain a 5 year supply of housing and to plan for housing delivery over a 5 year period. Falling below 95% of target in a given 3 year period in the context of a 15 year plan is not a significant shortfall. The requirement for action plans for delivery at this threshold will add unnecessarily to the burden on local planning authorities. It should be replaced with a need for an action plan where delivery falls below 75% of the target as measured over a 5 year period.

Paragraph 78 - suggests that local planning authorities should consider imposing conditions to require development to be brought forward in 2 years to expedite development. There is no evidence that moving from 5 year permissions to 3 year permissions has led to a significant increase in housing development and a fall in the number of unimplemented sites with planning permission. There is no evidence in the NPPF that a further reduction to 2 years will have a similar effect on housing delivery. The current 3 year time period for valid planning permissions should remain.

Chapter 6: Building a strong, competitive economy

Question 15

Do you agree with the policy changes on supporting business growth and productivity, including the approach to accommodating local business and community needs in rural areas?

No

Please enter your comments here

Although paragraph 82 provides a clear indication of Government policy in relation to economic development in planning, the City Corporation is concerned at the balance between policy priorities for economic development and priorities for housing. Policies on economic development are summarised in 4 paragraphs, compared with 5 pages for housing. Whilst the City Corporation supports measures to increase the supply of new housing, this needs to be balanced against other national priority needs, particularly including the need to deliver economic and employment growth and to properly reflect the definition of sustainable development in Section 2 of the NPPf which refers to the 3 objectives of sustainable development as being economic, social and environmental.

Paragraph 82 - requires significant weight to be given to the need to support economic growth and productivity and allow an area to build on its strengths, but it is not clear whether weight given to economic development should outweigh the priority need for housing set out in Section 5 of the NPPF and, particularly the Housing Delivery Test outlined in paragraphs 74 to 78. The relative weight attached to the delivery of housing and economic development should be considered and set through the local plan process. For example, successive local plans in the City of London have established a national imperative and priority for office development and employment creation within the City, which has been supported by national policy (for example through the exemption from national permitted development rights for the change of use of offices to housing) and London Plan policy. To ensure that the City continues to deliver new office growth to support the national economy, this local policy priority needs to be retained, over and above, the acknowledged need to deliver new housing to address the national housing shortage.

Existing NPPF paragraph 51 – this sets out the presumption in favour of change of use from commercial to residential, provided that there are not strong economic reasons why such development would be inappropriate. This important qualification, which provides some protection for essential economic sectors and areas, and seems to have been deleted from the current draft NPPF. The City Corporation would like to see this paragraph re-instated.

In seeking to consolidate the NPPF further and give greater priority to housing delivery, existing NPPF guidance on the need to plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries has been deleted. Similarly, guidance on the need to retain key areas of economic activity (including the City) and the need to provide for the needs of a range of businesses and provide for flexible accommodation to meet the needs of businesses over the life of the Plan (set out in paragraph 21) has also been lost. The City Corporation considers that such guidance is critical to enable local authorities to plan positively for future economic growth and should be retained within the NPPF.

Footnote 31 – references the Government's flagship Industrial Strategy, but there is

no detail within the body of the NPPF on how planning can deliver the aims of this Strategy. Further guidance on the role of planning is needed within the NPPF.

Question 16

Do you have any other comments on the text of chapter 6?

See response to Question 15 above.

Chapter 7: Ensuring the vitality of town centres

Question 17

Do you agree with the policy changes on planning for identified retail needs and considering planning applications for town centre uses?

Yes

Please enter your comments here

The proposed changes clarify how the sequential test should be applied. Whilst it is unlikely to be applicable to the current situation in the City of London, the proposed changes to the sequential test should help ensure that proposals for out of centre development take into consideration the potential for town centre sites to become available in line with proposals set out in Local Plans, rather than simply reflecting the current land supply position. It would be helpful if paragraph 87 gave further guidance on what is regarded as 'reasonable period', clarifying that this would include sites identified for town centres uses within adopted Local Plans.

Question 18

Do you have any other comments on the text of Chapter 7?

There is a need for greater consistency between the aims of Chapter 7 setting out the role of planning in ensuring the vitality of town centres, and the reality that planning can only play a limited role as a consequence of wider application of permitted development rights which allows the change of use between town centres uses without the need to obtain planning permission. Whilst the PD rights introduced in recent years have delivered greater flexibility to developers, landlords and tenants in terms of the mix of units within a centre, a consequence is that local

planning authorities have limited scope to determine appropriate town centres uses and to resist inappropriate uses which may impact on vitality.

Related to the above, it is becoming increasingly apparent that the Use Class Order is no longer fit for purpose in terms of retail and town centre uses. The City of London, like many other local authorities and town centres, has seen an increasing number of applications for flexible retail uses, or sui generis uses, as retailers seek greater flexibility in their operations and move towards retail as a leisure activity and town centres as destinations for more than retailing. Thus, it is increasingly common for units to seek to operate across multiple A use classes, either within defined sections of buildings, or varying A uses at different times of the day. The role and function of retail has changed significantly in recent years and the increasing move to online shopping is likely to accelerate change and introduce new and innovative retail concepts as town centre retail respond to the online threat. The City Corporation would support a review of the A use class within the Use Class Order to be able to better address changing retail patterns and trends in future planning.

Chapter 8: Promoting healthy and safe communities

Question 19

Do you have any comments on the new policies in Chapter 8 that have not already been consulted on?

Paragraph 94 – the proposed changes support the use of planning to deliver high standards of estate regeneration, placing emphasis on social and economic benefits, but does not provide further guidance on what these benefits are. The City Corporation considers that the NPPF should require local planning authorities to consider the housing needs of existing residents when assessing proposals for estate regeneration, with an explicit requirement to ensure that existing tenants have the opportunity to be rehoused within the regenerated scheme at rents and service charge levels equivalent to existing levels. It is important that estate regeneration supports the retention of existing communities and delivers improvements for existing residents.

Question 20

Do you have any other comments on the text of Chapter 8?

Paragraph 96 - deals with public safety, security and defence and is generally supported. However, this paragraph should also include a requirement for liaison with the police and other emergency services and the delivery of development which meets 'Secured by Design' principles. Guidance should also recognise the public safety threat from terrorist activity and set out guidance on how local planning authorities should plan for development and public realm improvements in areas identified as 'Crowded Places', highlighting the need for ongoing consultation and co-ordination with counter terrorism officers.

Chapter 9: Promoting sustainable transport

Question 21

Do you agree with the changes to the transport chapter that point to the way that all aspects of transport should be considered, both in planning for transport and assessing transport impacts?

Yes

Please enter your comments here

Although the guidance requires all aspects of transport to be considered, and paragraph 103(b) references changing transport technology, the City Corporation considers that the NPPF should given greater consideration to changes in transport technology and place a stronger requirement on the need for local planning authorities to have regard to new and emerging technologies. For example, the requirements for planning policy do not include consideration of the needs of low emission or zero emission vehicles, including the need to plan for and provide rapid charging technologies. There is no reference to autonomous vehicle technologies or to the need to plan for smart control of traffic signals to smooth traffic flows and actively reduce congestion.

Although there is reference to the need to plan for effective servicing, this should be expanded and include requirements for local planning authorities to consider servicing and deliveries outside of peak times, the use of low or zero emission vehicles for servicing and freight and the implications of personal deliveries on servicing and freight movements (and associated congestion and pollution). There also needs to be guidance on the management of construction vehicles.

The City Corporation has recently published a Freight and Servicing SPD and is developing a City-wide Transport Strategy which has, as one of its objectives, reducing the impact of freight and servicing trips in the City. Amongst the options being considered in this Strategy is a requirement for larger developments to consider and implement off-site consolidation of freight and servicing and construction activity, with last mile deliveries by low or zero emission vehicles. The City Corporation considers that similar measures could usefully be implemented in other congested centres and suggests that off-site consolidation be included within the NPPF as a potential measure to be considered by local planning authorities.

Question 22

Do you agree with the policy change that recognises the importance of general aviation facilities?

Yes

Please enter your comments here

General aviation facilities in the right location can play an important role in meeting business needs and should be considered through the planning process. The City of London needs good international connections to support its international business role.

Question 23

Do you have any other comments on the text of Chapter 9?

Paragraph 107 - restricts the use of maximum parking standards, indicating that they should only be used where there is a clear and compelling justification that they are necessary to manage the local road network. The NPPF should recognise that maximum standards and requirements for car free development can be used in locations where the need for private car ownership is reduced through a good public transport network, such as in the centre of London.

Paragraph 110(a) – The City Corporation supports the prioritisation of walking and cycling within this paragraph. Amendments are needed to clarify that walking and cycling links between development and public transport are of fundamental importance and as critical as other walking and cycling links.

Chapter 10: Supporting high quality communications

Question 24

Do you have any comments on the text of Chapter 10?

Whilst strongly supporting the emphasis in the NPPF on the need to plan for and facilitate the delivery of high quality communications, it is questionable whether local planning authorities have the necessary expertise to set out in detail how digital infrastructure should be delivered and upgraded. The NPPF should instead require plans to make provision for high quality digital communications, rather than setting out how this should be delivered.

Paragraph 116 - seems to contradict earlier requirements in paragraphs 114 and 115 which require local planning authorities to consider technical evidence of the impact of equipment and health related impacts. If technical need and health related evidence is required to support planning applications, the NPPF should allow for this to be subject to independent verification as part of the planning application process, with verification funded by the applicant.

Chapter 11: Making effective use of land

Question 25

Do you agree with the proposed approaches to under-utilised land, reallocating land for other uses and making it easier to convert land which is in existing use?

No

Please enter your comments here

The City Corporation supports the principle of making the most effective use of land and ensuring that local plans and planning decisions reflect this principle. However, the Corporation is concerned that the NPPF is focussed principally on residential development with little reference to the importance of delivering other necessary land uses, including the need to deliver land and development which supports economic development and job creation. The NPPF requires local plans to set out policies and proposals to meet the full range of locally assessed needs and the requirement to make the most effective use of land should be delivered within this wider context, rather than simply being focussed on delivering new housing.

Paragraph 118(e) - introduces a new requirement to allow the upwards extension of buildings, and follows from an earlier Ministerial Statement and consultation. Whilst this flexibility may deliver increased residential development in some areas, the potential for a significant uplift is limited and will not be appropriate in many circumstances. Allowing for upwards development across the City of London could impact adversely on the City's primary business role, limiting the scope for further office development by introducing new rights to light and expectations of residential amenity.

The potential to make greater use of airspace above existing buildings and for upwards extensions should be considered firstly through the local plan process and only taken forward in accordance with agreed local plan policy. Such consideration will allow the potential implications for heritage assets or the local transport network to be addressed alongside the implications for other key land uses.

Question 26

Do you agree with the proposed approach to employing minimum density standards where there is a shortage of land for meeting identified housing needs?

No

Please enter your comments here

Rather than setting out minimum density standards for new housing development in areas of high demand, the approach in the NPPF should be for local plans to demonstrate that the most efficient use of land is made on allocated residential sites, with an emphasis on ensuring a high design quality in order to deliver more housing. This would reflect the approach that is proposed in the draft London Plan which moves away from minimum densities towards an emphasis on design quality.

Question 27

Do you have any other comments on the text of Chapter 11?

No comment

Chapter 12 : Achieving well-designed places

Question 28

Do you have any comments on the changes of policy in Chapter 12 that have not already been consulted on?

Paragraph 127 - The additional emphasis on pre-application engagement is welcomed, but the City Corporation suggests that this should be expressed as a requirement rather than an encouragement. Pre-application discussion at the formative stage of development proposals will help ensure that development is aligned with adopted development plan requirements and delivers a high quality of design. Pre-application engagement can also engage meaningfully with the local community and reduce or remove potential community objections to development.

Question 29

Do you have any other comments on the text of Chapter 12?

Paragraph 126 – there is no reference to the need for development to deliver healthy buildings within this paragraph (or elsewhere in the NPPF). The NPPF should require new development to incorporate healthy building principles as these are of equal significance to the other aspects of good development highlighted in this paragraph. A separate point should be included in paragraph 126 which recognises the importance of healthy buildings and which references ventilation, building materials, lighting, daylight and sublight, acoustics and access to nature and recreational space.

Paragraph 131 - sets out the approach to advertising, indicating that planning control should be limited to issues of amenity and public safety. The NPPF should contain a requirement for local plans to set out clearly the approach to advertisements within an area to give clear guidance to developers and advertisers.

The design of new buildings should be required to have regard to the need to deliver accessible buildings and environments which are inclusive for all sections of the community and address the needs of people with disabilities.

Chapter 13: Protecting the Green Belt

Question 30

Do you agree with the proposed changes to enable greater use of brownfield land for housing in the Green Belt, and to provide for the other forms of development that are 'not inappropriate' in the Green Belt?

Not sure

Please enter your comments here

The City Corporation considers that the primary purpose of the Green Belt should be retained. Where a local planning authority wishes to make greater use of brownfield land in the Green Belt to meet housing needs or provide for other forms of development, this should be addressed through the local plan and considered through consultation and examination, thereby enabling policy changes to reflect local circumstances and sensitivities.

Question 31

Do you have any other comments on the text of Chapter 13?

No comment

Chapter 14: Meeting the challenge of climate change, flooding and coastal change

Question 32

Do you have any comments on the text of Chapter 14?

The City Corporation supports the proposed changes. In relation to considering the cumulative impact of flood risk, further guidance will be needed for local planning authorities on how they should address these cumulative impacts and the 'tipping' point beyond which the impact of development would be unacceptable.

Question 33

Does paragraph 149b need any further amendment to reflect the ambitions in the Clean Growth Strategy to reduce emissions from building?

Paragraph 149b - requires new development to make a contribution to reducing greenhouse gas emissions, but does not allow local planning authorities to adopt local policies which goes beyond Government policy and targets. This could unnecessarily restrict local initiatives to make a significant contribution to the reduction of greenhouse gas emissions from new and refurbished buildings. The NPPF should allow for evidenced local policy to go beyond the national approach where this has been supported through consultation and examination.

Chapter 15: Conserving and enhancing the natural environment

Question 34

Do you agree with the approach to clarifying and strengthening protection for areas of particular environmental importance in the context of the 25 Year Environment Plan and national infrastructure requirements, including the level of protection for ancient woodland and aged or veteran trees?

Yes

Please enter your comments here

The City Corporation owns and manages almost 4,500 hectares of historic and natural open space in and beyond the City of London itself. The City Corporation supports measures within the NPPF which clarify and strengthen protection for areas of particular environmental importance, including ancient woodlands and veteran trees. The City Corporation considers that the NPPF should also highlight the important role that the natural environment plays in delivering a high quality environment and amenity within urban areas, and encourage efforts to deliver urban greening.

Question 35

Do you have any other comments on the text of Chapter 15?

Paragraph 180 - the City Corporation supports the 'agent of change' principle. It is important that new development should not have an adverse impact on the ability of existing businesses and facilities to operate as a result of unreasonable restrictions imposed on their use following new development.

Paragraph 179 - the new provisions and emphasis on air quality are welcomed. The planning system can play a significant role in ensuring that new development actively delivers improvements in local, regional and wider air quality. NPPF provisions should be extended to apply not just to AQMAs and Clean Air Zones but also to any locally designated areas where air quality improvements are being sought.

Chapter 16: Conserving and enhancing the historic environment

Question 36

Do you have any comments on the text of Chapter 16?

Paragraph 182 - the amendments in relation to World Heritage Sites are supported.

Paragraph 189 - whilst the proposed amendments in respect of the impact of development on a designated heritage assets are supported in principle, the amended wording could have the effect of increasing objection to development which impacts on heritage assets, despite the harm being less than significant and outweighed by other considerations, and could prevent otherwise acceptable development from being permitted. The existing wording in paragraph 132 of the NPPF is considered to provide sufficient guidance on the approach that should be taken and should be retained.

Footnote 55 – this sets out text currently included within paragraph 132 of the existing NPPF. It should be retained within the main text of the revised NPPF to reflect the importance of heritage assests and the consideration of assets in the planning process.

Chapter 17: Facilitating the sustainable use of minerals

Question 37

Do you have any comments on the changes of policy in Chapter 17, or on any other aspects of the text in this chapter?

The City Corporation supports the emphasis in this section on the need to ensure sufficient supply of minerals to provide for the country's building and infrastructure needs, and the emphasis given to the use of recycled materials before considering the extraction of primary materials.

Paragraph 204 - the City Corporation notes the additional text on oil and gas development, including the reference to unconventional hydrocarbons. It is assumed that this includes the potential for fracking. The City Corporation is supportive of the draft London Plan approach which resists fracking in London and considers that the potential and desirability of fracking should be considered through the plan making process at a local level.

Question 38

Do you think that planning policy in minerals would be better contained in a separate document?

No

Please enter your comments here

In principle, the NPPF should contain the Government's full range of national planning policies, including policy on minerals and waste.

Question 39

Do you have any views on the utility of national and sub-national guidelines on future aggregates provision?

No

Please enter your comments here

No comment

Transitional arrangements and consequential changes

Question 40

Do you agree with the proposed transitional arrangements?

No

Please enter your comments here

The City Corporation is concerned that the transitional period envisaged for the Housing Delivery Test, together with the detailed provisions and 3 year time horizon for the test, will penalise those local planning authorities where housing delivery is 'lumpy' or relies upon large or strategic housing sites. The NPPF requirement to have a 5 year housing land supply remains and the Housing Delivery Test should reflect this 5 year period to ensure that it can more accurately reflect overall housing delivery in a local plan area over the local plan period.

The City Corporation also considers that a transition period is needed for the introduction of Statements of Common Ground. Although these build upon existing practice and requirements under the Duty to Cooperate, they will require a more formal, member-led, approach to cooperation which may take some time to deliver. A minimum 6 month transition and exemption for plans that have reached submission stage at the time the NPPF comes into effect, will remove potential difficulties and delays in the effective examination and approval of plans.

Question 41

Do you think that any changes should be made to the Planning Policy for Traveller Sites as a result of the proposed changes to the Framework set out in the consultation document? If so, what changes should be made?

Yes

Please enter your comments here

National planning policy for Traveller Sites should be incorporated into the NPPF.

Question 42

Do you think that any changes should be made to the Planning Policy for Waste as a result of the proposed changes to the Framework set out in the consultation document? If so, what changes should be made?

Yes

Please enter your comments here

National planning policy for waste should be incorporated into the NPPF.

Glossary

Question 43

Do you have any comments on the glossary?

Strategic Plans - the Glossary should clarify that the definition of a strategic plan and strategic plan-making authority apply to the London Plan and the Mayor of London.

Inclusive Design - the definition of Inclusive Design within the existing NPPF appears to have been deleted from the draft revision. This needs to be reinstated, and references to inclusive design included within the NPPF to ensure that planning policy at the national, regional and local levels address the need to be inclusive and accessible to all.

Committee(s)	Dated:
Planning & Transportation Committee – For decision	08/05/2018
Subject: City Corporation response to Government consultation on supporting housing delivery through developer contributions	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Decision
Report author: Peter Shadbolt, Assistant Director (Planning Policy)	

Summary

Contributions from development towards local infrastructure and affordable housing are collected principally through s106 planning obligations and the Community Infrastructure Levy (CIL). Detailed national regulations and planning guidance set out how these mechanisms should operate. Nationally, concerns have been raised about how developer contributions are assessed, collected and spent. In the 2017 Budget, the Chancellor outlined the Government’s intention to bring forward changes in the way that both CIL and s106 operate. These proposals have now been published for public consultation.

The key proposals include measures to: reduce complexity and increase certainty in the setting of CIL and use of s106, increasing the responsiveness of CIL to market changes, and improving transparency and increasing accountability of CIL and s106 through improved monitoring and reporting. Proposed changes to the way that viability assessments are used are set out in detail in draft changes to the National Planning Policy Framework and considered in a separate report on this Committee agenda.

The overall package of proposed reform to the developer contributions process can be welcomed. Changes to the way in which CIL charging schedules are set, the relationship between CIL and local planning, changes to the s106 pooling regulations and improvements to monitoring and reporting to increase transparency, will all help to deliver benefits within the City in the way that CIL is set, collected and used to support infrastructure delivery. Changes are suggested to several of the proposed reforms to ensure that CIL continues to have the support of local communities and the development industry and can be administered efficiently, specifically the need to retain a period of formal public consultation in CIL setting and the need for a single and simple method of indexation based on the Consumer Price Index.

Recommendation(s)

Members are recommended to:

- Agree the comments set out in paragraphs 7 to 20 of this report, and the detailed comments in Appendix 1, as the City Corporation’s response to the

Government's consultation 'supporting housing delivery through developer contributions'.

Main Report

Background

1. Contributions from development towards local infrastructure and affordable housing are collected principally through s106 planning obligations and the Community Infrastructure Levy (CIL). Detailed national regulations and planning guidance set out how local planning authorities should operate both CIL and s106 and the relationship between the two mechanisms. The Government's intention is that CIL should be the principal source of developer contributions towards new infrastructure, with s106 limited to the delivery of site specific mitigation and affordable housing.
2. Nationally, a number of concerns have been raised about the process for collecting developer contributions, including concerns at the slow and partial take up of CIL, continued delays in agreeing s106 planning obligations, increased use of viability appraisals to reduce required obligations, and lack of responsiveness of CIL to changes in the market and lack of transparency in how CIL and s106 monies are spent.
3. To address these concerns, the Government appointed a CIL Review Panel to advise on potential changes to the CIL and s106 systems and, although the Government has not taken forward all the Review Panel recommendations, the Chancellor committed in Budget 2017 to consultation on a package of reforms. These were published in March 2018 alongside wider reforms to the National Planning Policy Framework.
4. This report considers proposed reforms to CIL and s106 set out in 'supporting housing delivery through developer contributions'. Closely related reforms, including changes to the way that viability assessments are undertaken and published, are considered in the proposed response to changes to the National Planning Policy Framework, which is also on this Committee agenda.
5. The City Corporation adopted its CIL in June 2014 and at the same time adopted a Planning Obligations Supplementary Planning Document, setting out how both CIL and s106 will be used to help fund necessary infrastructure and affordable housing provision.

Current Position

6. The consultation paper proposes a number of reforms to CIL and s106, including proposals to:
 - Reduce complexity and increase certainty, though changes to the process for setting CIL, lifting the restrictions on the pooling of s106 and improving the operation of CIL.

- Increasing market responsiveness, through allowing CIL rates to capture more of the uplift in land value from planning permission and changing indexation of CIL.
- Improve transparency and increase accountability, through removing requirements for Regulation 123 lists of the infrastructure to be funded through CIL and introducing a new reporting mechanism – the Infrastructure Funding Statement.

Proposals

7. The following paragraphs set out comments on key elements of the proposed changes to development contributions and suggested responses in italics. Appendix 1 contains more detailed comments in response to the 34 questions raised in the consultation document and it is recommended that this Appendix, together with the comments below, be forwarded to the Ministry of Housing, Communities and Local Government as the City Corporation's formal response to the consultation.

Reducing complexity in CIL setting

8. The Government is seeking greater integration between CIL setting and local plan preparation by aligning the evidence required. Viability evidence required to support local plan preparation will be sufficient for setting CIL without a need to commission a separate viability appraisal. Evidence of infrastructure needs prepared for local plans will be sufficient to inform CIL setting and current requirements to demonstrate an infrastructure funding gap to justify the need for CIL will be relaxed.
9. ***Comment:** The principle of greater alignment between local plan preparation and CIL charging schedule preparation is strongly supported. This will ensure consistency between local plans, the identification and delivery of local infrastructure needs and CIL, s106 and s278 funding. Alignment will enhance the visibility of infrastructure planning and delivery for local communities and the development industry. Further guidance which requires CIL setting to take account of emerging local plan policy would be helpful. This would ensure that any additional costs imposed on developers through new policy requirements can be factored into the consideration of the appropriate level of CIL.*

Ensuring consultation is proportionate

10. The Government proposes to simplify requirements for consultation on CIL, removing the current statutory requirement for two rounds of public consultation (at preliminary and draft charging schedule stages) with a requirement to publish a statement on how the local authority has sought an appropriate level of engagement. This would then be considered by the inspector at the CIL public examination. The Government considers that this would allow local authorities to tailor consultation to that which is considered to be most appropriate, saving time and resources.
11. ***Comment:** The principle of simplifying and potentially shortening CIL consultation is supported, but there should remain a statutory requirement for full public consultation at the draft CIL stage to ensure that there is sufficient and*

effective consultation with local communities, developers and others as CIL charges are set. National guidance should encourage local authorities to coordinate consultation on CIL with consultation on local plans, where feasible, to ensure close coordination between the planning of new infrastructure and potential funding sources for that infrastructure.

Removing s106 pooling requirements

12. CIL Regulations prevent a local authority from pooling 5 or more s106 planning obligations to fund a specific item of infrastructure. The Government has recognised that this limitation may be holding back development, making the delivery of infrastructure longer, slower and more difficult, particularly for larger strategic development sites. The Government therefore proposes to remove the current pooling restriction for all areas that have adopted a CIL, those where development is planned for strategic sites and in those areas where CIL cannot be viably charged.
13. **Comment:** *This change would remove the s106 pooling restriction for the City Corporation, which has an adopted CIL, and is supported in principle. Deleting pooling restrictions should remove unnecessary uncertainty and complexity in the development and implementation of public realm, transportation and other infrastructure schemes in the City. Elsewhere the Government is proposing new reporting requirements for CIL charging authorities in the form of Infrastructure Funding Statements, which will provide greater transparency on the collection and spending of CIL and s106 and which will be essential to avoid potential issues of double charging developers for the provision of the same infrastructure.*
14. *Although not relevant to the City as an existing CIL Charging Authority, the proposals to relax pooling mechanisms in defined circumstances rather than across the board will result in a complex pattern of authorities where pooling is, or is not, allowed. To avoid this complexity and potential uncertainty for developers, the Government should consider removing the pooling restriction in its entirety.*

Setting CIL by reference to existing land use

15. CIL rates are set by reference to future land uses, with charge rates determined by infrastructure needs generated by the development and viability considerations. The Government considers that local authorities should also be given the option of setting CIL in relation to existing land uses as this would allow them to better capture the increase in land value generated by planning permission and thereby more effectively fund the infrastructure needed to support development.
16. **Comment:** *Land values in the City are high and almost all City development takes place on previously developed land. City land values do not change as dramatically due to development as happens elsewhere when greenfield sites are developed. Therefore, setting CIL rates based on existing land use is unlikely to be a significant benefit to the City Corporation. The emphasis in policy and guidance should remain that CIL should be set according to the proposed land use, as it is this new development which will generate new infrastructure needs. However, in areas with low existing land use values and planned strategic development sites, land value uplift on planning permission could be significant*

and allowing CIL rates to be set in relation to existing land use may help capture a greater proportion of this uplift to invest in necessary infrastructure.

Indexation of CIL

17. CIL charges rates are indexed from the date a CIL is adopted by a local authority to the date that planning permission is granted for a development, using the Building Cost Information Service All-in Tender Price Index. The Government proposes to make indexation more market responsive by indexing CIL residential rates to house price inflation, and for other development to the Consumer Price Index.
18. **Comment:** *The existing BCIS index is subject to constant adjustment and revision making it difficult to identify the correct level of uplift. The index is available only on subscription, so it is not visible to all, particularly local communities. Moving away from BCIS will make indexation more publicly visible and less subject to ongoing revision and is therefore supported in principle. However, setting different indices for residential and other development adds further complexity, for example where there is a mix of uses on a site, or even within a building, different indices could be applied. Indexation should be simple and easily understood. CPI is widely understood metric which relates to general inflation and it is suggested that this should be adopted as the single indexation measure for CIL.*

Increased Transparency – Regulation 123 Statements and Infrastructure Funding Statement

19. CIL Regulations require local authorities to publish a public statement, the Regulation 123 List, identifying what types of infrastructure, or specific infrastructure projects, will be funded through CIL. Regulations require local authorities to report annually on CIL receipts and spend, but developers and others have expressed concern about how much money has been raised by CIL and what it is being spent on. The Government considers that greater transparency would increase confidence in the CIL system and address community concerns about the impacts of new development. The Government proposes to remove the requirement for a Regulation 123 List and to require the provision of more information about the collection and use of CIL through a new Infrastructure Funding Statement. This Statement would set out how much CIL and s106 has been received, how much has been spent and what it has been spent on, and the local authority's plans for spending CIL and s106 over the next 5 years.
20. **Comment:** *The proposal to remove Regulation 123 lists and strengthen reporting on CIL and s106 receipts, expenditure and future spending plans is welcome. The new Statement will increase transparency over the collection and spending of CIL and s106 for local communities and developers and provide greater certainty over future local authority investment plans.*

Corporate & Strategic Implications

21. The Government's proposed changes should deliver greater transparency in the collection and spending of CIL and s106 and reduce uncertainty and complexity

in the CIL setting and charging process for the City Corporation, local communities and developers. It should better enable the delivery of necessary infrastructure to support development in the City and deliver the Vision and Objectives of the 2018-23 Corporate Plan, contributing to a flourishing society, supporting a thriving economy and shaping outstanding environments.

Implications

22. Implementation of the proposed changes should ensure better alignment of CIL setting with the City of London Local Plan and simplify consultation and CIL administration, potentially delivering efficiency savings.

Conclusion

23. The Government has published proposals for a review of developer contributions to support new housing and other development. The proposed changes relate principally to the process for setting a Community Infrastructure Levy, collecting CIL receipts and how these receipts should be used to fund new infrastructure. A separate consultation on changes to the National Planning Policy Framework considers changes in the way that viability assessments are undertaken and used to support new development.

24. The overall package of reforms to the developer contributions process can be welcomed. Changes to the way in which CIL charging schedules are set, the relationship between CIL and local planning, changes to the s106 pooling regulations and improvements to monitoring and reporting to increase transparency, will all help to deliver benefits within the City in the way that CIL is set, collected and used to support infrastructure delivery. However, amendments need to be made to several of the proposed reforms to ensure that CIL continues to have the support of local communities and the development industry and can be administered efficiently. Specifically, there is a need to retain a period of formal public consultation in CIL setting and the need for a single and simple method of indexation based on the Consumer Price Index.

Appendices

- Appendix 1 – City of London Corporation detailed comments on the Developer Contributions Consultation.

Peter Shadbolt

Assistant Director (Planning Policy)

T: 020 7332 1038

E: peter.shadbolt@cityoflondon.gov.uk

Developer Contributions Consultation response form – City of London Corporation response

If you are responding by email or in writing, please reply using this questionnaire pro-
forma, which should be read alongside the consultation document. You are able to
expand the comments box should you need more space. Required fields are
indicated with an asterisk (*)

This form should be returned to
developercontributionsconsultation@communities.gsi.gov.uk

Or posted to:

Planning and Infrastructure Division
Ministry of Housing, Communities and Local Government
2nd floor, South East
Fry Building
2 Marsham Street
LONDON
SW1P 4DF

By 10 May 2018

Your details

First name*	Peter
Family name (surname)*	Shadbolt
Title	Mr
Address	Department of the Built Environment, City of London Corporation, Guildhall
City/Town*	London
Postal Code*	EC2P 2EJ
Telephone Number	
Email Address*	peter.shadbolt@cityoflondon.gov.uk

Are the views expressed on this consultation your own personal views or an official
response from an organisation you represent?*

Organisational response

If you are responding on behalf of an organisation, please select the option which
best describes your organisation.*

Local authority (including National Parks, Broads Authority, the Greater London Authority and London Boroughs)

If you selected other, please state the type of organisation

Click here to enter text.

Please provide the name of the organisation (if applicable)

City of London Corporation

Reducing Complexity and Increasing Certainty

Question 1

Do you agree with the Governments' proposals to set out that:

- i. Evidence of local infrastructure need for CIL-setting purposes can be the same infrastructure planning and viability evidence produced for plan making?

Yes

- ii. Evidence of a funding gap significantly greater than anticipated CIL income is likely to be sufficient as evidence of infrastructure need?

Yes

iii Where charging authorities consider there may have been significant changes in market conditions since evidence was produced, it may be appropriate for charging authorities to take a pragmatic approach to supplementing this information as part of setting CIL – for instance, assessing recent economic and development trends and working with developers (e.g. through local development forums), rather than procuring new and costly evidence?

Yes

Question 2

Are there any factors that the Government should take into account when implementing proposals to align the evidence for CIL charging schedules and plan making?

The principle of greater alignment between local plan preparation and CIL charging schedule preparation is strongly supported by the City Corporation. This will ensure consistency between local plan development ambitions, local infrastructure needs, CIL charges and s106/s278 charging regimes. Alignment will enhance the visibility of infrastructure planning and delivery for both local

communities and the development industry. The City Corporation considers that further guidance is required in national CIL policy and the NPPF to facilitate the alignment of local plan and CIL consultation exercises and examinations. It is essential that CIL setting takes on board the local planning authority's future development and infrastructure ambitions set out in local plans, and any draft policy requirements which impose a cost or obligation on developers or landowners. The aim of reducing the burden of evidence collection for CIL is also welcomed. Alignment of the evidence base should reduce resource requirements and the potential to 'top up' local plan evidence to support CIL work should also reduce potential cost and delay in the process.

Ensuring that consultation is proportionate

Question 3

Do you agree with the Government's proposal to replace the current statutory consultation requirements with a requirement on the charging authority to publish a statement on how it has sought an appropriate level of engagement?

No

Question 4

Do you have views on how guidance can ensure that consultation is proportionate to the scale of any charge being introduced or amended?

The City Corporation considers that there should remain a statutory requirement for consultation on the draft CIL charging schedule. This could be undertaken alongside consultation on the local plan to ensure co-ordination between the 2 documents, but it should remain a statutory requirement. The City Corporation considers that engagement at the preliminary draft charging schedule stage should not be a statutory requirement, although local authorities should still be encouraged to consult with stakeholders at an early stage of CIL preparation and required to demonstrate at examination how they have engaged with interested parties in the drafting of CIL proposals. This could be done through the proposed Statement of Engagement. There is a danger that, in the absence of a formal statutory requirement for at least 1 round of consultation, engagement with the development industry will not be sufficient to deliver the support for the CIL process that is necessary for it to be a success. A process of statutory engagement and consultation is also necessary for interested parties and objectors to indicate their wish to attend any CIL public examination.

Removing unnecessary barriers: the pooling restriction

Question 5

Do you agree with the Government's proposal to allow local authorities to pool

section 106 planning obligations:

- i. Where it would not be feasible for the authority to adopt CIL in addition to securing the necessary developer contributions through section 106?

Yes

- ii. Where significant development is planned on several large strategic sites?

Yes

Question 6

- i. Do you agree that, if the pooling restriction is to be lifted where it would not be feasible for the authority to adopt CIL in addition to securing the necessary developer contributions through section 106, this should be measures based on the tenth percentile of average new build house prices?

No

- ii. What comments, if any, do you have on how the restriction is lifted in areas where CIL is not feasible, or in national parks?

The Government should consider removing the pooling restriction in its entirety to avoid an overly complex pattern of CIL and s106 charging regimes - see response to Question 9

Question 7

Do you believe that, if lifting the pooling restriction where significant development is planned on several large strategic sites, this should be based on either:

- i. a set percentage of homes, set out in a plan, are being delivered through a limited number of strategic sites; or

The Government should consider removing the pooling restriction in its entirety to avoid an overly complex pattern of CIL and s106 charging regimes – see response to Question 9

- ii. all planning obligations from a strategic site count as one planning obligation?

The Government should consider removing the pooling restriction in its entirety to avoid an overly complex pattern of CIL and s106 charging regimes – see response to Question 9

Question 8

What factors should the Government take into account when defining ‘strategic sites’ for the purposes of lifting the pooling restriction?

The Government should consider removing the pooling restriction in its entirety to avoid an overly complex pattern of CIL and s106 charging regimes – see response to Question 9

Question 9

What further comments, if any, do you have on how pooling restrictions should be lifted?

Paragraph 56 - the City Corporation supports the Government’s proposal to remove the s106 pooling restriction in areas that have an adopted CIL. The City Corporation has operated CIL alongside s106 since 2014 and pooling restrictions have resulted in unnecessary uncertainty and difficulty in the funding of infrastructure improvements which align with the adopted City of London Local Plan and have the support of the City’s development, business and resident communities. To provide a degree of certainty to developers and the public over how infrastructure will be funded and delivered, the proposed Infrastructure Funding Statements should explain how local authorities will seek to use developer funding from a variety of sources. By providing transparency on how s106, CIL and s278 will be applied, local authorities can address concerns from developers around ‘double dipping’. Although the proposed changes would remove pooling in the City, which has had a CIL in place for a number of years, the Corporation is concerned that the overall impact of the Government’s proposals will be to add complexity to the CIL process and uncertainty for developers operating across a number of local authority areas, where the approach to CIL and s106 may be different. To avoid creating additional complexity, the Government should remove the pooling restriction in its entirety and not just in the circumstances set out in the consultation document.

Improvements to the operation of CIL

Question 10

Do you agree with the Government’s proposal to introduce a 2 month grace period for developers to submit a Commencement Notice in relation to exempted development?

Yes

Question 11

If introducing a grace period, what other factors, such as a small penalty for submitting a Commencement Notice during the grace period, should the Government take into account?

A nominal charge should be applied to cover the cost of the additional administration incurred in considering exemption applications during the grace period.

Question 12

How else can the Government seek to take a more proportionate approach to administering exemptions?

There needs to be greater integration of the CIL process with the planning application process, such that notification of grant of planning permission also contains information on the need to submit a commencement notice and the implications for exemptions if a commencement notice is not submitted prior to start, or within the proposed 2 month grace period. Greater integration at permission/commencement between planning and CIL would reflect the greater integration of CIL setting with the Local Plan process proposed within the Government's consultation.

Question 13

Do you agree that Government should amend regulations so that they allow a development originally permitted before CIL came into force, to balance CIL liabilities between different phases of the same development?

Yes

Question 14

Are there any particular factors the Government should take into account in allowing abatement for phased planning permissions secured before introduction of CIL?

Question 15

The detailed wording of regulation should ensure that abatement is not used to reduce the calculated CIL liability on those parts of the development commenced following the introduction of a CIL Charging Schedule.

Do you agree that Government should amend regulations on how indexation applies to development that is both originally permitted and then amended while CIL is in force to align with the approach taken in the recently amended CIL regulations?

Yes

Increasing market responsiveness

Question 16

Do you agree with the Government's proposal to allow local authorities to set differential CIL rates based on the existing use of land?

Yes

Question 17

If implementing this proposal do you agree that the Government should:

- i. encourage authorities to set a single CIL rate for strategic sites?

Yes

- ii. for sites with multiple existing uses, set out that CIL liabilities should be calculated on the basis of the majority existing use for small sites? Yes/No

Yes

- iii. set out that, for other sites, CIL liabilities should be calculated on the basis of the majority existing use where 80% or more of the site is in a single existing use?

No

- iv. What comments, if any, do you have on using a threshold of 80% or more of a site being in a single existing use, to determine where CIL liabilities should be calculated on the basis of the majority existing use?

Setting CIL rates by existing use is unlikely to be applicable to the City of London where all existing land is previously developed and has a high value. However, where strategic sites are allocated for development, setting CIL rates by reference to existing land value may assist local authorities in taking a greater share of the uplift in value as a result of planning permission which should better enable the provision of the infrastructure necessary to deliver strategic sites. The emphasis should, however, remain on CIL setting in relation to proposed uses as it is the proposed use which will generate the infrastructure demand which needs to be addressed.

Question 18

What further comments, if any, do you have on how CIL should operate on sites with multiple existing uses, including the avoidance of gaming?

Determination of the majority existing land use should be made on the basis of the current lawful use of the land.

Indexing CIL rates to house prices

Question 19

Do you have a preference that CIL rates for residential development being indexed to either:

- a) The change in seasonally adjusted regional house price indexation on a monthly or quarterly basis; OR

No

- b) The change in local authority-level house price indexation on an annual basis

No

Question 20

Do you agree with the Government's proposal to index CIL to a different metric for non-residential development?

Yes

If yes, do you believe that indexation for non-residential development should be based on:

- i. the Consumer Price Index? OR

Yes

- ii. a combined proportion of the House Price Index and Consumer Prices Index?

No

Question 22

What alternative regularly updated, robust, nationally applied and publicly available data could be used to index CIL for non-residential development?

No comment

Question 23

Do you have any further comments on how the way in which CIL is indexed can be made more market responsive?

The proposal to introduce different indexation for residential and non-residential development will add complexity and additional cost to the system. For example, where there is a mixed use residential and commercial development different indexation will apply even where the proposed uses are in the same building. Indexation should be simple and easy to understand for all and based on a single metric. The City Corporation's preferred metric would be CPI.

Improving transparency and increasing accountability

Question 24

Do you agree with the Government's proposal to?

- i. remove the restrictions in regulation 123, and regulation 123 lists?

Yes

- ii. introduce a requirement for local authorities to provide an annual Infrastructure Funding Statement?

Yes

Question 25

What details should the Government require or encourage Infrastructure Funding Statements to include?

The IFS should set out: the local authority's priorities for infrastructure funding using CIL and s106: the local authority's infrastructure investment plans for the next 5 year period: CIL and s106 receipts during the year; CIL and s106 spend on

infrastructure; CIL and s106 receipts retained and available to meet future expenditure; projected future CIL and s106 receipts (based on signed but not implemented s106 and CIL liable planning permissions). By providing clarity on these issues, use of CIL and s106 will be more transparent to local communities and developers.

Question 26

What views do you have on whether local planning authorities may need to seek a sum as part of Section 106 planning obligations for monitoring planning obligations? Any views on potential impacts would also be welcomed.

Guidance on s106 should allow local planning authorities to seek a contribution from developers for the monitoring and administration of implementing planning permissions. To align with CIL, a figure equivalent to a maximum of 5% of the agreed s106 payment should be allowed, in addition to the substantive infrastructure contribution. Justification for the monitoring/admin charge and amounts collected for this purpose should be published in the annual IFS.

A Strategic Infrastructure Tariff (SIT)

Question 27

Do you agree that Combined Authorities and Joint Committees with strategic planning powers should be given the ability to charge a SIT?

Yes

Question 28

Do you agree with the proposed definition of strategic infrastructure?

No

Question 29

Do you have any further comments on the definition of strategic infrastructure?

The definition as currently set out requires infrastructure projects to have a direct impact on all the local areas across which the SIT is charged. This potentially limits the use of SIT and could frustrate the funding of genuinely strategic infrastructure. The definition should be amended to ensure that there is a demonstrable benefit in

all local areas rather than a direct impact.

Question 30

Do you agree that a proportion of funding raised through SIT could be used to fund local infrastructure priorities that mitigate the impacts of strategic infrastructure?

Yes

Question 31

If so, what proportion of the funding raised through SIT do you think should be spent on local infrastructure priorities?

Local infrastructure priorities spend could be set at 15% - in line with the minimum proportion identified for neighbourhood funding under CIL.

Question 32

Do you agree that the SIT should be collected by local authorities on behalf of the SIT charging authority?

Yes

Question 33

Do you agree that the local authority should be able to keep up to 4% of the SIT receipts to cover the administrative costs of collecting the SIT?

Yes

Technical clarifications

Question 34

Do you have any comments on the other technical clarifications to CIL?

Paragraph 156 a), b) - no comment. Paragraph 156 c) - would allow multiple s73s to be applied to the original permission without triggering a CIL liability. S73 constitutes a new permission, which replaces the original permission, so

technically it is not possible to apply multiple s73 applications to the original permission as suggested.

Committee(s)	Dated:
Planning & Transportation	08/05/2018
Subject: Confirmation of the non-immediate Article 4 Direction to remove permitted development rights for the change of use of offices (B1(a)) to dwellinghouses (C3) following consultation	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Decision
Report author: Peter Shadbolt, Department of the Built Environment	

Summary

On 29 January 2018, the Planning & Transportation Committee approved the making of a non-immediate Article 4 Direction to remove permitted development rights for the change of use of offices (B1(a)) to dwellinghouses (C3). The Article 4 Direction was sealed on 31 January 2018 and formal notice of the Direction was given, including to the Secretary of State, and consultation on the making of the Direction took place for a period of 6 weeks in February and March. Four responses were received, with no objections to the making of the Direction and 3 expressing support. No response has been received from the Secretary of State. In accordance with the requirements of the General Permitted Development (England) Order 2015, the Committee is now asked to approve the confirmation of the non-immediate Article 4 Direction, which will come into force on 31 May 2019.

Recommendation(s)

Members are recommended to:

- Approve the confirmation of the non-immediate Article 4 Direction made on 31 January 2018 and coming into force on 31 May 2019 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 and any land within its curtilage from offices (Use Class B1(a)) to dwellinghouses (Use Class C3).
- Authorise officers to take all necessary steps to give effect to the decision including publicising confirmation of the Article 4 Direction in accordance with statutory requirements.

Main Report

Background

1. In May 2013, the Government introduced a temporary permitted development right to allow the change of use from offices (B1(a)) to dwellinghouses (C3) without the need for planning permission. The City Corporation applied for and

was granted by the Secretary of State a local exemption from this permitted development right. This exemption will cease on 30 May 2019. To ensure that the City Corporation can retain planning control over the change of use of buildings from offices to residential, the Planning & Transportation Committee on 29 January 2018 authorised the making of a non-immediate Article 4 Direction to remove the national permitted development right within the City. The Direction was made on 31 January 2018 and, subject to confirmation, will come into force on 31 May 2019, immediately following the removal of the City's current exemption. As a non-immediate Direction with 12 months' notice prior to it coming into force, there will be no entitlement for landowners or developers to seek compensation from the City Corporation for the loss of national permitted development rights.

Current Position

2. In accordance with the provisions of Schedule 3 to the Town and Country Planning (General Permitted Development) (England) Order 2015, formal notice of the making of the Article 4 Direction, specifying the intended coming into force date as 31 May 2019, was given (including by local advertisement and display of notices) and comments sought through public consultation, which ran from 6 February 2018 until 20 March 2018. A copy of the Direction and notice was sent to the Secretary of State. Notice was also published on the City Corporation's website. Four responses were received during the public consultation and these are set out in Appendix 1 to this report. Three of the respondents supported the making of the Direction, with the Mayor of London expressing his strong support, highlighting that it accords with the provisions of the draft London Plan. The fourth response noted the consultation but made no specific comment. No response or comment has been received from the Secretary of State.

Next Steps

3. An Article 4 Direction cannot come into force on the date specified in the notice unless it has been confirmed by the local planning authority. Following consultation, the Planning & Transportation Committee is required to take into account any representations received when deciding whether or not to confirm the Direction. As no objections or requests for amendment to the Article 4 Direction have been received, and the strong justification for making the City-wide Direction set out in the report to Committee on 29 January 2018 remains valid, it is recommended that the Committee approves the confirmation of the Direction made on 31 January 2018. A copy of the Direction to be confirmed is attached as Appendix 2 to this report.
4. As soon as practicable after the Direction has been confirmed, the City Corporation is required to give notice of the confirmation and the date on which the Article 4 Direction will come into force. This will be done through:
 - Giving notice of the Direction by local advertisement in at least one newspaper in the area and displaying site notices at no fewer than 2 locations for a period of not less than 6 weeks.
 - Serving individual notices where the owner or occupier is a statutory undertaker or the Crown.

- Sending a copy of the Direction as confirmed to the Secretary of State.
- Notice will also be given on the City Corporation's website in accordance with best practice.

Individual notification to owners and occupiers of affected properties and land throughout the City is considered impracticable.

5. Members should note that, although no formal response has been received from the Secretary of State, under the provisions of the GPDO he can make a direction cancelling or modifying the Direction at any time before or after its confirmation by the City Corporation.

Corporate & Strategic Implications

6. The making of an Article 4 Direction is in line 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 accords with the Vision and Strategic Aims of the Corporate Plan 2018-23, which seek to support and promote the City as the world's leading financial and professional services centre.
7. The 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 appropriate s106 planning obligations and CIL payments.

Health Implications

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

Equality Impact Assessment

9. An Equality Analysis Test of Relevance screening has been undertaken which has concluded that no equality group will be negatively impacted by the Direction.

Conclusion

10. At its meeting on 29 January 2018, the Planning & Transportation Committee agreed to the making of a non-immediate Article 4 Direction to remove national permitted development rights for the change of use of offices (B1(a)) to dwellinghouses (C3). Formal notification of the Direction and consultation has been undertaken in accordance with legislative requirements. No objections or requests for amendment to the Direction have been received through the consultation and the Committee is now being asked to approve the confirmation of the Direction. As soon as practicable after confirmation of the Direction, notice of confirmation must be given as set out above and the Direction itself will come into force on 31 May 2019.

Appendices

- Appendix 1 – Responses to consultation on the making of the Article 4 Direction
- Appendix 2 – Article 4 Direction and map showing extent of the Direction

Peter Shadbolt

Assistant Director (Planning Policy)

T: 020 7332 1038

E: peter.shadbolt@cityoflondon.gov.uk

Response to consultation on the making of non-immediate Article 4 Direction to remove permitted development rights from the change of use of offices (B1(a)) to dwellinghouses (C3)

Ref	Name	Response	CoL Comment
1	Paul Simmons	I totally agree with the City's proposed action. Change of use from offices to residential should go through the normal planning procedure	Support noted
2	Federation of Small Businesses	It would be really good to meet on this as would be keen to hear more and discuss small business issues	Meeting subsequently took place and confirmed support for the making of an Article 4 Direction
3	Mayor of London	The Mayor strongly supports the City of London's introduction of this Article 4 Direction so that the City remains an internationally significant office location. Draft new London Plan policies SD5 Offices, other strategic functions and residential development in the CAZ and E1 Offices encourage boroughs to introduce Article 4 Directions to remove office to residential permitted development rights across the whole of the Central Activities Zone	Support noted
4	Port of London Authority	To confirm the PLA have no comments to make regarding this consultation	Noted

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**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 31st day of January 2018

The Common Seal of THE MAYOR AND
COMMONALTY AND CITIZENS OF THE
CITY OF LONDON was hereunto



affixed in the presence of:

Desal
.....

Authorised Officer

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

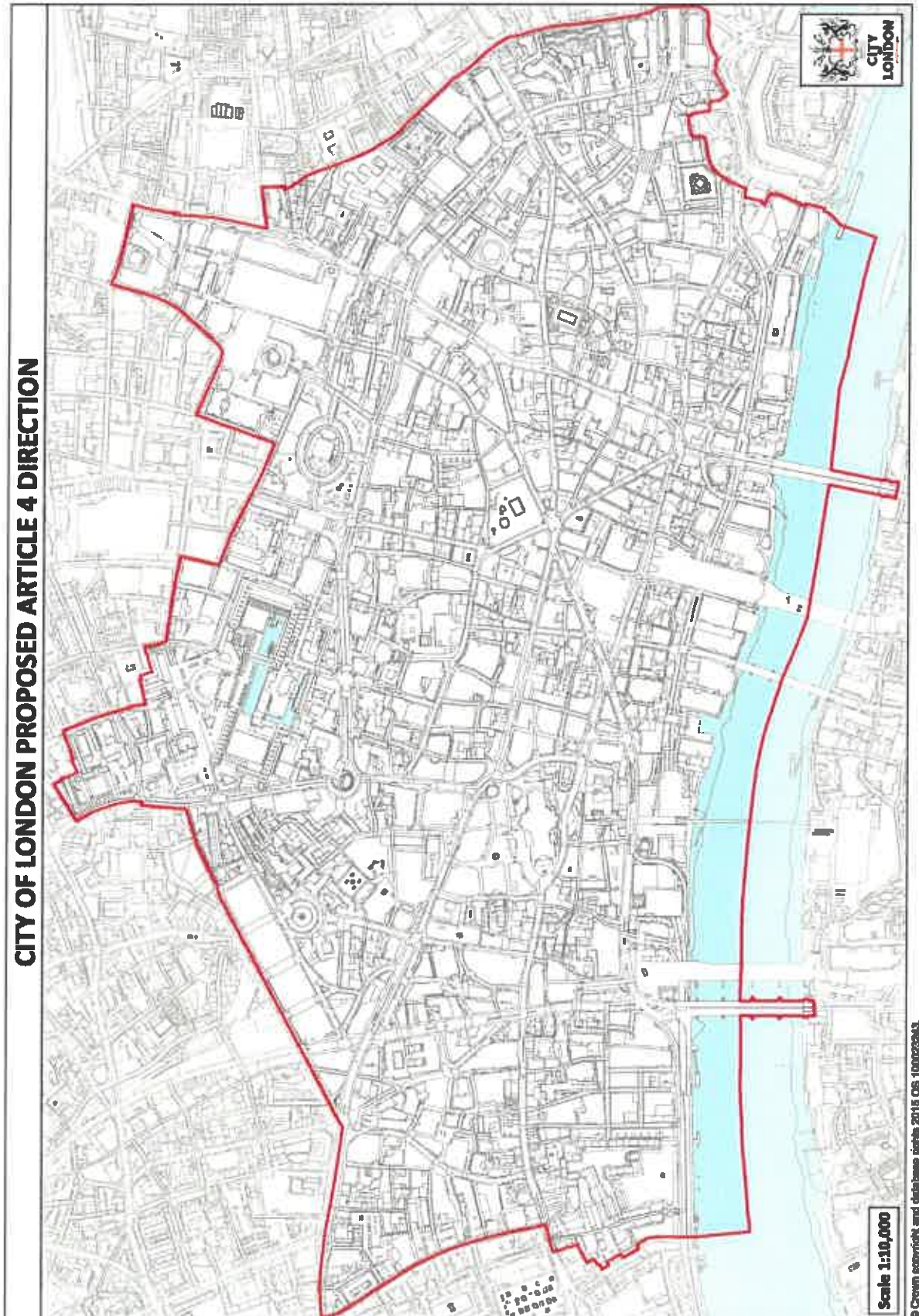
The Common Seal of THE MAYOR AND
COMMONALTY AND CITIZENS OF THE
CITY OF LONDON was hereunto

affixed in the presence of:

.....

Authorised Officer

CITY OF LONDON PROPOSED ARTICLE 4 DIRECTION



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Committee(s)	Dated:
Planning and Transportation Committee – For Decision Culture Heritage and Libraries Committee – For Information Resources Allocation Sub (Policy and Resources) Committee – For Decision	26 March 2018 14 May 2018 3 May 2018
Subject: Funding for Enforcement Officer for City’s Bridges	Public
Report of: David Smith, Director of Markets and Consumer Protection	For Decision
Report author: Steve Blake, Markets and Consumer Protection Department	

Summary

The purpose of this report is to seek approval to the funding from Bridge House Estate of an additional post managed within the Markets and Consumer Protection Department for a Licensing Officer to be dedicated to carry out enforcement activities on the City’s Bridges, particularly those bridges, parts of bridges and adjacent areas which are normally within the jurisdiction of neighbouring Local Authorities.

Recommendation(s)

Members are asked to:

- Agree to the creation of a full time Licensing Officer post dedicated to enforcing across the City’s Bridges and
- Agree to the funding of this post from the Bridge House Estates Fund.

Main Report

Background

1. Reports were given to the Port Health and Environmental Services Committee (PHES) on 4 July and 21 November 2017 regarding the issue of illegal street trading and the sale of peanuts from trollies mainly on and around City Bridges.

2. At the PHES Committee meetings several actions were agreed to combat illegal street trading.
Following this, from August 2017 until the time of writing this report the following actions have been achieved:
 - 52 illegal traders have been stopped.
 - 3 ice cream vans have been seized.
 - 5 peanut trolleys have been seized.
 - 21 traders have been prosecuted (including those still pending) with two prosecutions still pending and Criminal Behaviour Orders will be sought on these prosecutions.These actions are all within the City's local authority jurisdiction.
3. The actions outlined above have contributed towards a reduction of illegal street traders within the City; however, illegal trading is still taking place on the bridges in the areas which fall within the boundaries of Southwark and Tower Hamlets. In addition, the action has been funded through the Licensing Team's City Fund local risk budget and this is neither sustainable or appropriate, particularly where action is needed just outside of the City's local authority boundaries.
4. The problems experienced with current enforcement actions in the reports to Court and PHES suggested some possible short, and longer-term measures to try to proactively manage and dissuade this type of activity. It is apparent that illegal traders are opportunistic and swiftly adapt to patterns of enforcement necessitating evening and weekend operations as well as those undertaken in the normal working week.
5. The short-term measures included investigating enforcement on Tower Bridge and this report concentrates on enforcement proposals across all the City's Bridges.
6. Members will be aware that at Millennium Bridge the City boundary runs across the middle and therefore the illegal traders set up and trade within one metre of this boundary knowing that Licensing Officers from the City of London do not have the authority to act against them.
7. Similarly, City of London officers have no authority to enforce on Tower Bridge as this falls within the boundaries of the London Borough of Tower Hamlets and Southwark. Both Boroughs have advised that they do not have the necessary resources to effectively enforce against illegal traders on the Bridge although Tower Hamlets are now being more active with respect to traders near Tower Bridge. A recent raid by bailiffs has closed the premises in Cable Street in Tower Hamlets believed to be used to store nut selling carts which were then used in trading in City, Southwark and Tower Hamlets.
8. A working group of Officers has been set up to co-ordinate action across all three authorities which includes City, Southwark, Tower Hamlets, TfL, and City of London Police. The second meeting of this group is due to meet to agree action plans on March 29 at Wood Street Police Station.

9. This report therefore focuses on the City's Bridges and presents a solution to deal with the ongoing issues of illegal trading which is currently not being regularly enforced.

Current Position

10. Illegal traders within the City of London are being proactively enforced by the City's Licensing Team with successful prosecution and seizure of goods. This has resulted in very limited activity by peanut sellers and no ice cream vans being seen in the City since late 2017.
11. There are, however, ongoing issues with illegal traders (peanut sellers, ice cream vans and sellers of other paraphernalia) on the City's Bridges which is especially prevalent on Millennium Bridge (Southwark side) and Tower Bridge.
12. City Officers have no enforcement authority on the south side of Millennium bridge and Tower Bridges although they are owned, funded and managed by the Bridge House Estates reflects poorly on the image and reputation of the City. This is also true of trading which has previously taken place to the south of London Bridge, in Southwark.
13. Tower Bridge, which receives circa 830,000 visitors per annum to the exhibition regularly has six peanut sellers (2 on the south and 4 on the north) 7 days a week and also attracts ice cream vans, souvenir and jewellery sellers.
14. In addition, at peak seasonal times they attract other undesirable elements such as gamblers and pickpockets which are reported to the Police who have attended but they disperse immediately.
15. Complaints are regularly received from visitors and members of the public regarding these traders as they identify them as being engaged by the City of London.
16. The Department of Built Environment (DBE) position has always been that illegal traders on our bridges is not acceptable as it is a security and safety concern with having mobile carts containing gas bottles and congestion on narrow pavements. There are also health issues as they attract pigeons and other vermin who deposit their droppings on the structure and pavement accelerating the deterioration and increasing the maintenance liability.
17. Security staff at Tower Bridge regularly move these traders on but as they have no powers they return once security have left. Consideration has been given to giving security enforcement powers, but this would remove them from their important primary duties of managing safety and security on the Bridge.
18. We are therefore currently reliant on our respective boroughs to enforce and as already advised they do not have adequate resources and can only respond on a very infrequent basis.

19. Several meetings have been held to discuss the issues with council officers, Police, TfL, local resident groups and other interested parties to agree a way forward which could be implemented effectively.
20. One of these actions was for neighbouring boroughs to delegate authority to the City to enforce within their boundaries and I am pleased to advise that an agreement in principle has been reached with the London Borough of Southwark for the south side of the Bridges.
21. Similar discussions have also been held with the London Borough of Tower Hamlets and whilst there is agreement in principle at Officer level this remains to be ratified through Tower Hamlets political governance procedures. As the matter was a subject of report which was agreed at PHES in November 2017 and the delegations were agreed by Court at the 8 March 2018 this can now proceed. It is anticipated being completed by the end of June 2018 following the same template being agreed with Southwark.

Options

22. The current position of illegal traders on City's Bridges which fall within neighbouring boroughs will not be addressed as they do not have the necessary resources to effectively enforce against these traders.
23. To do nothing would not improve the problem and will continue to be an issue on the City's Bridges and reflect poorly on the City of London as owners of popular visitor destinations.
24. With the agreement of the neighbouring boroughs the City will have the necessary authority to enforce. However, to maintain the current level of enforcement within the City and expand to include those parts of the bridges that fall within the London Borough of Southwark and Tower Bridge additional resources will be required. As these areas of enforcement lie outside of the City Local Authority area the City Fund allocation is not appropriate to this role of controlling, maintaining and policing the City Bridges. Funding for this additional activity is therefore sought from the appropriate fund which appears to be the Bridge House Estate.
25. Licensing Team will continue to carry out enforcement action against illegal traders in the City although without additional resources to deal with traders outside of the City's local authority boundaries on and near City bridges this is likely to provide only a palliative effect and, in particular, will not help the situation on and around Tower Bridge.

Proposals

26. It is therefore proposed to recruit and designate a licensing officer whose primary role will be to enforce across all the City's Bridges.
27. As this will be a bridge and adjoining areas specific role it is proposed to seek agreement to fund this post from the Bridge House Estate.

Corporate & Strategic Implications

28. This report incorporates the comments of both Open Spaces who now operate Tower Bridge and DBE who consider and maintain the physical infrastructure of the bridges

29. This proposal will support the Corporate Plan:

- To provide modern, efficient and high quality local services, including policing, within the Square Mile for workers, residents and visitors,
- To provide valued services, such as education, employment, culture and leisure, to London and the nation.
- It will support the aim of the new Corporate Plan by strengthening the character, capacity and connections of the City, London and the UK for the benefit of people who live, learn, work and visit here. In doing this it will support two main aims in that it
 - 'contributes to a flourishing society' in ensuring people are and feel safe and,
 - 'shapes outstanding environments' in that our spaces are secure, resilient and well maintained.

30. This proposal will support two key strands of the City's Cultural Strategy:

- Animating the Heritage – increasingly helping people to discover our outstanding heritage assets, to bring history alive,
- Breaking down Barriers – focusing on the importance of opening in all directions, welcoming visitors to the Square Mile and taking the City's cultural offer to all of London, engaging more effectively with our local Borough partners.

Implications

31. The anticipated cost of this post is £50,000 p/a and it is proposed that it is provided for an initial period of 3 years and reviewed after this period. The short breakdown of anticipated costs is as follows: -

- | | |
|--|------------|
| • Assistant Licensing Officer | £38k |
| • Additional resources where multiple selling sites are identified | £5k |
| • Additional overtime payments | £5k |
| • Equipment (Bodycams) | <u>£2k</u> |
| | £50k |

Conclusion

32. With the success of the Licensing Team in enforcing within the City of London there is now an opportunity to deal with the issues on the City's Bridges. Although not within our boundaries the ongoing issues reflect very poorly on the City as owners and maintainers of these structures.
33. With the City being promoted as a visitor destination the bridges are obviously an attraction for tourists as well as local communities and the presence of illegal traders detracts from their enjoyment and experience.
34. Officers have been frustrated by the boundary issues as well as the lack of regular enforcement action from neighbouring boroughs and therefore welcome the delegation of powers.
35. Therefore, to effectively enforce on the Bridges an additional resource is required to concentrate on and around these structures and be a single point of contact working closely with neighbouring boroughs, Open Spaces, DBE and City of London Police to apply longer-term control.

Back Ground Papers

- Illegal Street Trading Report – PHES 4 July 2017
- Illegal Street Trading Report – PHES 21 November 2017
- Illegal Street Trading -Item 20(B) – Court of Common Council 8 March 2018

Steve Blake

Assistant Director of Environmental Health and Public Protection
Steve.blake@cityoflondon.gov.uk

Committees:	Dates:	
Streets and Walkways Sub-Committee Planning and Transportation Committee Projects Sub	10 April 2018 08 May 2018 16 May 2018	
Subject: Bank on Safety: Second report on the performance of the experiment	Gateway 6 Progress Report Regular	Public
Report of: Director of the Built Environment Report Author: Gillian Howard	For Information	

Summary

• **Dashboard:**

Project Status: Green

Total estimated Project Cost: £1,401,207.

Spend to date: £1,102,557 and commitments of £101,634 (15/03/18)

Overall Project Risk: Green

Approved Budget: £1,401,207.

• **Last Gateway approved:** Gateway 4/5 December 2016

Progress to date:

The first monitoring update report was presented to committee in November and December 2017. This covered the first three to four months' of available data on performance since the experiment went live at Bank on 22 May 2017.

A separate report is being presented on the public consultation findings of the experiment. The consultation report will be received by the Committees during April and May 2018.

This is the second monitoring report examining the impact of the experimental scheme at Bank and the wider area. This report now includes up to eight months of data. It had been hoped to also include additional data compiled on behalf of the London Taxi Drivers Association (LTDA), however, this data is currently being assessed by Officers, and is not yet validated. Once validated the LTDA data will be included within the final decision-making report on the experimental scheme.

Summary of report:

Four key success criteria, against which the experimental scheme would be assessed, was agreed in the Gateway 4/5 report and approved by Policy and Resources in November/December 2016. How these four key criteria would be evaluated was circulated to all Members of the Court in April 2017 by the Chairman of Planning and Transportation.

The four agreed success criteria are:

1. A significant safety improvement at Bank
2. Maintain access for deliveries
3. Improve air quality at Bank
4. Not unreasonably impact on traffic flow, whilst preferably improving bus journey times

Data is now available in relation to the first six to eight months of the scheme for the various monitoring criteria. To date each of the agreed success criteria has either been met or exceeded.

This report provides commentary on each of the four success criteria utilising the data available since the scheme went live.

Further details covered in this report include traffic demand and scheme compliance.

Before summer recess a further report will be presented to Committee. This will evaluate the experiment as a whole and seek a decision from Members as to whether:

- The experiment should be made permanent as trialled;
- With minor modifications; or
- Revert to its previous operation.

Total Estimated Cost:£1,401,207

Recommendations:

It is recommended that Members note:

1. The performance to date against each of the agreed success criteria

Main Report

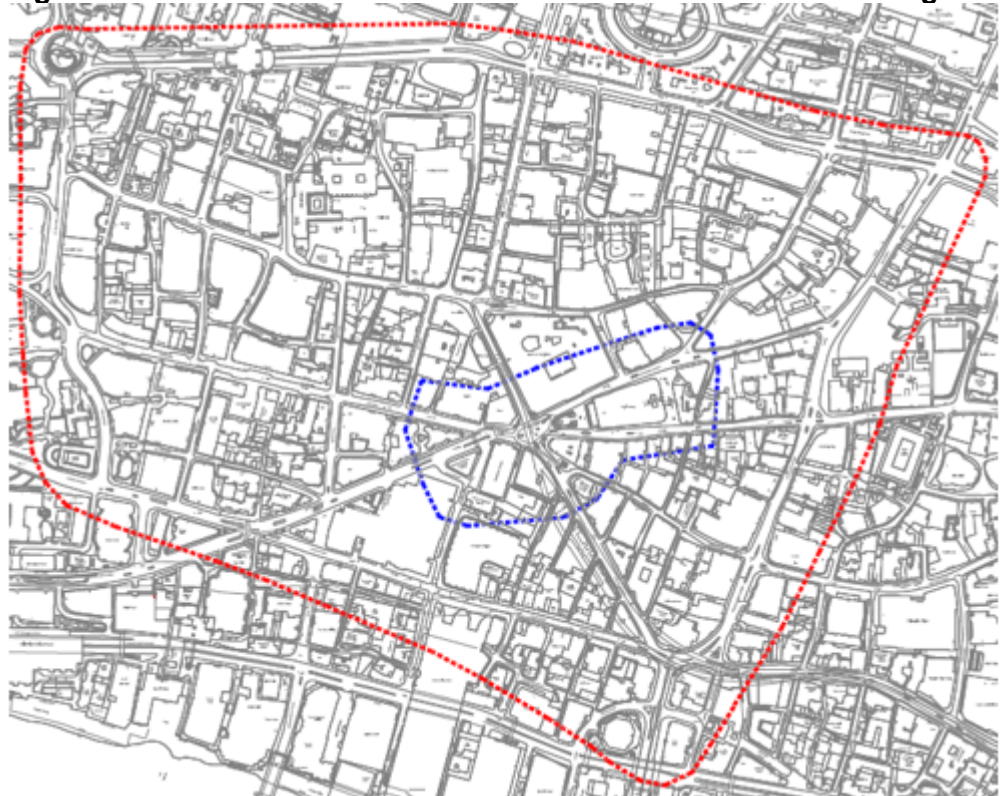
1. Reporting period	Focus is on the performance of the experiment and associated impacts between 22nd May 2017 to the end of January 2018.
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2. Progress to date

Criteria 1: Significant safety improvement at Bank

1. In the approved November 2016 Gateway 4/5 report, it stated that a 50-60% casualty saving could be expected at Bank Junction with the experimental scheme, and that a 25% saving would be the minimum criteria for success. Additionally, it was stated that a reduction in casualties of 5% within the wider area could be expected.

Figure 1: Areas defined as Bank Junction and the Bank monitoring area.

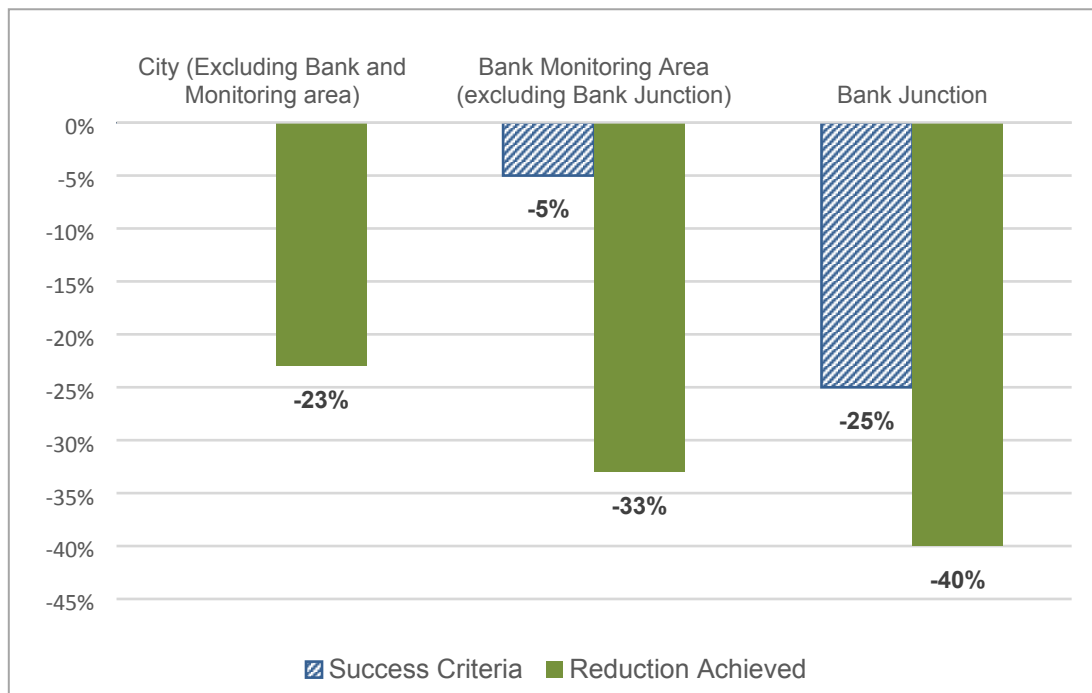


*Inner boundary is defined as the Bank Junction area

**Outer boundary is defined as the Bank Monitoring area

2. Figure 2 below demonstrates the performance of the Bank on Safety scheme against the safety criteria by showing the minimum percentage targets (hatched) and the percentage reduction in all casualties realised in the first seven months. It should be noted that casualty data for 2017 is indicative only due to its provisional nature.

Figure 2: Percentage change in all reported casualties between 22/05/17 – 31/12/17 vs the five year average of casualties between 22/05- 31/12 in years 2012 – 2016 (Monday to Friday 7am to 7pm)



- Casualty numbers are presented in Appendix 1.

3. Figure 2 shows that the experiment has so far appeared to have delivered casualty reductions both within the junction itself and within the wider area, meeting the minimum success criteria. Since Bank on Safety was introduced, there have been six collisions at Bank Junction during scheme hours, resulting in a total of six casualties.
4. The profile of these reported casualties has changed with 83% of the collisions occurring between pedestrians and cyclists. It should be noted that there has been no reported bus related casualties to date.
5. The data pool is limited but does suggest that work around behaviour changes, such as those proposed in the Active Travel Plan, would be beneficial at this location. Officers are in discussion with the City of London Police about this change in profile of collisions and how to minimise this. Should the scheme be made permanent, consideration can be given to making physical changes which may assist in reducing such collisions.

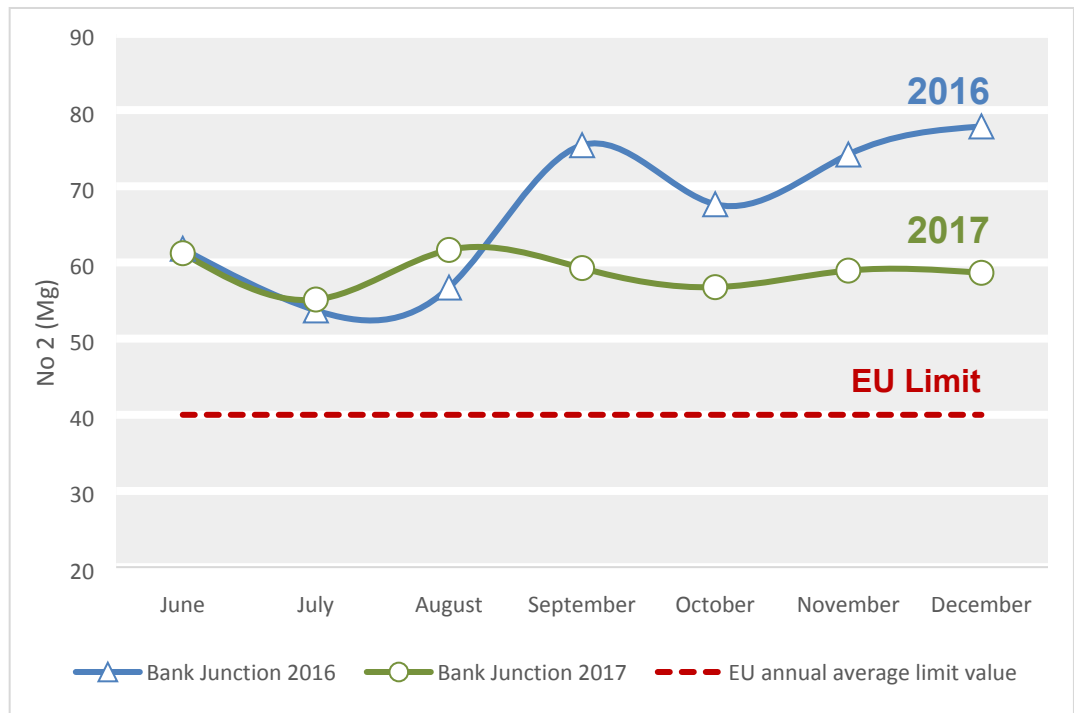
Criteria 2: Maintain Access for deliveries

6. The success criteria, agreed in the Gateway 4/5 report, was that 75% of businesses that the City previously engaged with, should be satisfied that their servicing and delivery activity is conveniently undertaken in the post-scheme scenario.
7. At the time of the last monitoring report, at the end of 2017, officers were in the process of contacting and re-visiting 46 businesses to gather their post-scheme responses and views for comparison.
8. Since then, all businesses engaged with previously, have indicated that they are satisfied with the ability to access their business with the experiment in operation. Therefore, this success criteria is exceeded.
9. There is one new business, in the vicinity of Bank Junction, the Ned Hotel, which opened on 2 May 2017, and has raised issues around delivery and servicing to their premises, along with taxi drop-offs and pick-ups.
10. Officers continue to engage with the Hotel around their concerns and are assisting them to review their servicing and delivery arrangements to better meet their size of operation. The Ned Hotel is represented on the Project Board.

Criteria 3: Improve Air Quality

11. The success criteria was to see a measured reduction at Bank, but with the wider monitoring area not being worse overall. The majority of data surrounding NO₂ changes is presented in Appendix 2. However, the change in NO₂ at Bank Junction is shown in Figure 3.

Figure 3: Changes in NO₂ between 2016 and 2017 at Bank Junction



2017 data has not yet been validated and as such this data is subject to change

12. Figure 3 shows that there has been a reduction in NO₂ during 2017 since the Bank on Safety Scheme has been operational at Bank. Appendix 2 contains further detail on air quality in the wider area which demonstrated that there has been a general improvement in Air Quality across the City in this time frame, so it is not possible to determine the exact impact of the scheme and the other contributing factors.

13. However, the data for all areas monitored shows on average, over time, since June 2017, compared to the 2016 profile, that NO₂ has improved. In Appendix 2 there is also a graph of continuous monitored sites that are not believed to be impacted by the changes at Bank, to show the bigger picture of air quality change.

14. The success criteria was for a measured reduction in NO₂ levels at Bank, with the wider monitored area not being worse overall. The data presented above and in Appendix 2 shows that in comparison to 2016, in all cases there has been an average improvement in NO₂ levels over time, thereby it can be concluded that the success criteria is being met and/or exceeded, based on the limited data set available to date.

Criteria 4: To not unreasonably impact on traffic flow whilst preferably improving bus journey times.

15. Data collected to date shows that in terms of bus journey times, there has been an improvement on average both through Bank and on the periphery. More detailed data is presented in Appendix 3, however the change in the average bus journey time during the AM peak is presented in Figure 4 for information. It can be seen that in the peak that bus passengers are on average saving between 3-5 minutes on services that pass-through Bank, and 0-1 minutes on services that do not go through Bank.

Figure 4: Average bus journey time between 8– 9am (across the traffic model area) pre and post scheme.

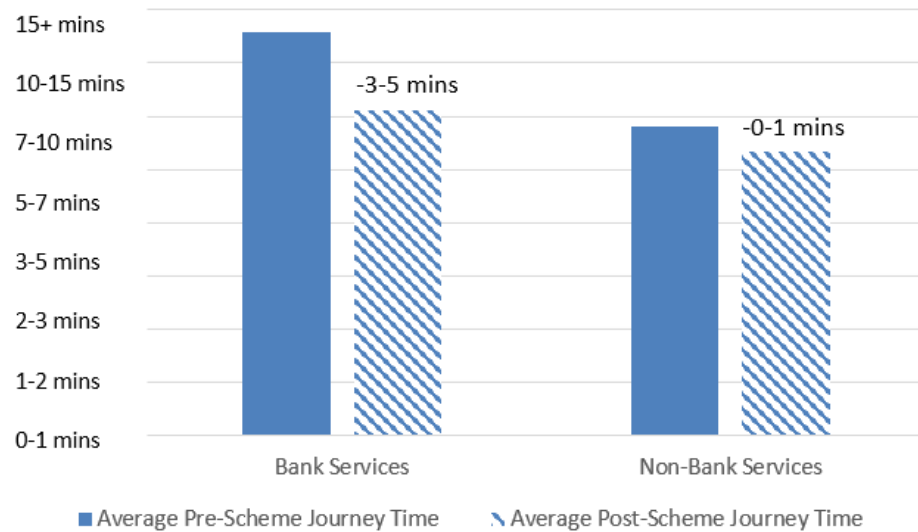
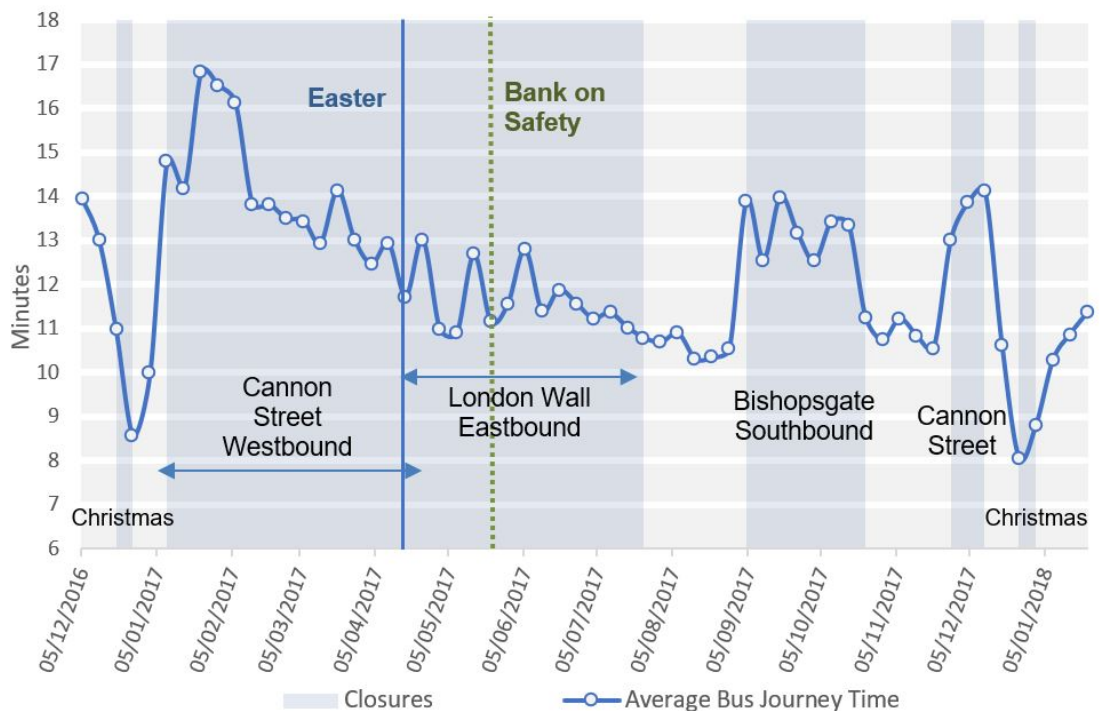


Figure 5: Average Bus Journey time in minutes across the Bank model area over time (05/12/2016 – 30/01/2018), Weekly plot 7am to 7pm average.



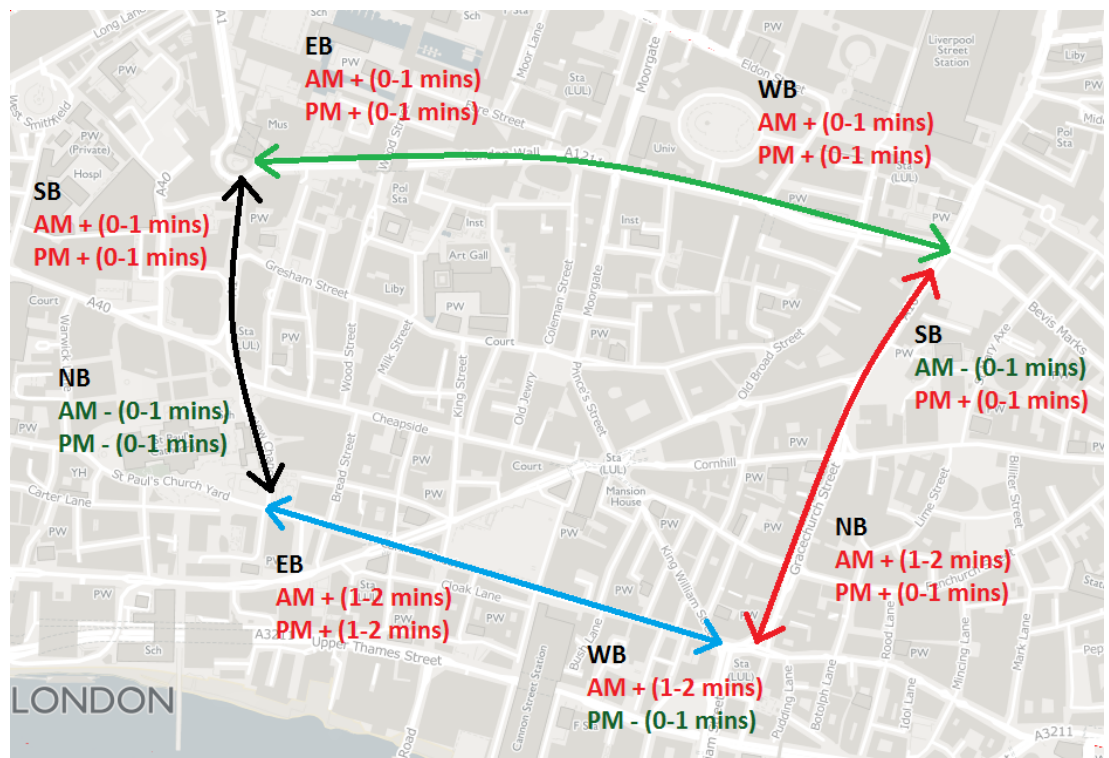
16. Data used Figure 5 is taken from a total of 360,084 bus journeys across 21 routes in the Bank model area since 5 December 2016. This is a powerful dataset and demonstrates that despite a number of key corridor closures since the Bank on Safety scheme became operational, the average journey time across the traffic modelled area has performed well in comparison to previous closures. As indicated in Figure 4, despite these closures, average journey time improvements have been achieved.

17. In terms of the general traffic, Officers committed to monitor journey times on the following key corridors;

- London Wall
- Bishopsgate/ Gracechurch Street
- Cannon Street
- New Change / St Martin Le Grand

18. It is anticipated that some Trafficmaster data will be available for the next report on performance, however in the meantime iBus data can be used to provide an indication of the magnitude of journey time changes on the key corridors for general traffic. iBus data used for corridor analysis does not take into account diversion routes, as such only trips made along the corridors are counted.

Figure 6: Key Corridor Performance using iBus Data



19. Whilst Trafficmaster data is likely to give a much more accurate indication of journey time changes to the key corridors, iBus data appears to indicate minimal increases on these routes, with slightly larger impacts on Cannon Street in the two peak hours. However, Cannon Street was originally

forecast to receive a larger impact (an increase of three to five minutes), than emerging iBus analysis suggests.

Other points of interest

- 20. Whilst the above four key success criteria are being met and or exceeded, officers have been undertaking other related monitoring to assess impacts of the changes. One of the concerns was that the scheme would decrease the number of vehicles coming to the City and therefore the perception was that this would be bad for the City. Traffic volumes across the City have been monitored using Automated Number Plate Recognition counts from the City Police.
- 21. During the life of the experiment there has been a relatively small decline in traffic volumes recorded entering the City. Officers view is that this small reduction does not account for the witnessed improvements in bus journey times, which are considered to stem instead from the experimental scheme. The benefits highlighted above have occurred with similar levels of traffic as in 2016 as can be seen in figure 7.
- 22. Due to the sensitive nature of the ANPR data, total vehicle volumes are obscured from the Y axis in figure 7. On average, a change of -2.5% between 2016 and 2017 is observed. This change is in line with screenline count data presented by officers to Members in the 'Traffic in the City 2018' report in February 2018.

Figure 7: Total vehicle volumes by month (2016 and 2017 'post-scheme' months)

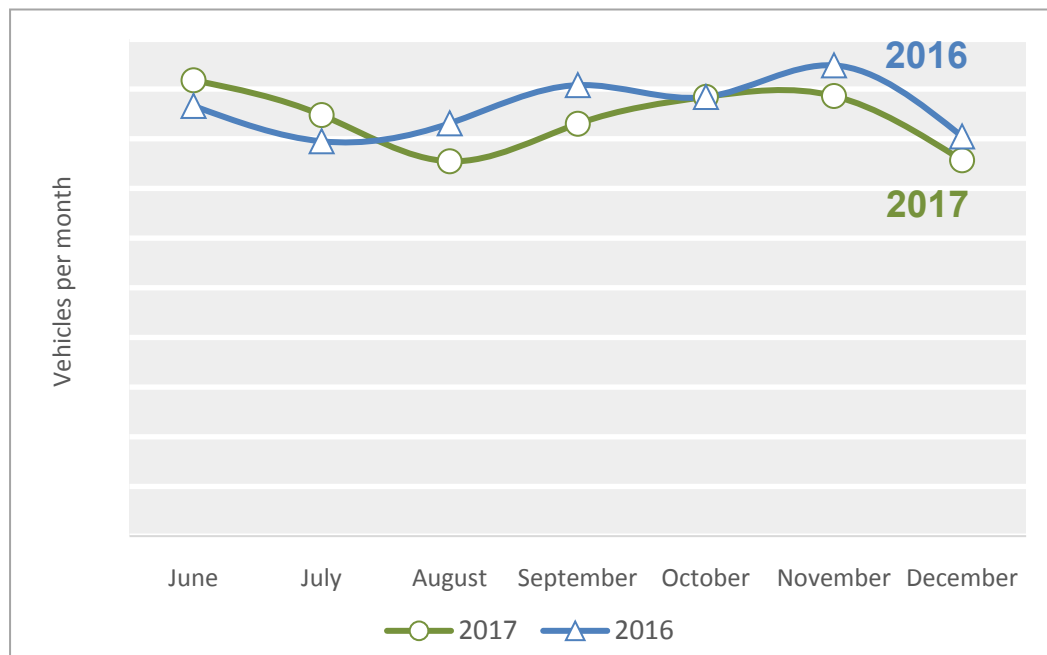
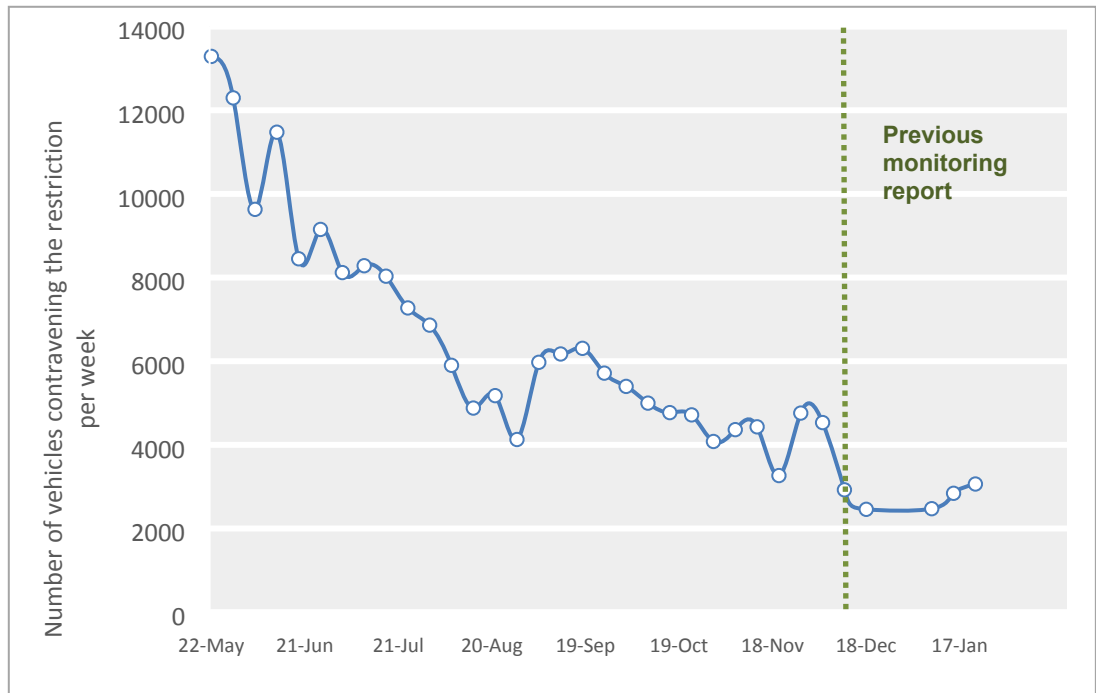


Figure 8: Number road users per week contravening the Bank Junction restriction since 23rd May 2017 (Monday – Friday 7am – 7pm)



23. Figure 8 shows that the number of vehicles contravening the restriction has continued to decrease since the publication of the last monitoring report, approximately 500- 600 vehicles now pass across the restriction, compared to the 16,000 vehicles which previously traversed the junction each day, between 7am and 7pm.

Conclusions

24. To date, the Bank on Safety scheme has met all four of the scheme’s key success criteria agreed in the 4/5 report. The success thresholds for criteria one, two and three are being met across all metrics with improved safety levels, satisfactory access for the majority of businesses and improvement in air quality at Bank Junction and in the surrounding area (although this cannot be directly attributed to the scheme).

25. Bus journey times have shown a marked improvement and appear to be more negatively influenced by major corridor closures that have taken place over the last 12 months than the Bank on Safety Scheme. However, despite these closures, average journey times are still improved over the time period.

26. Journey time performance on the key corridors is likely to be analysed in detail in time for the summer 2018 decision report, however interim iBus data appears to show minimal increases to the monitored corridors, in comparison to the model’s prediction.

	<p>27. Total vehicle volumes entering the City are unlikely to have been directly influenced by the Bank on Safety scheme and have followed a minor decline as demonstrated by the recent 'Traffic in the City 2018' study presented to Members in February 2018.</p> <p>28. Scheme compliance has improved since the publication of the November monitoring report and an average daily compliance of 96.45% was achieved for the month of January 2018 prior to the Cannon Street gas works which began later that month. This level of compliance is exceeding the compliance rate of other similar controlled schemes (i.e. controlled by signs and cameras only) such as Dartcharge which had a compliance rate of 94.8% in 2017 after 3 years of operation.</p>
<p>3. Next steps</p>	<p>Additional surveys are scheduled to be undertaken to provide a wider variety of resources. However, several of these surveys are unable to take place as the data would not be back in time for the summer report. This is due to the high volume of emergency work and their corresponding diversions as well as subsequent school holidays. Therefore, not all of the surveys outlined in the monitoring strategy will be commissioned.</p> <p>The report containing the full profile of collected monitoring data and a summary of the results of the consultation is scheduled for the summer of 2018 as part of the final decision report for the experiments future.</p>

Appendices

Appendix 1	Collision Data
Appendix 2	Air Quality Data
Appendix 3	Journey Times & iBus Data
Appendix 4	Closures
Appendix 5	Taxi data

Contact

Report Author	Gillian Howard
Email Address	Gillian.howard@cityoflondon.gov.uk
Telephone Number	020 7332 3139

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Appendix 1 – Collision Data

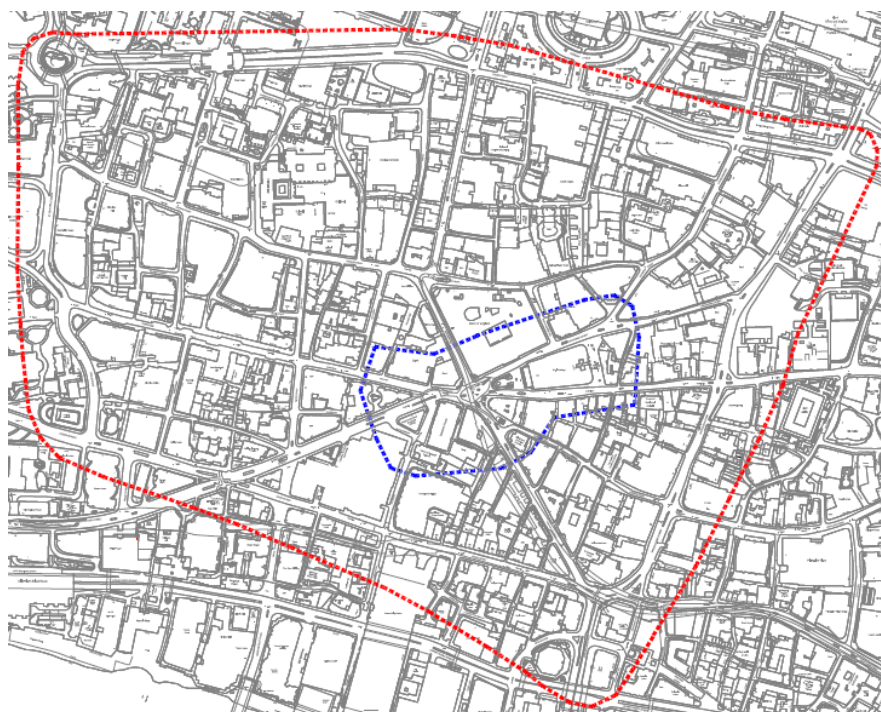
23. The approved November 2016 Gateway 4/5 report stated that a 50-60% casualty saving could be expected at Bank Junction with the recommended scheme, and that a 25% saving would be a minimum criteria for success. Additionally, it was stated that a reduction in collisions of 5% within the Bank Monitoring area could be expected.

24. The five-year (24hr) total casualties between 2012 – 2016 were;

- A total of 107 casualties at Bank; with
- an average of 21 per year, consisting of 17 slights, 3 serious and a fatal casualty every two and half years.

23. Figure 1 below shows the boundary of Bank Junction (blue or inner boundary) and the wider monitoring area (red or outer boundary). It should also be noted that collision data provided to the City to the end of 2017 is provisional and has not yet been fully verified through the typical process. As such it is subject to change.

Figure 1 (in report): Areas defined as Bank Junction and the Bank Monitoring area.



*Inner boundary is defined as the Bank Junction area
*Outer boundary is defined as the Bank Monitoring area

Table 1: Casualty occurrence 2017 post scheme months & five year average (Monday – Friday 7am – 7pm)

	22nd May - end December average (2012 - 2016)	22nd May - end December 2017	Success Criteria in G4/5 report (% change)	Actual % change
City-wide (excluding Bank Junction and Monitoring Area)	97	75	N/A	-23%
Bank Monitoring area (excluding Bank Junction)	51	34	-5%	-33%
Bank Junction	10	6	possible – 50 to 60%, minimum - 25%	-40%

24. Since Bank on Safety was introduced there have been 6 collisions at Bank Junction during scheme hours, resulting in a total of 6 casualties. Provisionally, these collisions are detailed as follows;
- In June a pedestrian and cyclist at the Cornhill pedestrian crossing on Bank Junction, resulting in a slight injury to the pedestrian.
 - In July, two cyclists collided at the Queen Victoria Street / Walbrook junction, resulting in a slight injury to one of the cyclists.
 - In September a pedestrian and cyclist collided on Poultry, resulting in a serious injury to the pedestrian.
 - In October a pedestrian and cyclist collided on Mansion House Street, resulting in a serious injury to the pedestrian.
 - In November a pedestrian and cyclist collided on Poultry, resulting in a slight injury to the pedestrian; and
 - Also in November, a car turned right into a cyclist on Mansion House Street, resulting in a slight injury to the cyclist.
25. Whilst there are less casualties at Bank Junction at present, it is observed that, as could be expected, a new trend appears to be developing with 67% of the casualties reported being pedestrians who have come into contact with a bicycle. There have been more instances of pedestrian and cycle reported collisions since the experiment was introduced compared to the previous 5 year average of 1 per year. This problem appears to be more prevalent on the western arms of the junction (Poultry/Queen Victoria Street).
26. It should be noted that there has been a general trend change across the City with an increase in pedestrian casualties and pedestrian and cycle collisions. At Bank it could also be attributed to the perceived traffic-free environment (causing some pedestrians to cross without looking carefully), or a potential increase in some cyclist's speeds.
27. From this early casualty data for Bank, it suggests that behaviour is contributing to collisions, so behaviour change programmes may help to reduce this type of collision. Overall whilst there is still work to do, the experiment has so far had a positive impact on reducing casualty numbers at Bank and is exceeding the minimum success criteria value.

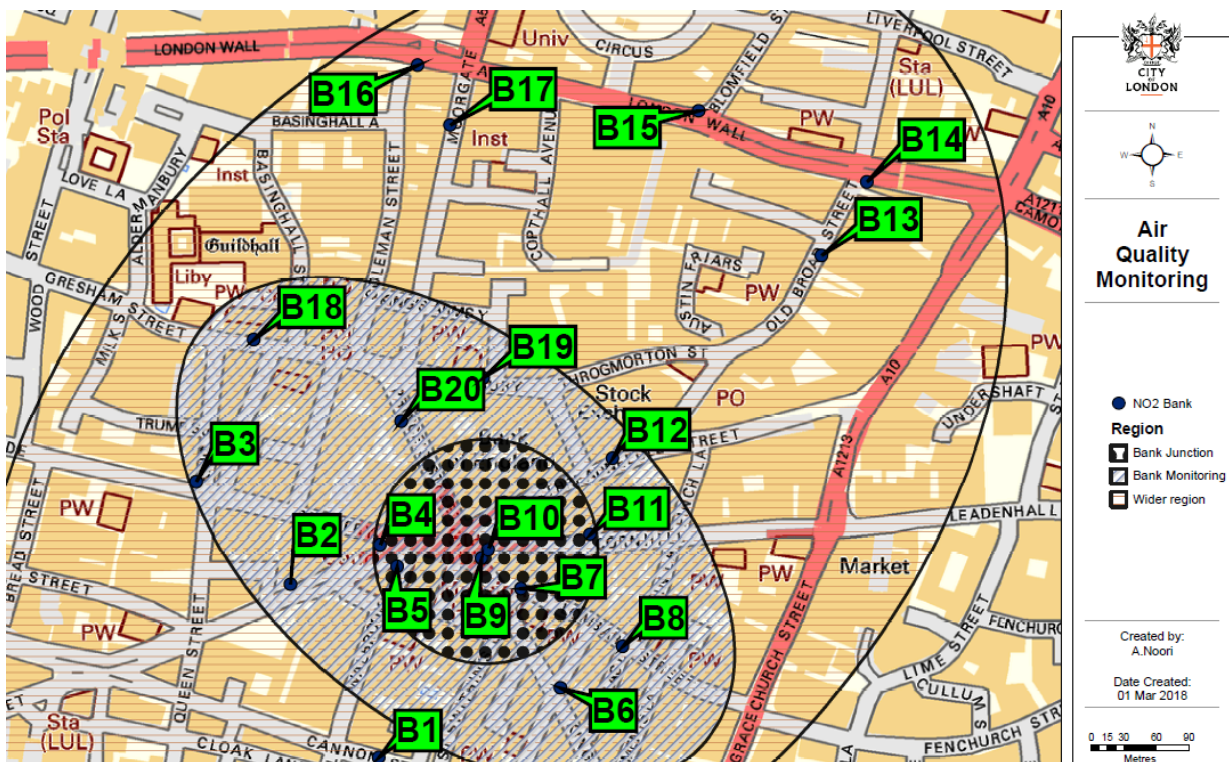
Table 2 – 24/7 casualty occurrence split by severity

	Average Casualties per year between 22nd May - end December (2012 - 2016)				Provisional casualties 22nd May - end December 2017				Actual % change (based on total)
	Total	Slight	Serious	Fatal	Total	Slight	Serious	Fatal	
City-wide (excluding Bank Junction and monitoring area)	166	143	21	2	128	106	21	1	-23%
Bank Monitoring area (excluding Bank Junction)	78	67	11	0	59	48	11	0	-24%
Bank Junction	14	12	2	0	10	8	2	0	-28%

Appendix 2 – Air Quality

29. Figures 3 – 12 below compare 2017 post-scheme data to 2016 data for the same months (June to December). Emerging data appears to indicate that there has been an improvement in air quality at Bank Junction and in the surrounding area since the introduction of the Bank on Safety scheme. Diffusion tube locations are shown in Figure 9.

Figure 9: Air Quality monitoring sites at Bank Junction and the surrounding area.



30. It should be noted that site B20 (Princes Street) was removed from this dataset due to repeated missed readings from 2017 i.e. the tube was no longer in position when it was supposed to be collected. Importantly, the diffusion tube method cannot distinguish the difference between the operational hours of the scheme as it is an accumulative reading each month. Therefore, it is impossible to say from this method of monitoring what contribution the experiment has had in comparison to other initiatives to improve air quality. It is clear however that the air quality in the area still has much room for improvement to meet the EU annual average limit.

Figure 3 (in report): Changes in No2 between 2016 and 2017 at Bank Junction

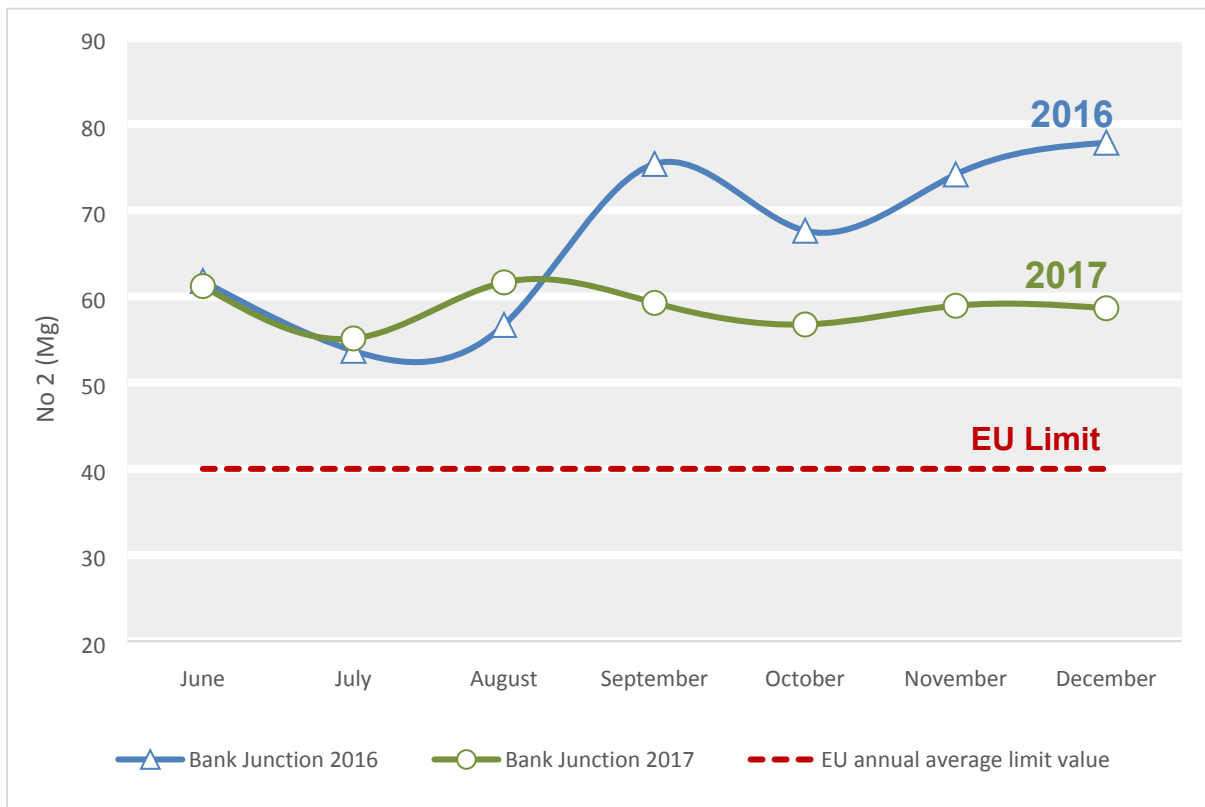


Figure 10: As above changes in No2 between 2016 and 2017 in the Bank Monitoring Area

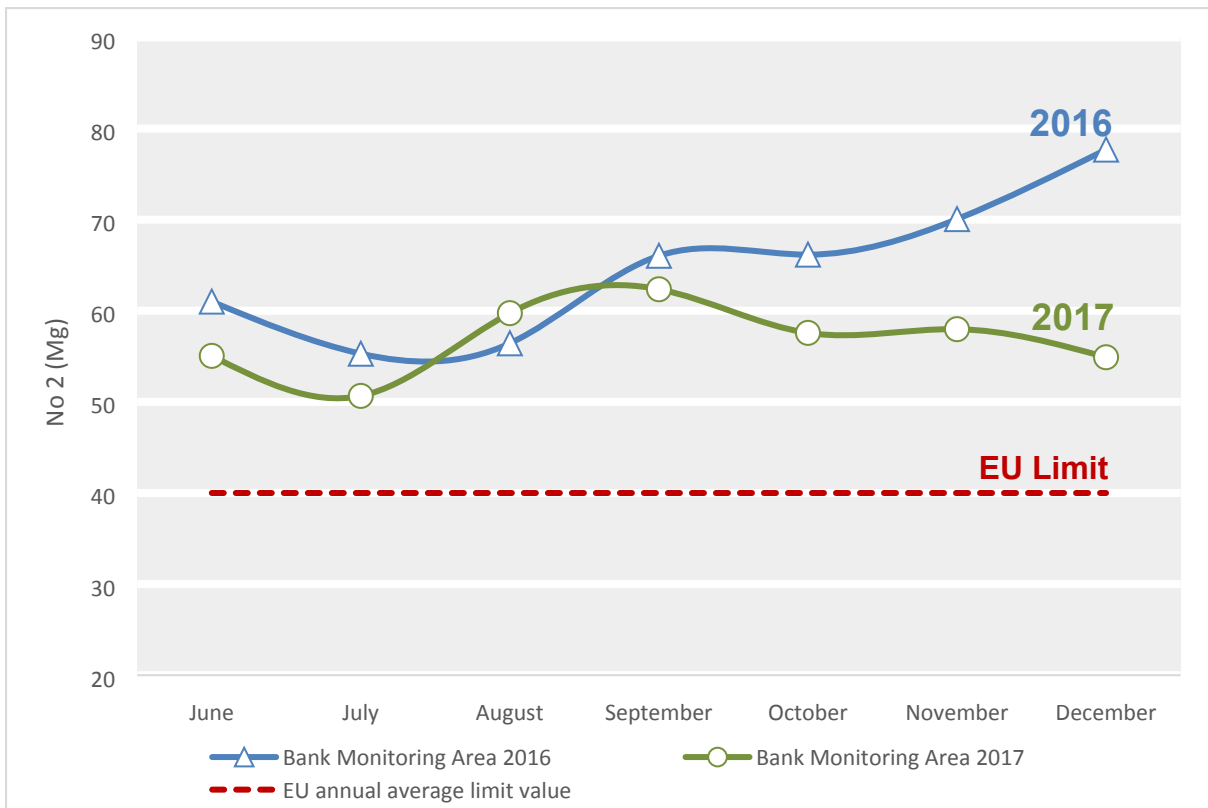


Figure 11: As above changes in No₂ between 2016 and 2017 in the Wider Area

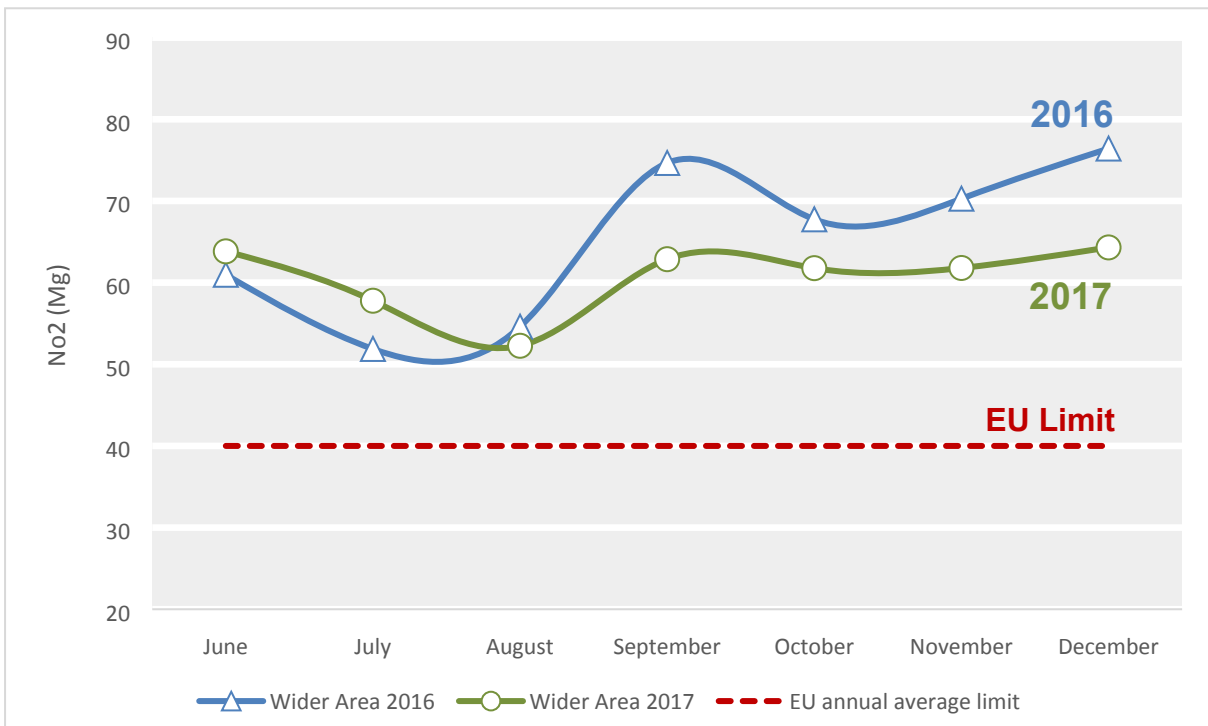
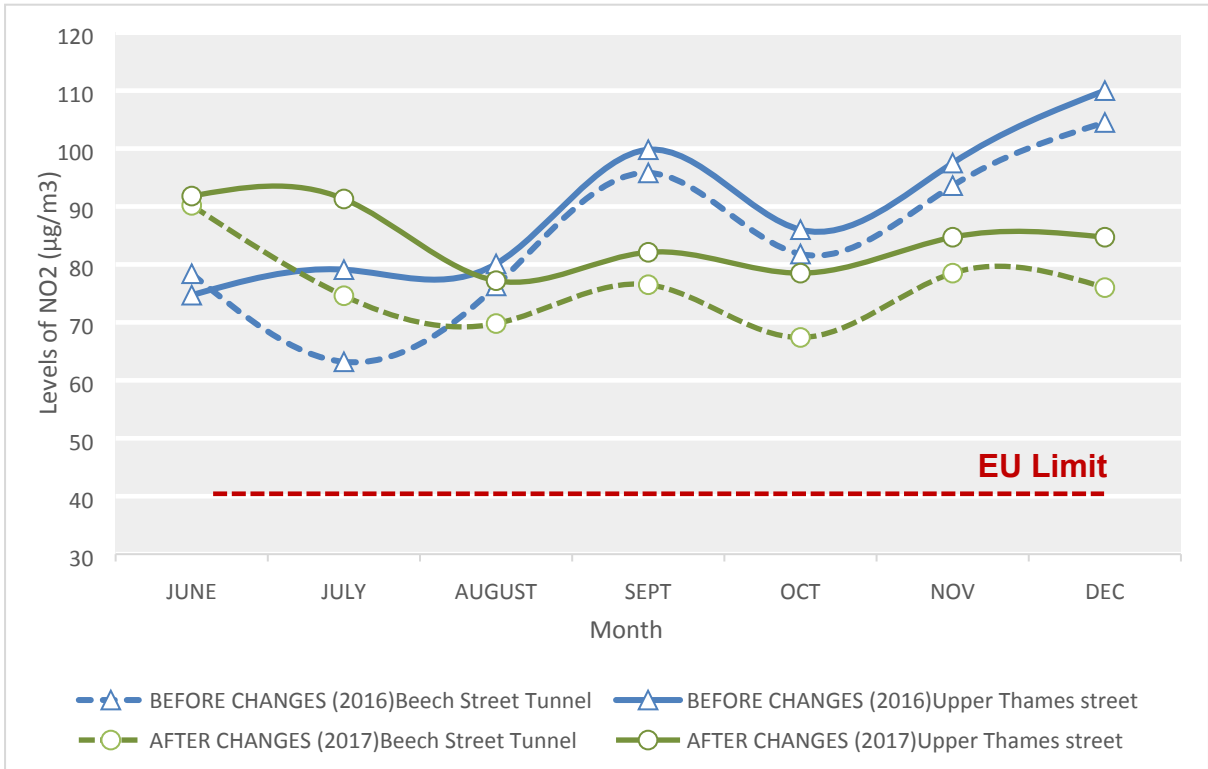


Figure 12: As above changes in No₂ between 2016 and 2017 at City of London continuous monitoring locations (locations not shown in Figure 11)



Appendix 3 – Journey Times & iBus data

31. As stated in the previous Bank on Safety monitoring report, the agreed post-implementation monitoring strategy indicated that success in this criterion would consist of an average journey time improvement of bus services within the modelling area over the two peaks. It was also agreed that the operation of the 4 key surrounding routes on average for general traffic would be no worse than the proposed modelled output for 2018.
32. iBus data is collected by London Buses from every bus on the network through GPS recording. Pre and post scheme data is divided as follows;

Pre-Scheme	Post-Scheme
1 st October 2015 – 21 st May 2017	22 nd May 2017 – 31 st January 2017

31. Figure 13 below shows the number of routes experiencing an actual journey time saving or increase between pre and post scheme (bold bars) vs what was forecast by the traffic model (light bars). This data is for the AM peak (8am - 9am), and is a combination of both directions through the model area (i.e. Northbound + Southbound), as this is how modelling journey time data is typically reported.

Figure 13: Bus Journey times in the AM peak – model forecast vs observed post-scheme change, categorised by number of services affected (combined direction).

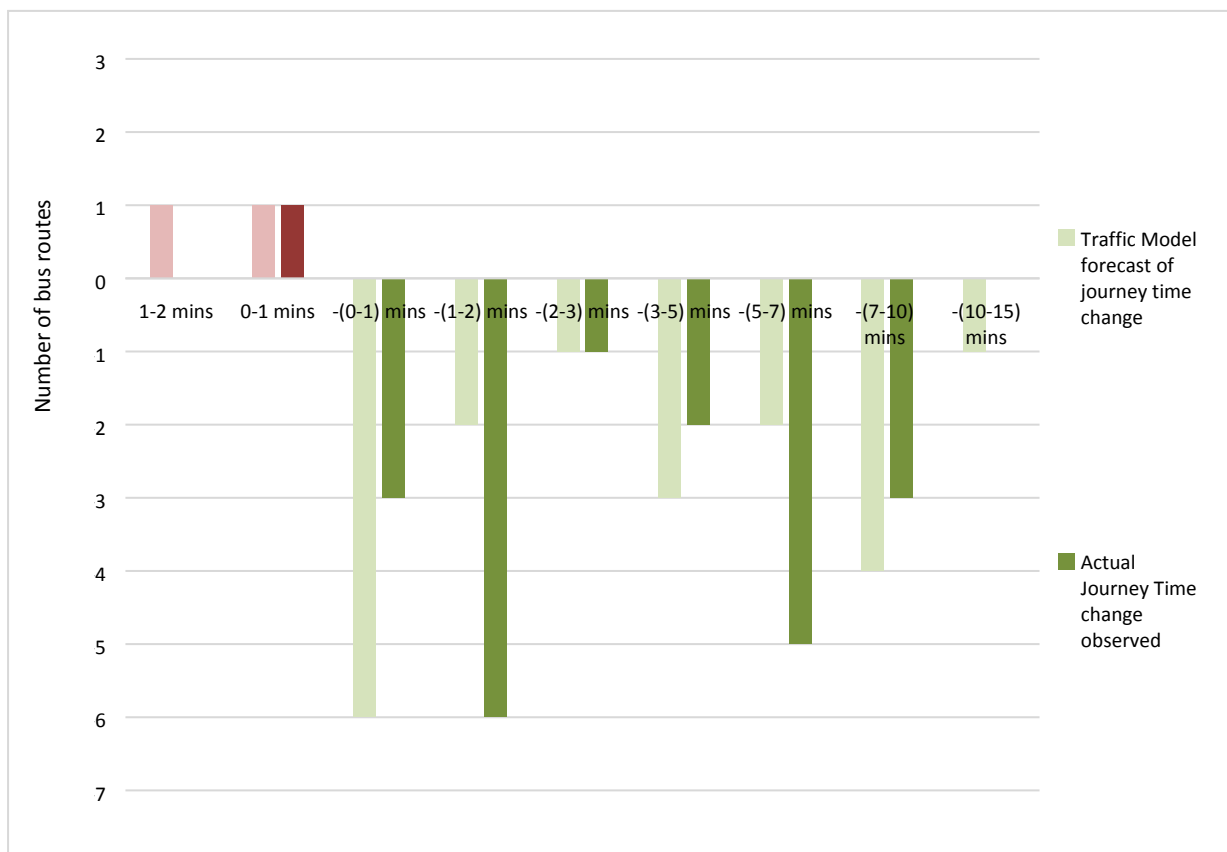
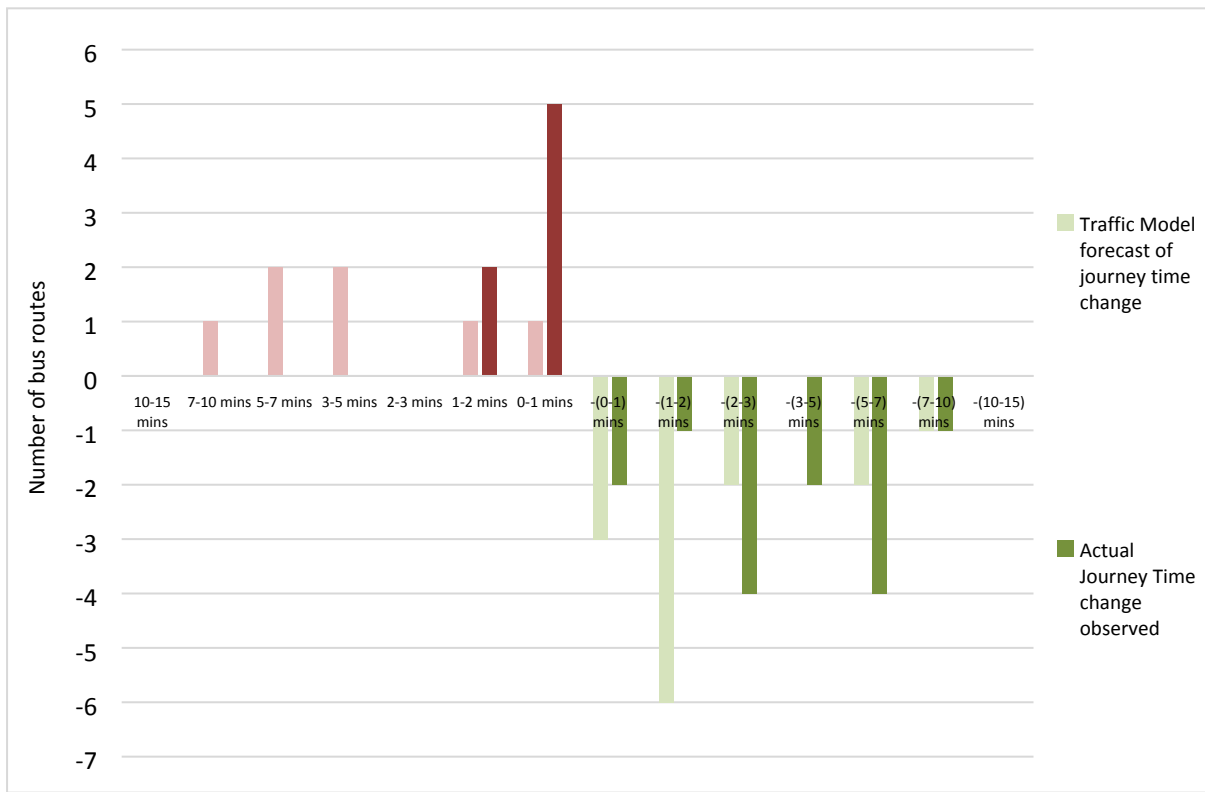


Figure 14: Bus Journey times in the PM peak – model forecast vs observed post-scheme change, categorised by number of services affected (combined direction).



32. Figures 13 and 14 show that the majority of services continue to experience larger savings in journey times in both peaks than the model predicted.

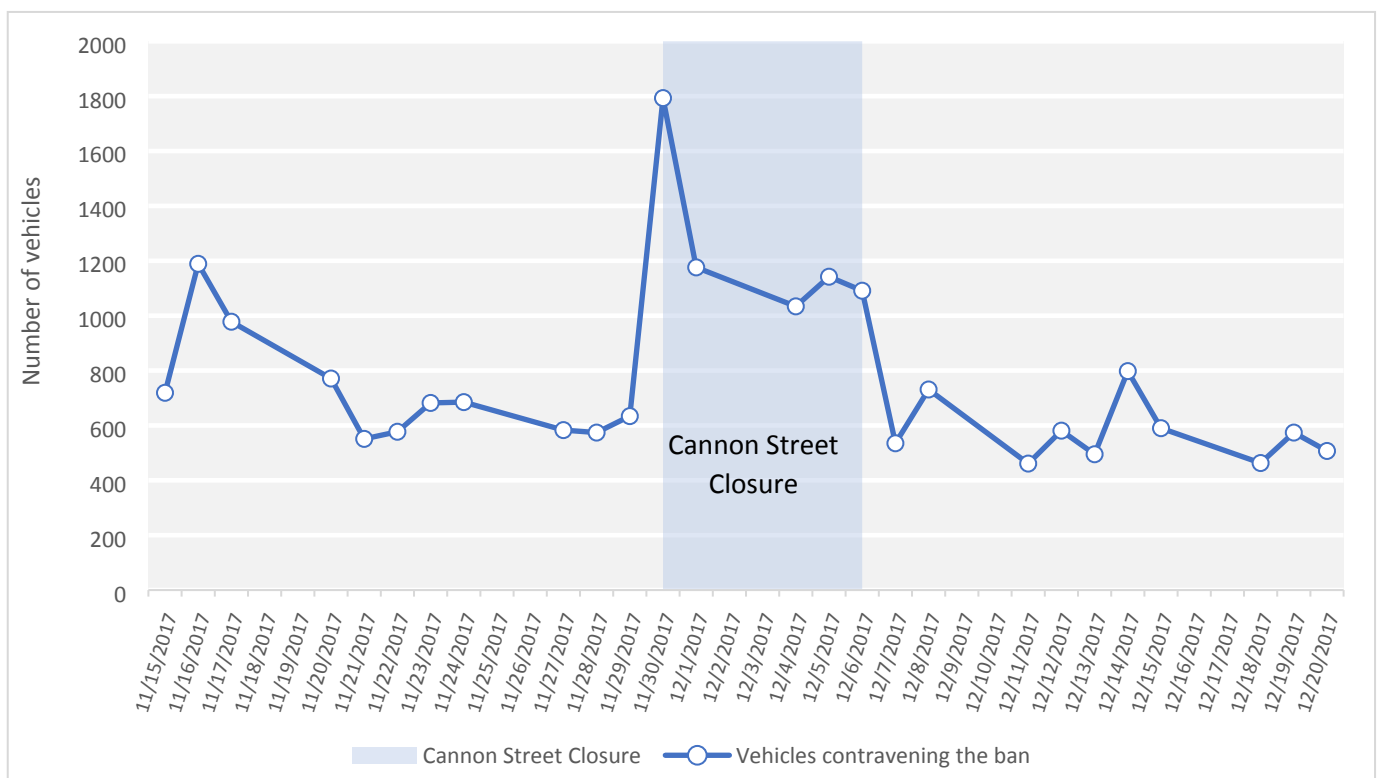
33. It should be noted that this data includes the journey times of buses on diversion due to planned directional road closures, such as London Wall and Bishopsgate, and emergency diversions since the scheme began.

Appendix 4 – Closures

34. Since the Bank on Safety Scheme was implemented there have been a number of minor and major road closures in the City which have impacted on the scheme's effectiveness and other key monitoring metrics such as bus journey times. The closures having the most impact have been as follows;

- Bishopsgate Southbound closure 04/09/2017 – 27/10/2017. This was a planned closure to undertake utility works. Vehicles were not permitted to travel southbound from the junction with London Wall and Bishopsgate.
- Cannon Street Closure (both directions) 29/11/2017 – 7/12/2017. This was an unplanned closure to deal with emergency Gas works on Cannon Street. Vehicles were not permitted to use Cannon Street in either direction.

Figure 15: Number of vehicles contravening the restriction per day at Bank Junction – two weeks either side of the Cannon Street closure.



35. Figure 15 shows an increase in the number of vehicles contravening the ban at Bank Junction during the emergency closure of Cannon Street. Upon Cannon Street re-opening on 6th December, compliance restores to the downward trend in line with Figure 8 in the main body of the report.

36. At the time of drafting this report, another major closure has taken place on Cannon Street and Gracechurch Street associated with gas works. This closure began towards the end of January 2018 and is anticipated to continue on an ongoing basis.

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Appendix 5 – Taxis

37. Concern for the impact on the taxi trade and their passengers was voiced at the Gateway 4/5 report and was incorporated into the monitoring strategy in 'other success criteria'. The description of what was agreed to be monitored was 'taxi journey times and costs not unreasonably increased'.
38. Information to date onto the impact of the scheme on the taxi trade and their passengers is summarised below. It is worth noting that the London Taxi Drivers Association (LTDA) have submitted a technical report to officers as part of their response to the Bank on Safety Consultation survey. The contents of this report are still being verified by officers and will be commented on in due course.
39. An independent research company was commissioned by the City to undertake 'Mystery Shopper' taxi journeys between defined points suggested by taxi trade representatives on 5 routes. Journeys were undertaken during the morning peak (8 am to 9 am), afternoon (12 pm to 1 pm) and evening peak (5 pm to 6 pm) in each direction, on Tuesdays, Wednesdays and Thursdays both before the scheme and post-implementation. Approximately 80 journeys were undertaken for each survey.
40. The first round of post-implementation results was published in the November monitoring report and a repeat round of surveys has since been conducted. Table 3 compares the average journey time for each survey.

Table 3: Change in average Taxi Journey time and price (80 journeys per survey).

Pre-Scheme (May 2017)	Post Scheme 1 (July 2017)	Post Scheme 2 (November 2017)
12:06	13:21	15:30
£8.85	£9.80	£11.35

37. Tables 4 and 5 below are updated versions of similar tables published in the last monitoring report and are populated with information from the latest taxi survey. The tables compare the results from the November survey, to the pre-scheme survey from May 2017.

Table 4: Second round - Minimum, maximum and average pre and post scheme taxi journey time comparison (averages are taken across the three surveyed peaks).

Start Point	Destination	Pre - Scheme			Post - Scheme			Difference			% Using Bank before the trial
		Min	Max	Average	Min	Max	Average	Min	Max	Average	
Liverpool Street Station	St Bart's Hospital, Giltspur Street Entrance (Kenton & Lucas Wing)	08:00	19:00	12:10	10:00	18:00	12:30	02:00	-01:00	00:20	0%
Taxi rank south of St Bart's Hospital	Liverpool St Station, Mainline Entrance	05:00	14:00	11:00	07:00	23:00	13:50	02:00	09:00	02:50	22%
Taxi rank on Liverpool Street	Mermaid Conference Centre on Puddle Dock	08:00	14:00	11:27	08:00	18:00	13:53	00:00	04:00	02:27	89%
Queen Victoria Street	Liverpool Street Station, Mainline Entrance	06:00	09:00	07:33	07:00	15:00	12:00	01:00	06:00	04:27	100%
Taxi rank on Fenchurch Place	Bread Street Kitchen on Bread Street	08:00	17:00	11:27	14:00	33:00	20:27	06:00	16:00	09:00	89%
Ted Baker on Cheapside near Bread Street	Fenchurch Street Station	07:00	13:00	08:47	05:00	30:00	15:47	-02:00	17:00	07:00	100%
Taxi rank west of London Bridge Station	Bloomberg on Finsbury Square Garden	10:00	18:00	13:20	12:00	25:00	15:53	02:00	07:00	02:33	100%
Finsbury Square Garden	London Bridge Station Mainline Entrance	10:00	23:00	15:40	11:00	30:00	15:13	01:00	07:00	-00:27	100%
Aldgate Station	Hatton Garden	13:00	17:00	14:40	11:00	28:00	15:50	-02:00	11:00	01:10	33%
Hatton Garden (South of Greville Street)	Aldgate Station	14:00	32:00	21:10	12:00	29:00	19:30	-02:00	-03:00	-01:40	17%

Table 5: Second round - Minimum, maximum and average pre and post scheme taxi journey cost comparison (averages are taken across the three surveyed peaks).

Start Point	Destination	Pre - Scheme			Post - Scheme			Difference			% Using Bank before the trial
		Min	Max	Average	Min	Max	Average	Min	Max	Average	
Liverpool Street Station	St Bart's Hospital, Giltspur Street Entrance (Kenton & Lucas Wing)	£6.40	£11.60	£ 8.20	£8.60	£11.88	£ 9.70	£2.20	£0.28	£ 1.50	0%
Taxi rank south of St Bart's Hospital	Liverpool St Station, Mainline Entrance	£5.60	£10.00	£ 7.74	£6.20	£14.20	£ 9.98	£0.60	£4.20	£ 2.23	22%
Taxi rank on Liverpool Street	Mermaid Conference Centre on Puddle Dock	£8.00	£10.00	£ 8.60	£9.00	£20.00	£12.60	£1.00	£10.00	£ 4.00	89%
Queen Victoria Street	Liverpool Street Station, Mainline Entrance	£6.00	£8.00	£ 6.78	£8.00	£12.00	£ 9.67	£2.00	£4.00	£ 2.89	100%
Taxi rank on Fenchurch Place	Bread Street Kitchen on Bread Street	£6.00	£11.20	£ 8.28	£10.00	£22.00	£13.53	£4.00	£10.80	£ 5.26	89%
Ted Baker on Cheapside near Bread Street	Fenchurch Street Station	£5.80	£8.20	£ 6.67	£5.60	£18.00	£10.27	£-0.20	£9.80	£ 3.60	100%
Taxi rank west of London Bridge Station	Bloomberg on Finsbury Square Garden	£8.00	£12.60	£ 9.75	£9.20	£15.00	£11.42	£1.20	£2.40	£ 1.68	100%
Finsbury Square Garden	London Bridge Station Mainline Entrance	£8.40	£14.96	£ 10.73	£8.80	£17.80	£11.04	£0.40	£2.84	£ 0.32	100%
Aldgate Station	Hatton Garden	£9.40	£12.20	£ 10.33	£10.00	£15.00	£11.33	£0.60	£2.80	£ 1.00	33%
Hatton Garden (South of Greville Street)	Aldgate Station	£10.40	£18.00	£ 13.46	£11.00	£17.20	£13.77	£0.60	£-0.80	£ 0.30	17%

NB: The above fare prices for the post scheme monitoring include the tariff increase of 3.7% which was introduced in June 2017.

37. Whilst the data displayed in the above tables is useful and important, it does not act as a direct comparison to the modelling data reported at Gateway 4/5 which was an average of all journeys, undertaken within the modelled area.
38. The tables show that on average there has been an increase to seven of the ten directions surveyed of between 00.20 and 9:00 minutes compared to the before data. Two routes had an average reduction of between 00.27 and 1.40 minutes. The maximum journey time increase observed on one run was 17.00 minutes with the maximum journey time saving observed as 3.00 minutes. This data set is being used to inform the situation, and is a small sample of journeys undertaken by taxis.

Committee(s)	Dated:
Streets & Walkways Sub Committee Planning & Transportation Committee	27 February 2018 26 March 2018
Subject: Highway Infrastructure Code of Practice	Public
Report of: Director of the Built Environment	For Information
Report author: Ian Hughes, Assistant Director (Highways)	

Summary

The Department of the Built Environment (DBE), their term highway maintenance contractor, JB Riney, and their term maintenance highway structure consultants, Arcadis Ltd, are responsible for the construction, maintenance and safe repair of highways, lighting, street furniture and highway structures for most of the Square Mile.

As noted in a more detailed report to Streets & Walkways Sub Committee late last year, DBE has delivered a 'steady state' position to nationally accredited standards over recent years i.e. the network as a whole is getting no worse, and if anything, it has slightly improved. This has been done despite past budget cuts by capitalising on additional sources of investment, through service efficiencies and by using better data and analysis to inform a more considered highway maintenance regime.

This and other aspects of the highway, street lighting and structural maintenance function will be considered as part of the move towards adopting the Government's new Code of Practice for Well Managed Highway Infrastructure by autumn 2018. In moving towards adopting that Code, an Action Plan will consider the balance between reactive and planned maintenance, additional funding streams that might be made available, a new risk management approach to highway and structural inspections, and the adoption of a formal corporate policy for maintaining these items.

Recommendation(s)

Members are asked to note this report, including the Action Plan to be implemented as the key step towards adopting the new Code of Practice later this year.

Main Report

Background

1. The City Corporation is the Highway Authority for all the public highway and City walkway areas in the Square Mile, except for those streets that fall within the Transport for London Road Network (or 'Red Routes').

2. As such, the City is responsible for maintaining its streets, footways and walkways, including:
 - inspecting them for defects, undertaking repairs and resurfacing;
 - changing or enhancing streets, through major projects or in conjunction with developments;
 - maintaining signs, bollards, street furniture, nameplates and drainage;
 - looking after all the powered & illuminated street furniture in the City, from road signs to street lights;
 - maintaining highway structures, from bridges and viaducts to pedestrian underpasses and utility pipe subways.
3. The City's term contractor, JB Riney, works in partnership with City officers to identify highway and electrical defects, prioritise them, order the works and undertake the repairs. This results in a lean, joined-up and efficient process, with the City undertaking various monthly sample checks to ensure defects are correctly identified, repaired and invoiced.
4. In terms of Highway Structures, these are inspected in accordance with the Inspection Manual for Highway Structures by Arcadis Ltd, who are appointed by the City to perform these duties and to advise on their status using a bespoke IT software package (Bridgestation) designed for recording the condition of structures.

Current Position:

5. As noted in the detailed report on Highway Maintenance to Streets & Walkways Sub Committee in November 2017, DBE has delivered a 'steady state' position to nationally accredited standards over recent years i.e. the network as a whole is getting no worse, and if anything, it has slightly improved. Despite past budget cuts, this has been done by capitalising on additional sources of investment, through service efficiencies and by using better data and analysis to inform a more considered highway maintenance regime.
6. This approach has ensured that only around 7% of the City's road network requires resurfacing at any one time, and that accident rates for trips and falls remain extremely low. Furthermore, projects such as the switch to LED lighting demonstrate how the City is responding to the challenges of sustainability, energy saving and budget limitations.
7. However, detailed analysis suggests that the number of occasions where Riney are now completing temporary (as opposed to permanent) repairs is increasing. This is because fixing all the identified defects within the budgets available requires cheaper, more affordable short-term materials to be used, even though this can increase lifetime costs as these materials usually have a shorter lifespan.
8. In addition, DBE's local risk budget for road resurfacing (£266k pa) currently represents less than half the target spend (£683k pa) necessary to replace streets in the 20 years before they typically wear out. That leaves a funding gap

historically filled through TfL grants, major development schemes and DBE income from building site licences. This dependency on TfL's budget position and the buoyancy of the City economy has now become an issue with TfL's recent suspension of resurfacing funding for London's boroughs for the next two years, worth an average of £135k pa to the City.

9. This vulnerability to a funding gap is highly relevant given the City's historic expectation that its streets should be maintained to the highest of standards. This is exemplified by the high inspection frequencies embedded in the Riney contract, as well as particular specification details such as the 15mm definition of a trip that requires fixing in the Square Mile, compared to often 25mm or more elsewhere.
10. A similar position can be found in relation to the maintenance of highway structures, where limited annual repairs and maintenance budgets mean that the condition of the City's highway structures is gradually deteriorating in the long-term. This will inevitably result in several major set-piece schemes being brought forward in future years.

Well Managed Highway Infrastructure – A Code of Practice

11. In October 2016, the UK Roads Liaison Group (commissioned by the DfT) introduced a new benchmark for highway maintenance called 'Well-Managed Highway Infrastructure – a Code of Practice'. The Code is intended to apply throughout the UK, and is designed to promote an integrated asset management approach to highway infrastructure, based on localised risk management rather than Government-specified levels of service. It recommends that local service levels should be based on good evidence and sound engineering judgement, combined with local needs, priorities and affordability.
12. Changing from a reliance on specific guidelines (as in previous Codes) to a risk-based approach will involve appropriate analysis, policy development and approval from Members, and so a transition period was given for authorities to adapt to the new Code. Work is well underway to meet that timetable, so the following paragraphs represent an interim update before full adoption of the Code this autumn.

Code of Practice themes

13. The new Code is in four parts; Overarching Principles, Highway Maintenance, Street Lighting and Highway Structures. In total, it sets out 36 recommendations against which authorities should be judged, the first of which is formal adoption of the Code.
14. In terms of the general themes, the Code's key areas are:
 - Setting out and agreeing policies that inform maintenance operations;
 - Adopting an integrated risk-based approach towards maintenance, including priorities, inspections and responses;

- Maintaining an accurate and sustainable asset register, including condition surveys and appropriate record keeping;
- Establishing a performance management framework that is monitored and reported;
- Preparing financial plans for sustainable investment, including whole life costing and lifecycle planning;
- Creating three to five year rolling programmes of investment;
- Using materials that take into account area character, heritage considerations, environmental impact and carbon costs;
- Planning for, and learning from, extreme weather events;
- Minimising street clutter.

15. Discussion at the most recent London Technical Advisors Group (for London's highways professionals) suggests the City is well placed to adopt this overall approach and respond to its challenges having progressed as far as anyone in terms of embedding the key principles. In particular:

- Last July the term contract with Riney adopted a risk-management approach for managing its highway defects to ensure better prioritisation of repairs given the limited funding available;
- a five-year resurfacing programme is already co-ordinated with the City's long-term public realm enhancement programme, and takes into account key road surface deterioration risk factors;
- an extensive asset register is in place that helps manage and monitor the condition of the road network;
- comprehensive asset surveys, plus management information from Riney & Arcadis, help inform short & long-term plans and actions, which are benchmarked via London's Transport Asset Management Board and the national Annual Local Authority Road Maintenance (ALARM) survey;
- the City Public Realm Manual establishes a palette of materials based on sound road safety, sustainability, heritage, engineering and whole life costing principles;
- highway insurance claims remain low, but are closely monitored for trends and issues;
- winter maintenance resilience (including gritting, snow clearance and flood relief) is well-established within the Cleansing & Highways teams, and

forms part of the City's Business Continuity and Emergency Planning protocols.

Proposals

16. Having completed a gap analysis against the Code's 36 recommendations (see Appendix 1), officers have compiled an Action Plan to be implemented now, before a Final Implementation / Sign Off next autumn. In summary, the key elements of that plan (with the corresponding Code recommendation number) involves:

Action Plan

- (2) Developing an asset management framework for highway structures, approved by Members;
- (3) Drafting, consulting and gaining approval for a highway asset management policy in the context of the City's aims & objectives, statutory requirements, available funding and the forthcoming Transport Strategy;
- (4) Engaging with Members and the public regarding standards and performance levels through this policy review;
- (7) & (16) Reviewing the implications of adopting a risk based approach for highway structures;
- (25) Considering the implications of the current security level in the context of maintaining additional security measures on-street, and the response to emergency situations;
- (27) Making data results & analysis available to stakeholders via the reporting process to Committee and other channels;
- (28) Securing future funding streams into the longer-term to provide more certainty and the opportunity for longer-term planning.

17. Addressing these actions will be a focus for the coming year, but from that list, the priority would appear to be establishing a formal Member-approved policy and reviewing the implications of a risk based approach to the City's highway structures. This will need to be in the context of more developed financial plans that consider the current funding constraints, longer-term life cycle costs and other financial implications of adopting the Code.

Corporate & Strategic Implications

18. The key actions outlined above will set out the assumptions already implicit in the way the City maintains its highways, lighting and structures, but they will have to do so in the context of high public expectations and limited financial resources.

Health Implications

19. Maintaining a safe highway for the public is a statutory function that remains central to the City's core highway maintenance operation, and although the level of successful claims made against the City is minimal, this will undoubtedly remain the focus of any future policy proposal.

Conclusion

20. Through the intelligent use of data analysis, DBE ensure the City's highways, lighting and structures are safe and fit for purpose today and for the future. Standards remain high and the City continues to innovate ways to improve its service delivery.

21. However, previous budget reductions have created a reliance on third party and supplementary revenue funding to fill the funding gap needed to maintain and replace the City's highways and structures before they exceed their design life and wear out. An understanding of these expectations, risks and issues will be central to establishing the new highway asset management policy required of the new Code of Practice.

Appendices

- Appendix 1 – Well Managed Highway Infrastructure Recommendations – Current Status

Background Papers

- Highway Maintenance Efficiency Report (24 Nov 2017 - Streets & Walkways Sub Committee)

Ian Hughes

Assistant Director (Highways)

T: 020 7332 1977

E: ian.hughes@cityoflondon.gov.uk

Appendix 1: Well Managed Highway Infrastructure – A Code of Practice

(RAG: Status - Red, Amber, Green)

No.	Title	Wording	Update	RAG	Next Steps
1.	Use of the Code	This Code should be used to develop, review and formally approve highway infrastructure maintenance policy.	The Code will now form the template for the policy document which will guide operational decision making	G	<i>Adoption of the code as standard practice; see how existing operational standards may need to be adapted in accordance with the Code.</i>
2.	Asset Management Framework	An Asset Management Framework should be developed and endorsed by senior decision makers.	Asset management framework already embedded within the term contract for highways & lighting, but not for structures.	A	<i>Asset management framework for structures to be developed and contained within the policy document for Member approval.</i>
3.	Asset Management Policy and Strategy	An asset management policy and a strategy should be developed and published. These should align with the corporate vision and demonstrate the contribution asset management makes towards achieving this vision.	The historic principles of how the City's streets are maintained are well-established, but a formal policy has not been brought to Members for approval.	A	<i>A highway asset management policy should be drafted, consulted on and reported for approval in the context of the City's aims & objectives, statutory requirements and available resources.</i>
4.	Engaging and Communicating with Stakeholders	Relevant information should be actively communicated through engagement with relevant stakeholders in setting requirements, making decisions and reporting performance.	Ad hoc engagement with Members & public has historically driven maintenance expectations.	A	<i>Further work is required to engage with Members and the public regarding standards and performance levels, through the policy review noted above and a co-ordination of public feedback.</i>
5.	Consistency with other Authorities	The approach of other local and strategic highway and transport authorities should be considered when developing highway infrastructure maintenance policies.	Benchmarking in place for maintenance regime and intervention levels across London. Various industry working groups attended, & boundary maintenance agreements in place with all	G	<i>Continue to liaise with other boroughs plus TFL on all levels to ensure that a systematic approach is maintained. Complete Westminster boundary agreement. Review boundary responsibilities with TfL.</i>

No.	Title	Wording	Update	RAG	Next Steps
			neighbouring authorities except Westminster.		
6.	An Integrated Network	The highway network should be considered as an integrated set of assets when developing highway infrastructure maintenance policies.	Highway maintenance & lighting responsibilities are already joined up under the term contract with JB Riney, and the wider aspects (inc structures, cleansing, road safety, Public Realm Manual etc) all lie within DBE.	G	<i>Embed this approach into the policy documentation, and continue to maintain intra-DBE connections.</i>
7.	Risk Based Approach	A risk based approach should be adopted for all aspects of highway infrastructure maintenance, including setting levels of service, inspections, responses, resilience, priorities and programmes.	New risk-based approach to defects and intervention levels will be implemented from July. Implications of risk based approach for structures to be assessed.	A	<i>Rollout, review and embed new processes with JB Riney as part of their five-year contract extension. Consider implications for maintenance of structures with Arcadis.</i>
8.	Information Management	Information to support a risk based approach to highway maintenance should be collected, managed and made available.	All defects & repairs for highways (Highway Mgt System - HyMS) and Structures (Bridgestation) are recorded on the asset register. Riney also use mobile tablets for highways.	G	<i>Continue to collect and act upon inspections and defects via the mobile devices.</i>
9.	Network Inventory	A detailed inventory or register of highway assets should be maintained.	All assets are mapped on HyMS & Bridgestation, with attributes that range from type to age. Asset condition is also recorded & mapped.	G	<i>Ensure that the HyMS & Bridgestation asset registers are continually updated and that new items are registered as part of the process.</i>
10.	Asset Data Management	The quality, currency, appropriateness and completeness of all data supporting	Monthly safety & service inspections and yearly	G	<i>Continue to press for the prompt production of 'as built' drawings</i>

No.	Title	Wording	Update	RAG	Next Steps
		asset management should be regularly reviewed.	condition reviews are utilised to do this.		<i>from schemes to enable HyMS to be updated.</i>
11.	Asset Management Systems	Asset management systems should be sustainable and able to support the information required to enable asset management.	HyMS' supplier (Symology) is under contract until 2022, with a highly developed product to meet the City's needs. Bridgestation developed & managed by LoBEG for London authorities.	G	<i>DBE, IS and Symology continue to work to develop the functionality of the system, including on-line fault reporting this year. DBE work with LoBEG to develop Bridgestation, which is also being purchased by other bridge owners.</i>
12.	Network hierarchy	A network hierarchy should be defined which include all elements of the highway network.	This is fully defined within the contract. Intervention levels and the repair regime have been fully revisited as part of the Riney contract extension & found to be robust.	G	<i>Reviewed at intervals in conjunction with the City Transportation team and District Surveyors (from Bridgestation purposes).</i>
13.	Whole Life / Designing for Maintenance	Authorities should take whole life costs into consideration when assessing options for maintenance, new and improved highway schemes.	Lifecycle planning for 561 City streets in place. Durable products like York stone and Hot Rolled Asphalt prolong lifespans and help simplify reinstatements. Use of other materials are limited to where they deliver specific alternative benefits. Similar approach being developed in Bridgestation.	G	<i>Continued development of the lifecycle model, where the choice of material, its construction & a depreciation factor determines the expected life cycle of the highway and for appropriate structures.</i>
14.	Risk Management	The management of current and future risks associated with assets should be embedded within the approach to asset management.	Lessons learnt from quarterly insurance meetings help to address risks, with new materials	G	<i>Continue to utilise existing materials, but be open to exploring new ideas that are safe and still deliver best value.</i>

No.	Title	Wording	Update	RAG	Next Steps
			(e.g. Ultra Crete for potholes) help reduce further risks.		
15.	Competencies and Training	The appropriate competency required for asset management should be identified, and training should be provided where necessary.	Riney highway inspectors are fully trained and larger process/repairs must be approved by a CoL officer. Officers are fully versed in asset management processes. For structures, qualified engineers work with Arcadis for inspections & advice.	G	<i>Regular reviews of training needs will be undertaken, considering competencies and appropriate courses as required. Approved inspectors for structures may also be considered.</i>
16	Inspections	A risk-based inspection regime, including regular safety inspections, should be developed and implemented for all highway assets.	A full & comprehensive highway inspection regime is already established within the term contract. However, a review of the highway structures regime is required to consider potential impact of adopting new code.	A	<i>To be reviewed as part of the policy discussion, particularly if the risk-management approach for structures results in the need for further funding.</i>
17.	Condition Surveys	An asset condition survey regime, based on asset management needs and any statutory reporting requirements, should be developed and implemented.	Inspection regime in place, including visual and automated surveys, or national & CoL standards. Coring programme of utility reinstatements also in place.	G	<i>Continue with existing approach in accordance with HMEP.</i>
18.	Management Systems and Claims	Records should be kept of all activities, particularly safety and other inspections, and procedures established to ensure efficient management of claims whilst protecting	All inspections, defects & works are already recorded. All insurance claims are also recorded & reviewed,	G	<i>Quarterly review process to continue.</i>

No.	Title	Wording	Update	RAG	Next Steps
		the authority from unjustified or fraudulent claims.	with the service adapted where appropriate.		
19.	Defect Repair	A risk-based defect repair regime should be developed and implemented for all highway assets.	Set by the intervention levels & response times within the contract which are suitable and sufficient for an urban, high footfall, high quality area.	G	<i>A full inspection regime is already in place with a risk management strategy about to be introduced.</i>
20.	Resilient Network	A 'Resilient Network' should be identified to which priority is given through maintenance and other measures during extreme weather.	A winter maintenance gritting regime is well-established for the Square Mile, with prioritised areas and routes routinely reviewed.	G	<i>Review of winter maintenance regime required in time for next winter.</i>
21.	Climate Change Adaptation	The effects of extreme weather events on highway infrastructure assets should be risk assessed and ways to mitigate the impacts of the highest risks identified.	Plans in place for a variety of weather-related issues, including heat waves, snow and heavy rain. Sustainable Urban Drainage Schemes investigated for all public realm projects to remove storm water from sewer system	G	<i>Programmed review of weather-related plans; further investigation of SUDS to be encouraged wherever possible.</i>
22.	Drainage Maintenance	Drainage assets should be maintained in good working order to reduce the threat and scale of flooding. Particular attention should be paid to locations known to be prone to problems.	Drainage assets and regularly checked, flushed and repaired as necessary. A cross-departmental flood risk working group keeps matters under review.	G	<i>Continue to monitor & review.</i>
23.	Civil Emergencies and Severe Weather	The role and responsibilities of the Highway Authority in responding to civil emergencies should be defined in the	Corporate & DBE emergency plans are in place, including a multi-	G	<i>Continue to monitor & review.</i>

No.	Title	Wording	Update	RAG	Next Steps
	Emergencies Plans	authority's Civil Emergency Plan. A Severe Weather Emergencies Plan should also be established.	agency flood plan (last reviewed and updated in 2016).		
24.	Communications	Severe Weather and Civil Emergencies Plans should incorporate a communications plan to ensure that information is disseminated to highway users through a range of media.	Major event communication is agreed within the emergency plan and would be co-ordinated centrally. Smaller problems would be communicated on a local level by officers via existing social media feeds.	G	<i>Regularly tested through a range of corporate & departmental exercises.</i>
25.	Learning from Events	Severe Weather and Civil Emergencies Plans should be regularly rehearsed and refined as necessary. The effectiveness of the Plans should be reviewed after actual events.	Emergency planning exercises are undertaken at DBE & pan-London level. Heavy rain impact on Lower Thames St in 2016 fed back into Cleansing/TfL plans, and issues where two or more properties are affected by flooding are investigated and publicised.	A	<i>Considering the implications of the current security level in the context of maintaining additional security measures on-street, and the response to emergency situations</i>
26.	Performance Management Framework	A performance management framework should be developed that is clear and accessible to stakeholders as appropriate and supports the asset management strategy.	HMEP report to committee reviews previous performance and condition showing clear trends in condition, whilst highlighting best practice (i.e. Coring programme)	G	<i>Performance Monitoring Framework outlined in this report, and will be reiterated in the upcoming policy review.</i>
27.	Performance Monitoring	The performance of the Asset Management Framework should be monitored and reported. It should be reviewed regularly by senior decision	HMEP committee report reviews previous performance showing trends in condition, highlighting best practice (i.e. coring)	A	<i>Data is available at a technical level for officers (street condition, coring etc), but results & analysis needs to be made available to stakeholders via reporting to</i>

No.	Title	Wording	Update	RAG	Next Steps
		makers and when appropriate, improvement actions should be taken.	etc. Bridgestation also highlights condition indicators for structures		<i>Committee & publication, and fed into the policy review process.</i>
28.	Financial Plans	Financial plans should be prepared for all highway maintenance activities covering short, medium and long-term time horizons.	Detailed budgets are known & understood, but typically have just a one-year time horizon.	A	<i>Future funding streams to be agreed into the longer-term to provide more certainty and the opportunity for long-term planning. This applies to both Highways (revenue) and Structures (supplementary revenue).</i>
29.	Lifecycle Plans	Lifecycle planning principles should be used to review the level of funding, support investment decisions and substantiate the need for appropriate and sustainable long-term investment.	Lifecycle planning for carriageways is underway. This is expected to inform long-term investment funding decisions.	G	<i>Financial analysis for different scenarios is being produced that is likely to illustrate the weakness and risks to DBE's current long-term funding position for planned highway maintenance.</i>
30.	Cross Asset Priorities	In developing priorities and programmes, consideration should be given to prioritising across asset groups (i.e. carriageways, footways, structures, lighting etc) as well as within them.	Maintenance budgets have recently been reallocated to ensure appropriate allocations to street lighting, granite setts, planned footway maintenance, coring etc.	G	<i>New budget allocations to be monitored & reviewed.</i>
31.	Works Programming	A prioritised forward works programme for a rolling period of three to five years should be developed and updated regularly.	A five-year resurfacing programme already in place.	G	<i>Ideally this will be extended to a ten-year plan, co-ordinated with major projects, developments & utility works</i>
32.	Carbon	The impact of highway infrastructure maintenance activities in terms of whole life carbon costs should be taken into account when determining appropriate interventions, materials and treatments.	Environmental factors are included in the choice of materials, but the street lighting shift to LED is	G	<i>Seeking Member approval at Gateway 5 for the street lighting project to commence.</i>

No.	Title	Wording	Update	RAG	Next Steps
			expected to deliver significant carbon savings.		
33.	Consistency with Character	Determination of materials, products and treatments for the highway network should consider the character of the area as well as factoring in whole life costing and sustainability.	The City's existing street scene manual provides clear guidance regarding the approved palate of materials.	G	<i>Any new materials to be tested and approved before final adoption.</i>
34.	Heritage Assets	Authorities should identify a schedule of listed structures, ancient monuments and other relevant assets and work with relevant organisations to ensure that maintenance reflects planning requirements.	All heritage assets are mapped on HyMS, and details are flagged to those wanting to excavate the highway.	G	<i>Continued co-ordination with heritage officers and works promoters.</i>
35.	Environmental Impact, Nature Conservation and Biodiversity	Materials, products and treatments for highway infrastructure maintenance should be appraised for environmental impact and for wider issues of sustainability.	Sustainability of materials and their impact is implicit in the choice of materials within the street scene manual.	G	<i>Riney monitoring the downstream environmental impact of highway maintenance operations e.g. vehicle emissions, supply chain impacts.</i>
36.	Minimising Clutter	Opportunities to simplify signs and other street furniture and to remove redundant items should be taken into account when planning highway infrastructure maintenance activities.	We have a policy for de-cluttering our streets, which in turn minimises maintenance impacts.	G	<i>Embed policy into new urban realm schemes.</i>

Committee(s)	Dated:
Planning & Transportation Committee – For Information	08052018
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. Parallel reports regarding risks that fall within the remit of the Port Health & Environmental Health Committee are submitted to that 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 and one increase in the Current Risk score has been identified.

- DBE-TP-03 (Major Projects and key programmes not delivered as TfL funding not received)

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.

The training led review of the management of risk associated with projects across the entire DBE project portfolio is continuing.

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 decreased and one risk where the Current Risk score has increased.

DBE-TP-03 (Major Projects and key programmes not delivered as TfL funding not received)

In view of the funding pressures on TfL the likelihood of a major reduction in funding in 2019/20 is increased and the likelihood of this risk occurring has increased slight from Rare to Unlikely. This risk has therefore moved from GREEN to AMBER.

13. The Target Risk Ratings/Scores have also been reviewed since the last report to Members and no changes have been made.

Identification of New Risks

14. New risks may be identified at the quarterly review of all risk; through Risk reviews at the Department Management Team; or by a Director as part of their ongoing business management.
15. An initial assessment of all new risks is undertaken to determine the level of risk (Red, Amber or Green). Red and Amber risks will be the subject of an immediate full assessment with Red risks being report to the Department Management Team. Green risks will be included in the next review cycle.
16. No new risks that fall within the remit of the Planning & Transportation Committee have been identified since the last report.
17. The risks associated with each project across the entire DBE project portfolio are currently being reviewed. The outcome of this exercise will be reviewed at the second stage of the training which is planned for the first week of June.

The objective remains 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.

The Bank Junction Experimental Scheme public consultation has been completed and the findings reported to Members. It is intended that the final decision report will be presented for decision in May to Streets and Walkways Sub-Committee (May), Planning & Transportation Committee (June) and Policy & Resources in July.

All construction sites have been invited to apply for the Road Danger Reduction Award (as part of the Considerate Contractor Scheme).

This risk relates to the public perception of the City's commitment to road danger reduction. Given the high profile of the current Bank on Safety scheme the decision is to leave the risk unchanged (AMBER). This will be reviewed after a final decision on whether or not to make the Bank on Safety permanent is known.

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

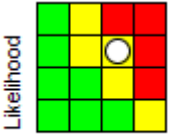
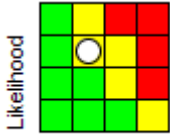

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DBE Corporate & Departmental Risks *(Planning & Transportation Committee)*

APPENDIX 2

Report Author: Richard Steele

Generated on: 24 April 2018

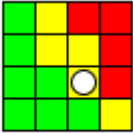
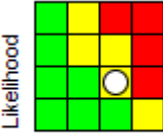

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
CR20 Road Safety	<p>Cause: Limited space on the City’s medieval road network to cope with 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>It was agreed at Streets and Walkways Sub-Committee (in February 2018) & Project Sub-Committee (in March 2018) that the Permanent Bank Scheme be placed on hold until the completion of the Bank Experimental Scheme.</p> <p>The Experimental Scheme public consultation findings were reported to Planning & Transportation Committee and Streets and Walkways Sub-Committee. The monitoring report has been submitted to Streets and Walkways Sub-Committee and will be presented to Planning & Transportation and Project Sub Committee in May 2018. It is intended that the final decision report will be presented for decision in May to Streets and Walkways Sub-Committee (May), Planning & Transportation Committee (June) and Policy & Resources in July.</p> <p>The Road Danger Reduction & Active Travel Plan was approved by Members at Streets & Walkways Sub-Committee on 27 Feb 18 and Planning & Transportation Committee on 9 Apr 18. The plan will be the subject of</p>	 <p>Likelihood</p> <p>Impact</p>	<p>6</p>	<p>31-Oct-2018</p>	

23-Oct-2015
 Carolyn Dwyer

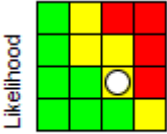
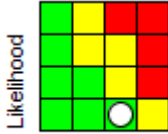

<p>23-Oct-2015 Carolyn Dwyer</p>			<p>public consultation between now and August – following which there will be a report to Members.</p> <p>The Active City Network (ACN) event recruitment drive resulted in over 150 new business joining the network. ACN progress has been reported to Streets & Walkways Sub-Committee.</p> <p>All construction sites have been invited to apply the Road Danger Reduction Award (as part of the Considerate Contractor Scheme).</p> <p>The Be Brake Ready campaign has been run for cyclists and pedestrians in March. We will continue with pop-up events across the City between now and September.</p> <p>This risk relates to the public perception of the City’s commitment to road danger reduction. Given the high profile of the current Bank on Safety scheme the decision is to leave the risk unchanged (AMBER). This will be reviewed after a final decision on whether or not to make the Bank on Safety permanent is known.</p> <p>13 Apr 2018</p>				<p>Constant</p>
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Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
CR20b Permanent Bank Junction redesign	Permanent Bank Junction redesign	<p>It was agreed at Streets and Walkways Sub-Committee (in February 2018) & Project Sub-Committee (in March 2018) that the Permanent Scheme be placed on hold until the completion of the experiment.</p> <p>The Experimental Scheme public consultation findings were reported to Planning & Transportation Committee and Streets and Walkways Sub-Committee. The monitoring report has been submitted to Streets and Walkways Sub-Committee and will be presented to Planning & Transportation and Project Sub Committee in May 2018. It is intended that the final decision report will be presented for decision in May to Streets and Walkways Sub-Committee (May), Planning & Transportation Committee (June) and Policy & Resources in July.</p>	Steve Presland	13-Apr-2018	30-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.	<p>The Road Danger Reduction & Active Travel Plan was approved by Members at Streets & Walkways Sub-Committee on 27 Feb 18 and Planning & Transportation Committee on 9 Apr 18. The plan will be the subject of public consultation between now and August – following which there will be a report to Members.</p> <p>The first year of the Plan (April 2018 – March 2019) is fully funded from the TfL LIP (Local Implementation Plan) allocation. The funding for future years will be the subject of further reports to Members.</p>	Steve Presland	13-Apr-2018	01-Oct-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 has been run for cyclists and pedestrians in March. 25,000 messages were distributed as part of this campaign. We will continue with pop-up events across the City between now and September, at which point a post-campaign attitudinal survey will take place to evaluate the effectiveness of this campaign. The results of the survey will be included in the next Annual Road Danger Reduction Report. The target date has been adjusted accordingly.	Steve Presland	13-Apr-2018	31-Mar-2019
CR20i Active City Network	<p>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.</p> <p>Progress will be reported to Members in March 2018.</p>	<p>The Active City Network (ACN) event recruitment drive resulted in over 150 new business joining the network. ACN progress has been reported to Streets & Walkways Sub-Committee.</p> <p>The ACN is now being used to engage with business and their staff as part of the Road Danger Reduction and Active Travel 5-Year Plan and <i>this action is therefore to be closed.</i></p>	Steve Presland	13-Apr-2018	31-Mar-2018
CR20j Safer Goods Vehicles	The objective is to provide appropriate support to enable 75% of all active construction sites to be CLOCS compliant by summer 2018 including safer vehicles and trained drivers/ banksmen.	All sites have been invited to apply the Road Danger Reduction Award (as part of the Considerate Contractor Scheme).	Steve Presland	13-Apr-2018	31-Aug-2018

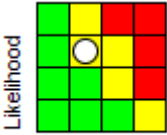
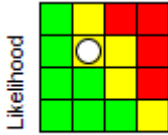

	<p>No booking will be granted to parties who are not on the database. If the contractor is not on the database they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the system before agreeing access.</p> <p>All works and operatives entering the pipe subway must comply with the code of practice for access and safe working in local authority subways.</p> <p>Regular inspections of the structure, covers, condition and asbestos surveys are undertaken.</p> <p>The Permit to enter form must be completed and contractors checked to ensure they have suitable and sufficient equipment to enter a confined space.</p> <p>No smoking is allowed at any time.</p>				
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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 25-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	The risk is unchanged. The Options for Change Report was presented to Chief Officer who agreed its recommendations. Presentation being prepared for Summit Group in June 2018. 18 Apr 2018	 Likelihood Impact	8	31-Dec-2018	 Constant

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. Customer satisfaction questionnaire results for 2017/18 currently being analysed and will be published shortly.	Gordon Roy	18-Apr-2018	31-Dec-2018
DBE-DS-01b Building Control business model review	Consider Options for Change	The Options for Change Report was presented to Chief Officer in January 2018 as planned who agreed its recommendations. Presentation being prepared for Summit Group in June 2018. The due date has been adjusted accordingly.	Gordon Roy	18-Apr-2018	31-Jul-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 22 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	8	In view of the funding pressures on TfL the likelihood of a major reduction in funding in 2019/20 is increased and the likelihood of the risk occurring has increased slight from Rare to Unlikely. The 18/19 LIP programme has been approved by TfL to commence in April 2018. The next formal progress review will follow July 2018 by when our revised LIP programme is due to be submitted to TfL. 22 Mar 2018	 Likelihood	4	30-Apr-2019	 Increasing

Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-TP-03a TfL bid process	Meet TfL bid timetable	The 18/19 LIP programme has been approved by TfL to commence in April 2018.	Steve Presland	22-Mar-2018	30-Sep-2018
DBE-TP-03b TfL meetings	Conduct quarterly meetings with TfL-	18/19 start of year meeting completed. Future meeting will be held as required. The next formal progress review will follow July 2018 by when our revised LIP programme is due to be submitted to TfL. Dates have been reset for FY18/19	Steve Presland	22-Mar-2018	31-Mar-2019

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. This view was reinforced at MIPIM in March 2018. 16 Mar 2018	 Likelihood Impact	6	31-Dec-2018	 Constant

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Action no, Title,	Description	Latest Note	Managed By	Latest Note Date	Due Date
DBE-PL-02a	(1) Continue to work closely with other parts of the department; the City Property Advisory Team; other City of London Departments; & the Greater London Authority. (2) Attendance at MIPIM.	The controls, which have been implemented, have been reviewed and continue to be appropriate and effective.	Annie Hampson	16-Mar-2018	31-Dec-2018

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TO: **POLICY AND RESOURCES
COMMITTEE**

15 March 2018

**PLANNING AND
TRANSPORTATION COMMITTEE**

FROM: **PORT HEALTH AND
ENVIRONMENTAL SERVICES
COMMITTEE**

8 March 2018

12. The Committee considered a report of the Director of Markets and Consumer Protection which updated Members on proposals for an ultra-low emission street. It was reported that delivery of an ultra-low emission vehicle traffic restriction in Beech Street will not be possible within the timescales of the Low Emission Neighbourhood Scheme (LEN) therefore Moor Lane is under consideration to deliver the Mayor of London's requirements for receiving the LEN funding.

Members of the Committee strongly disagreed with the proposal to substitute Moor Lane as an ultra-low emission street due to the illegal levels of air pollution within Beech Street and noting the urgency of this issue, the following points were raised:

- The reasons provided for rejecting Beech Street as the ultra-low emission street were not sufficient and the proposals to solve air quality at Beech Street as part of the Culture Mile were not a satisfactory resolution as those plans could take years to implement. Members noted the inaugural event taking place at Beech Street in March 2018 and raised the point that Members may need to query some Culture Mile proposals if they affect Beech Street and the High Walks.
- If resourcing was the underlying reason for this change, this should be addressed to achieve the original objectives. Members queried whether TfL could extend the final deadline to allow officers more time.
- There had been issues with air quality in Beech Street for years with both residents and workers affected by the levels of air pollution and with more people expected into the City with the completion of Crossrail, an urgent solution was needed.
- Moor Lane already had low pollution levels, therefore this proposal was akin to an exercise in directing traffic.
- There were options in the proposal that would not result in 80% of the traffic being diverted.
- Officers should look at a full range of options to reduce pollution in Beech Street.

In response to the points raised, officers sought to reassure Members that if a ultra-low emissions vehicle scheme was implemented, the current levels of vehicles entering Beech Street would be reduced by 80% and there was work taking place which would improve air quality in that area for 2021 onwards. The Director of Port Health and Public Protection added that due to the impact on the road network of the changes introduced at Bank Junction, another similar scheme that changed traffic flows could cause additional congestion.

The Director of Transportation and Public Realm advised that any closure of Beech Street would have a ripple impact on the neighbouring boroughs of Islington and Westminster, as well as the TfL road network. It was added that Islington Council were considering carrying out traffic modelling work to

reduce the impact of congestion, therefore it was unlikely that a recommendation could be made to close Beech Street to vehicles.

The Chairman noted the unanimity of the Committee in rejecting Moor Lane as the ultra-low emission street instead of Beech Street. As only one year of Low Emission Neighbourhood funding was left from TfL, officers should consider what steps would need to be taken to deliver the original proposal of Beech Street and this would need to be referred back to Planning and Transportation and Policy and Resources Committees. It was further suggested that options should be re-evaluated, and solutions be presented to the Port Health and Environmental Committee as to what action could be taken and what could be achieved.

The Director of the Built Environment explained that as part of the Culture Mile installation, Beech Street would be closed for a period of five days which would allow officers to assess the impact of this closure on traffic levels in the surrounding areas. A less than grid lock effect will add significant weight and evidence based support to implementing the originally intended and urgently needed air quality measures in Beech Street.

RESOLVED – That a note of the discussion and issues raised by Members be circulated to the Policy and Resources and Planning and Transportation Committees for their consideration.

PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
1.	9 January 2018 23 January 2018 26 March 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>	Steve Presland	SP arranging meeting between senior TfL reps and chairman and Deputy of P&T	<p>Completed – Letter sent on 9 January and circulated to Members on 10 January.</p> <p>Meeting between Chairman, Deputy Chairman and TfL representatives took place on Tuesday 23rd January to discuss this issue.</p> <p>The meeting between TfL and CoL safety officers to conduct H7S audit (informal) needs to take place prior to committee and the data exchange be completed.</p> <p>UPDATE: Data was exchanged and CoL have provided written comments back to TfL on their data just before the Easter break. We would expect TfL to respond within the next two weeks.</p>

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
2.	9 January 2018 23 January 2018 20 February 2018 26 March 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>	Ian Hughes		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.
3.	9 January 2018 20 February 2018 26 March 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>	Paul Beckett		Initial response email sent 25/01/2018. Existing 'green' monitoring reports are being reviewed for Dowgate-specific material. Investigating the scope for an annual 'green' report contributed to by several departments. Review of 2017/18 could be prepared in mid-2018

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
4.	9 January 2018 20 February 2018 26 March 2018	<p><u>Yellow Bikes</u></p> <p>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.</p>	Bruce McVean		<p>Completed - Update circulated to members on 11/01/2018</p> <p>An update report and review of our current policy will be presented to Streets and Walkways Sub Committee on 21 May 2018 and Planning and Transportation Committee on 29 May 2018. This update will cover the first six months of dockless cycle hire operations in the City.</p>
5.	9 January 2018 20 February 2018 26 March 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>	Jim Graham		<p>A detailed response was sent to the Member on 09/01/2018.</p> <p>The City are Monitoring it, increasing inspections, scheduled and adhoc cleaning as required is now in place.</p> <p>Put a request in with TfL with a view to arranging a site meeting to agree an allocate clear responsibilities and explore CoL taking over TfL responsibilities.</p>

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
6.	23 January 2018 20 February 2018 26 March 2018	<p><u>Thames Court Footbridge</u></p> <p>The Committee was advised that the Corporation of London now owned the footbridge and an initial assessment had been undertaken which had highlighted a number of repair issues. Consultants would be carrying out further assessments, the results of which would be reported to the Committee.</p> <p>The Chairman asked that urgency be maintained with a view to the bridge being open by the end of the year.</p>	Paul Monaghan	Gateway 3/5 report for July Committee	Consultant instructed to commence structural assessment and review defects identified in inspection report. Progressing towards next Gateway report in usual Projects process.
7.	20 February 2018 26 March 2018	A member requested that the arrangement of a training session on Building Design be included and this was agreed.	Annie Hampson		Completed -Training held on 8 May

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
8.	26 March 2018	<p>Wind Measurement On Tall Buildings.</p> <p>Question – when will the promised "before and after construction" wind measurements on 20 Fenchurch St be made available..</p> <p>Officers advised that a number of extra trees had been planted outside 20 Fenchurch Street and agreed to produce a full report in due course of relevant and predicted readings.</p>	CPO		
8.	20 February 2018 26 March 2018	The Town Clerk suggested that If Members would like more training and would like to indicate what areas they would like to be covered and in what format they would find most helpful then this could be provided and it was agreed that a report be prepared for a future meeting.	Town Clerk		

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By virtue of paragraph(s) 3, 7 of Part 1 of Schedule 12A
of the Local Government Act 1972.

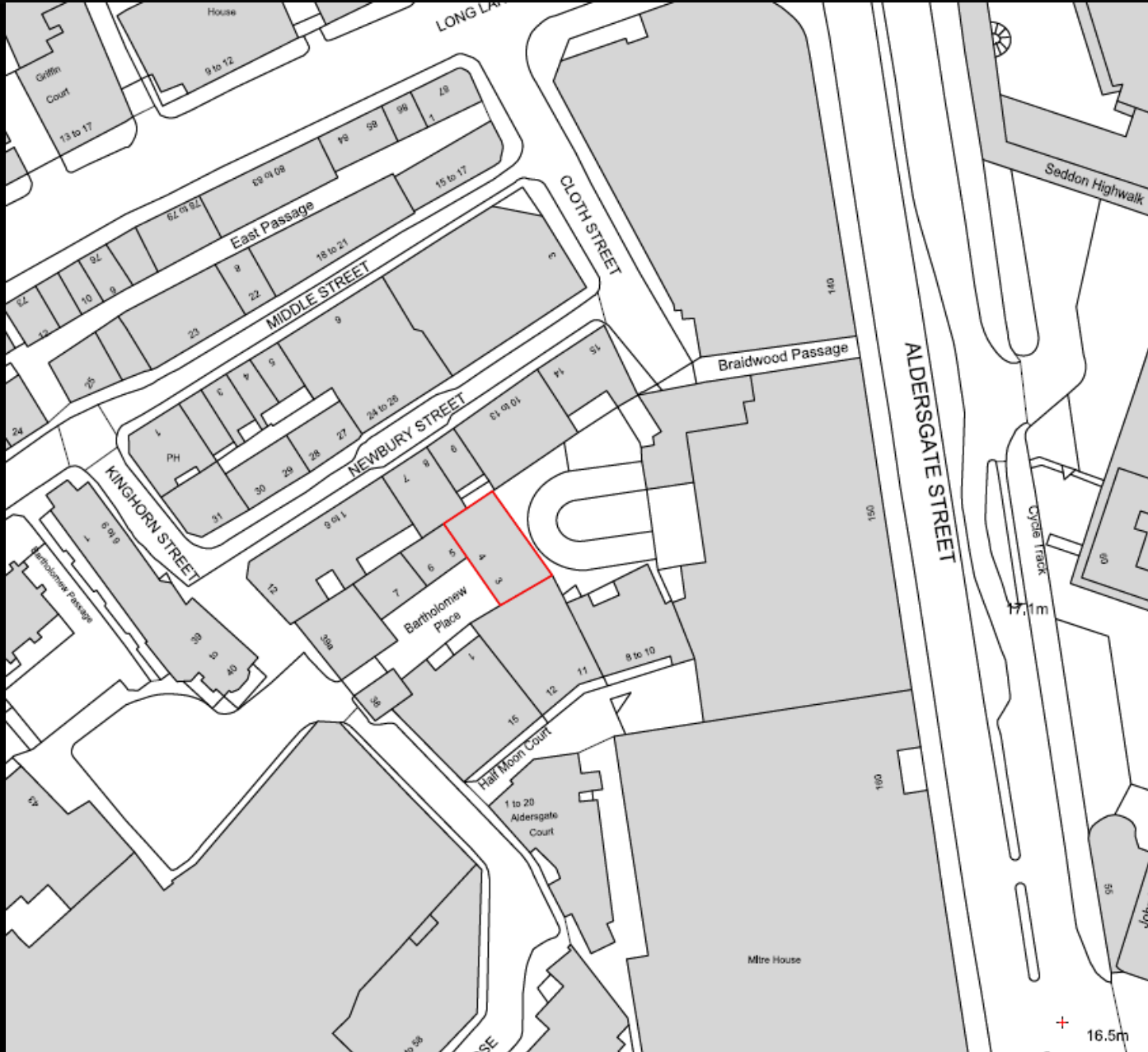
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Planning & Transportation Committee

8th May 2018

3-4 Bartholomew Place



Site location plan

3-4 Bartholomew Place



Existing courtyard view

3-4 Bartholomew Place



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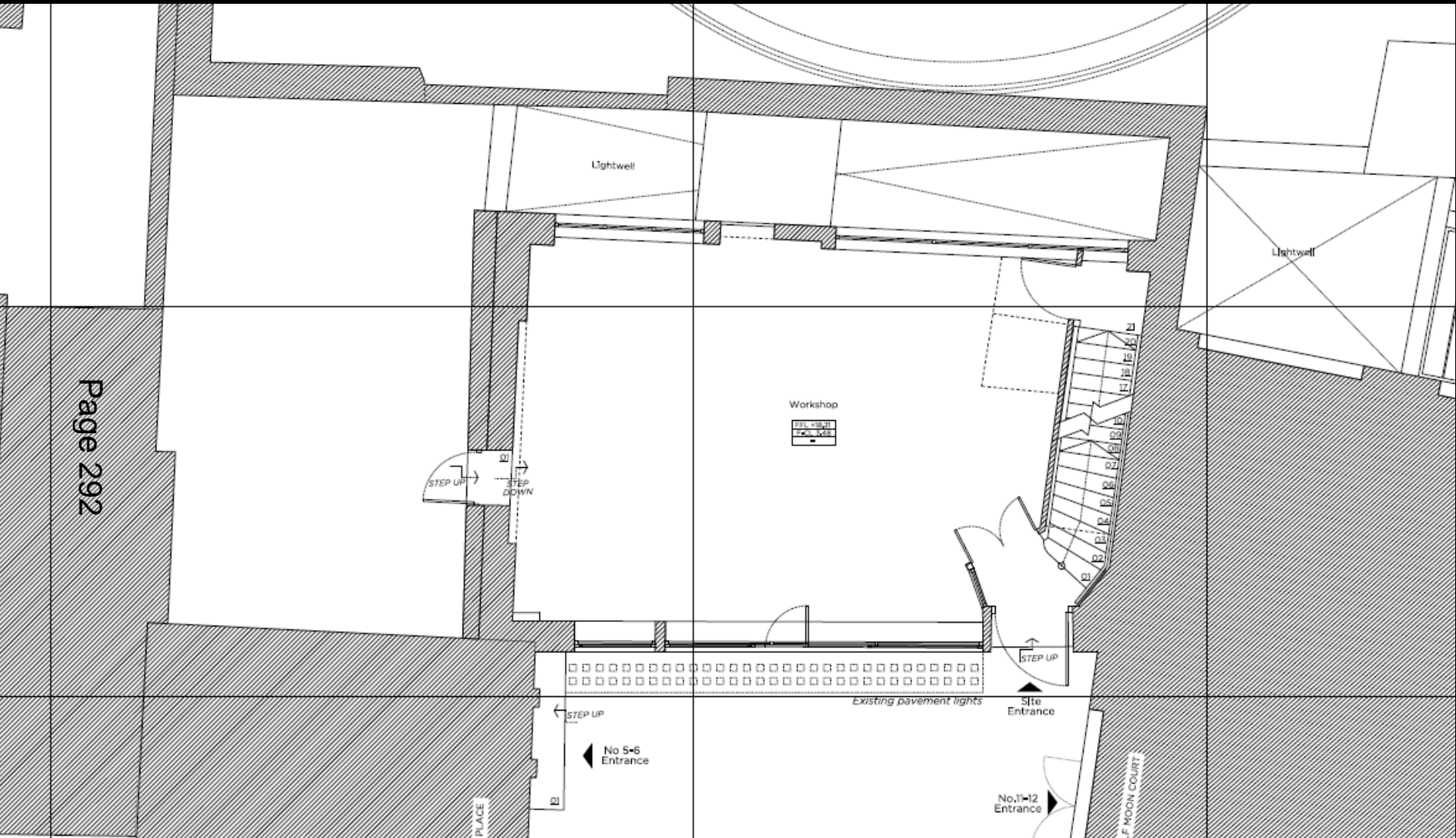
Existing rear view

3-4 Bartholomew Place



Existing front view

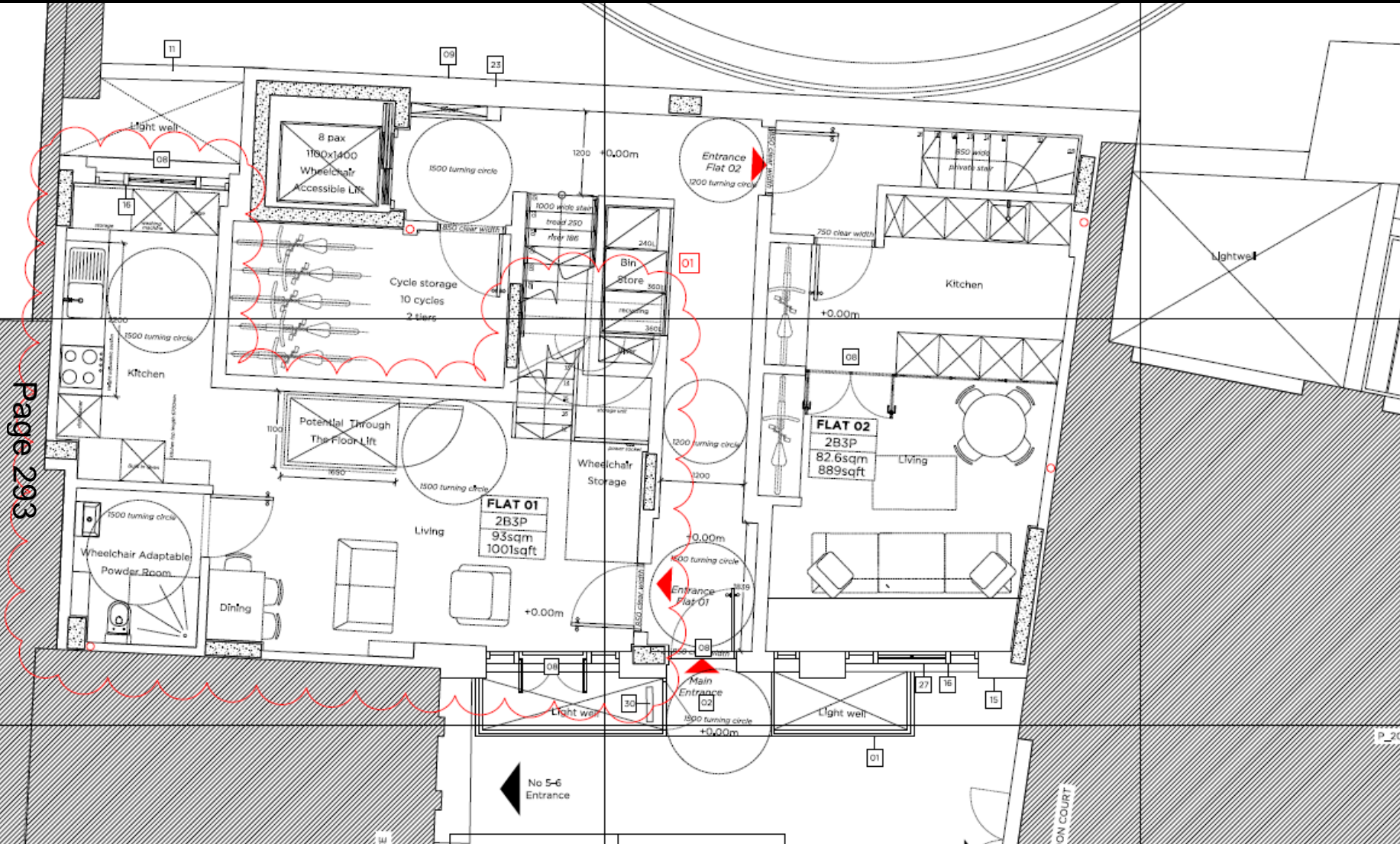
3-4 Bartholomew Place



Existing ground floor plan

3-4 Bartholomew Place

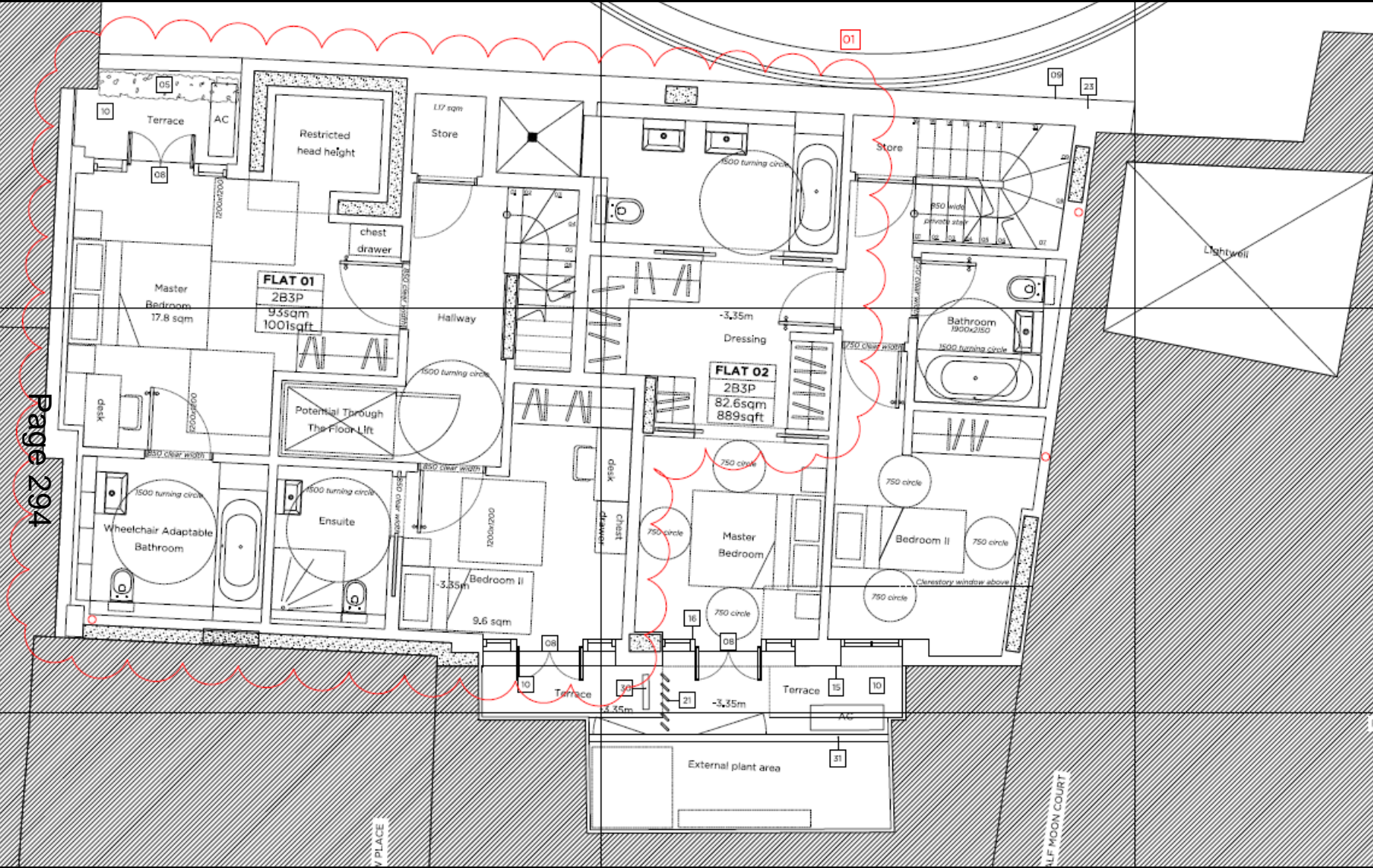
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Proposed ground floor plan

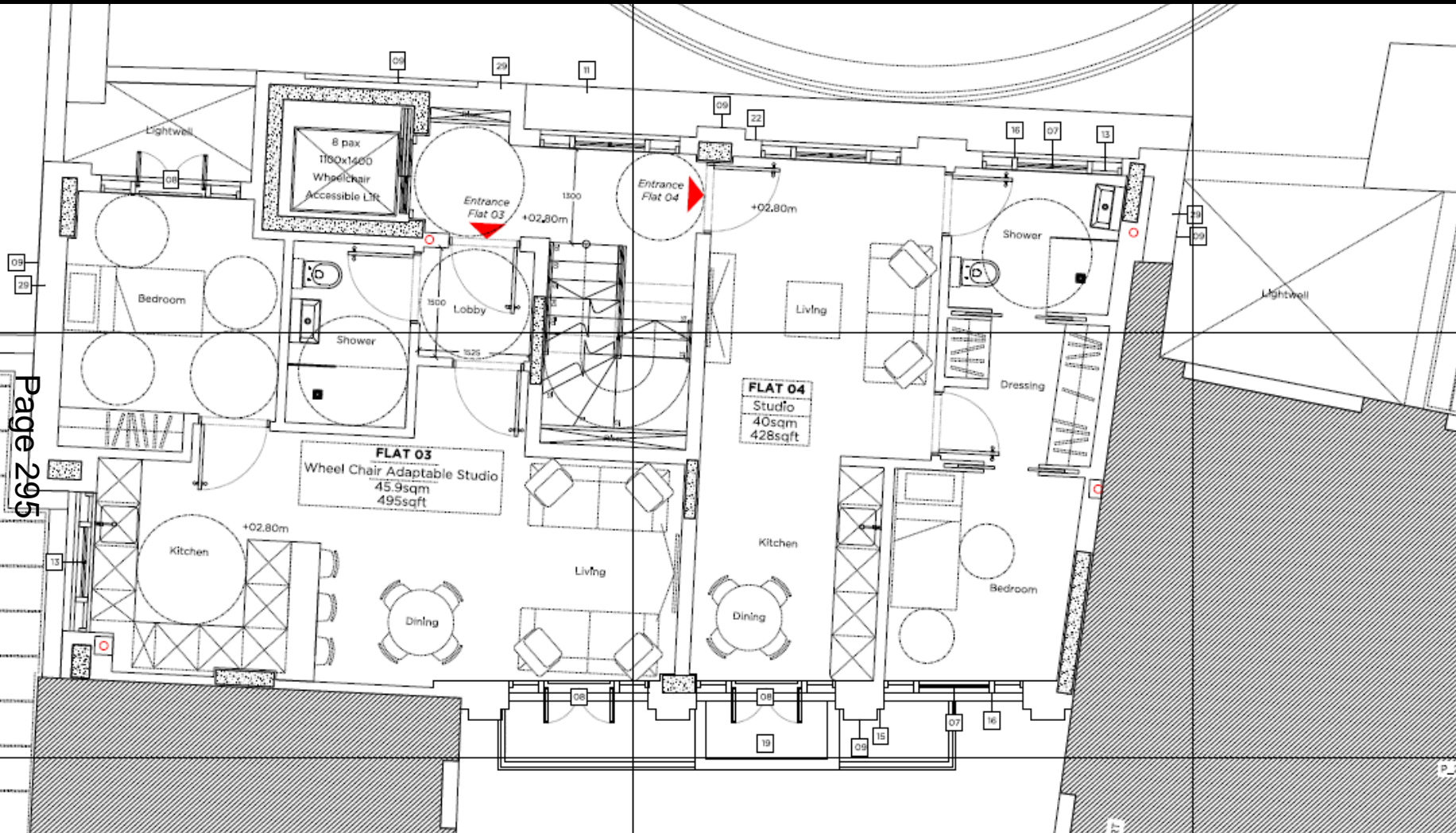
3-4 Bartholomew Place

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Proposed lower ground floor plan

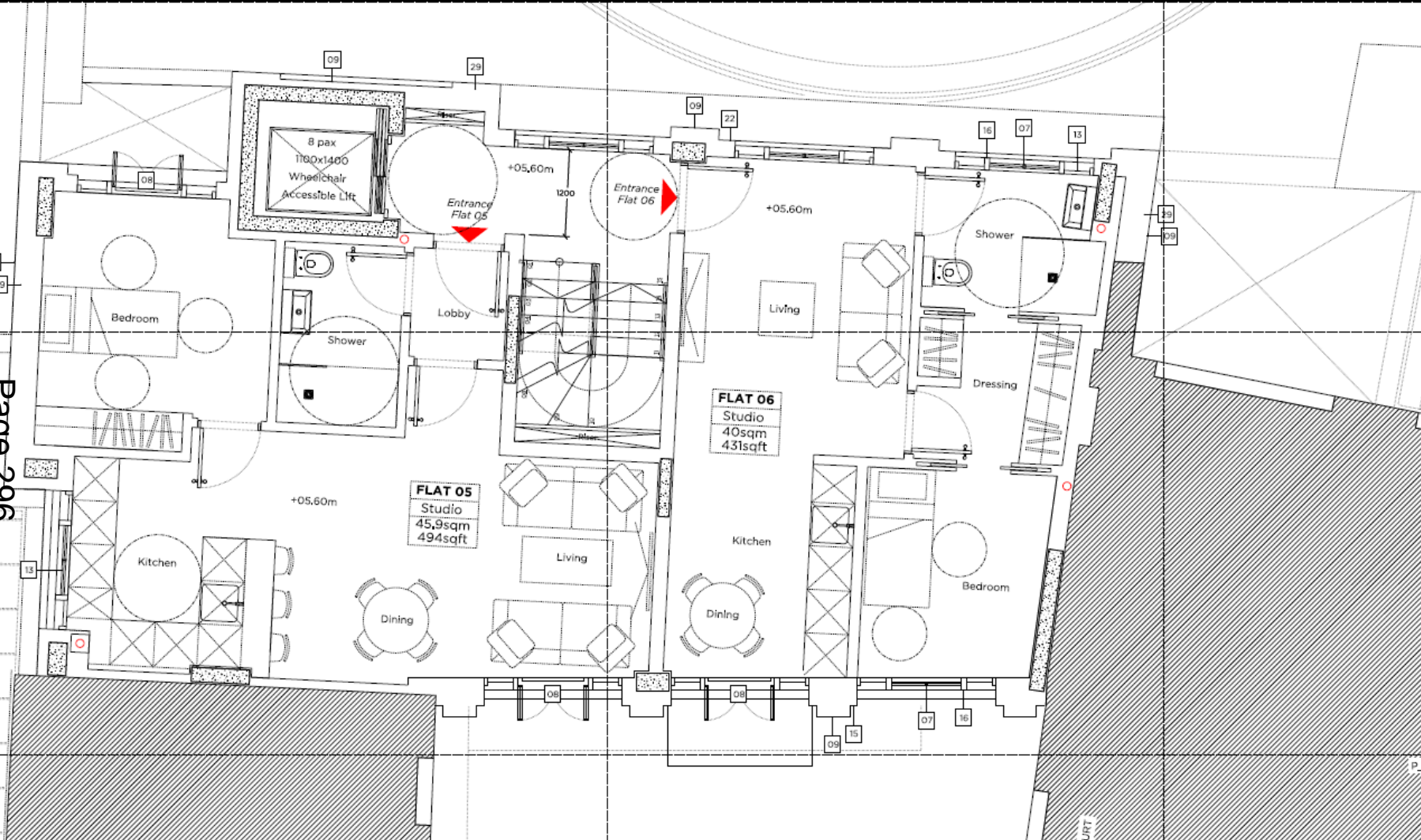
3-4 Bartholomew Place



Proposed first floor plan

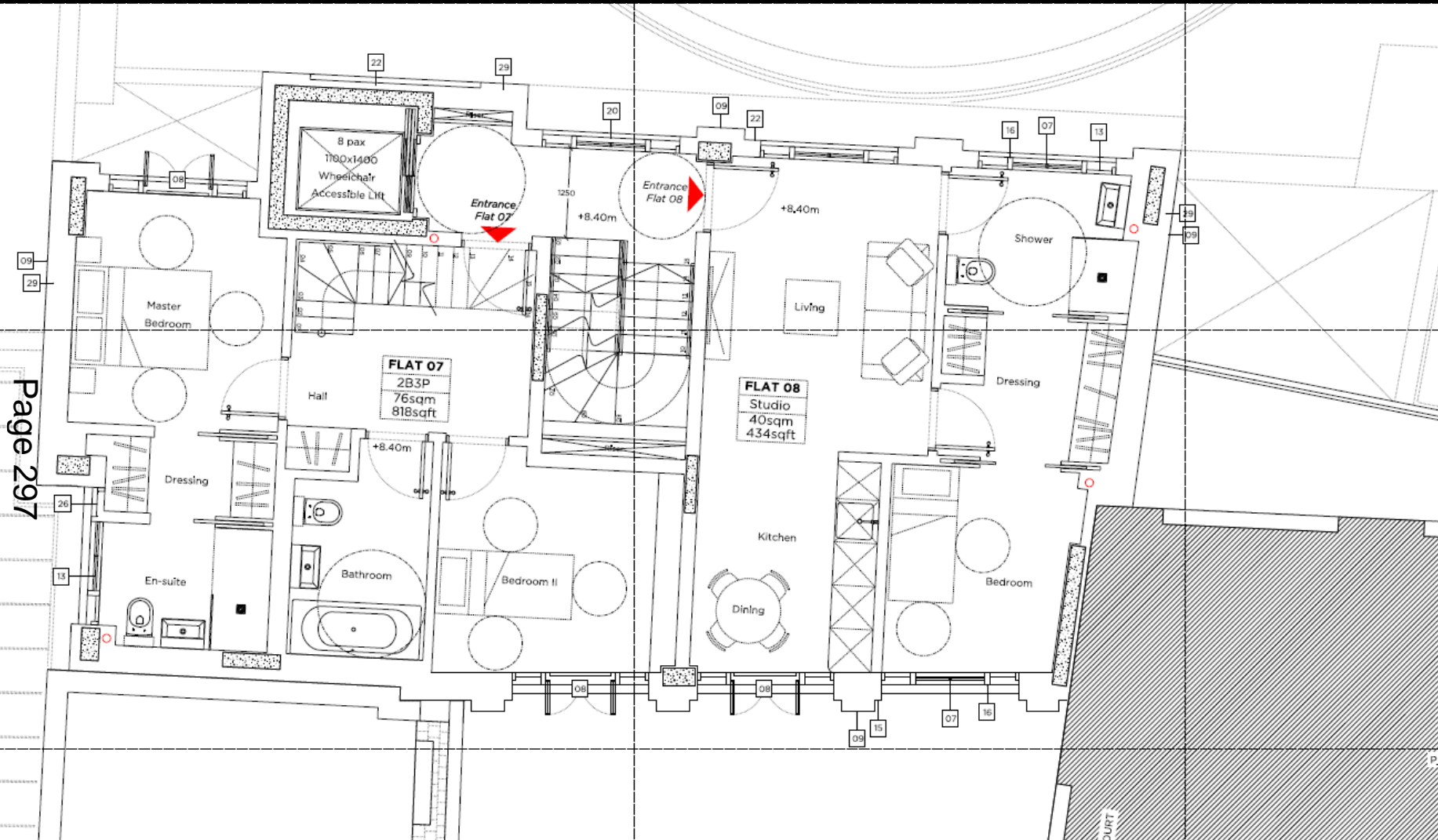
3-4 Bartholomew Place

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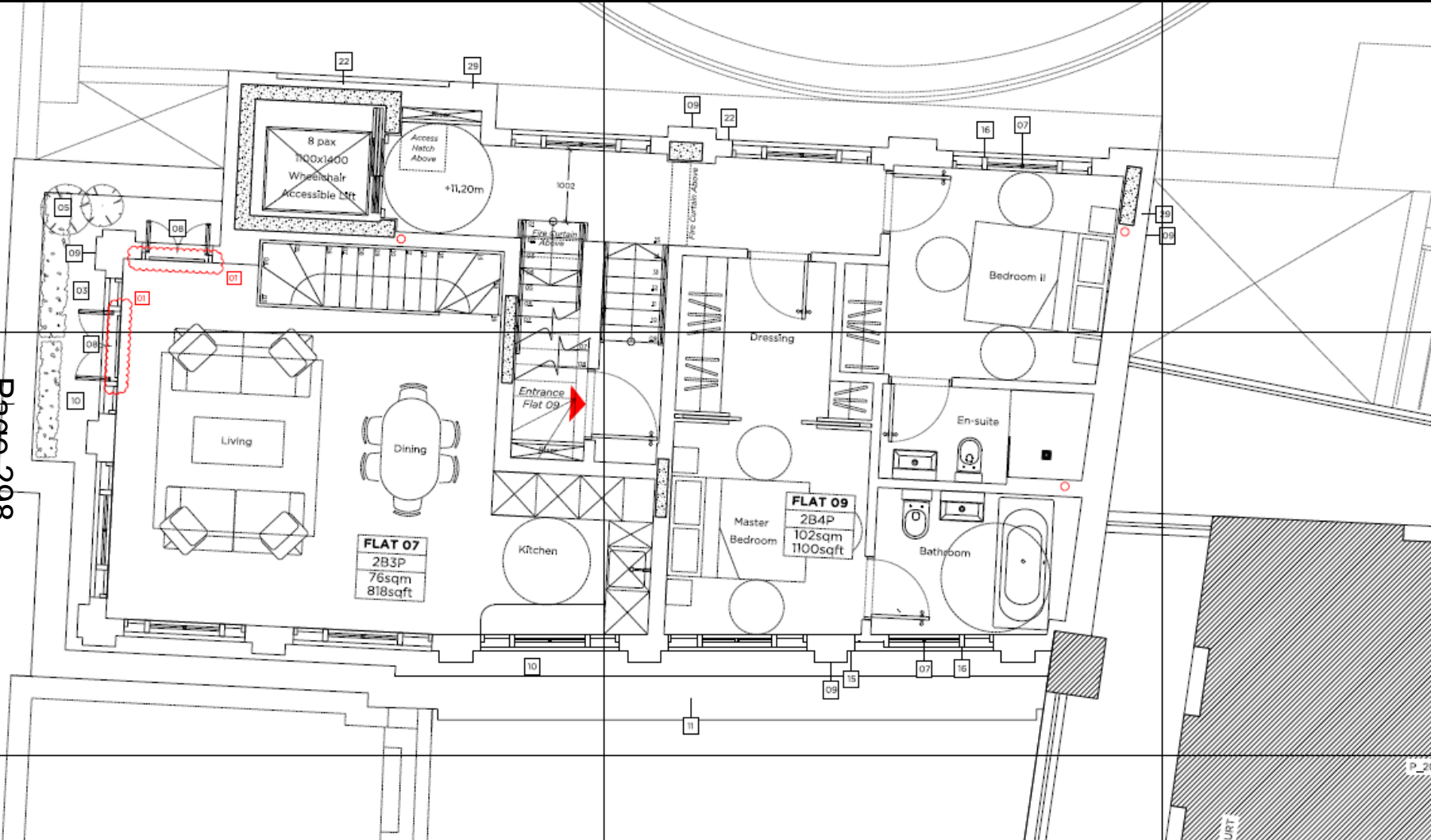
Proposed second floor plan

3-4 Bartholomew Place



3-4 Bartholomew Place

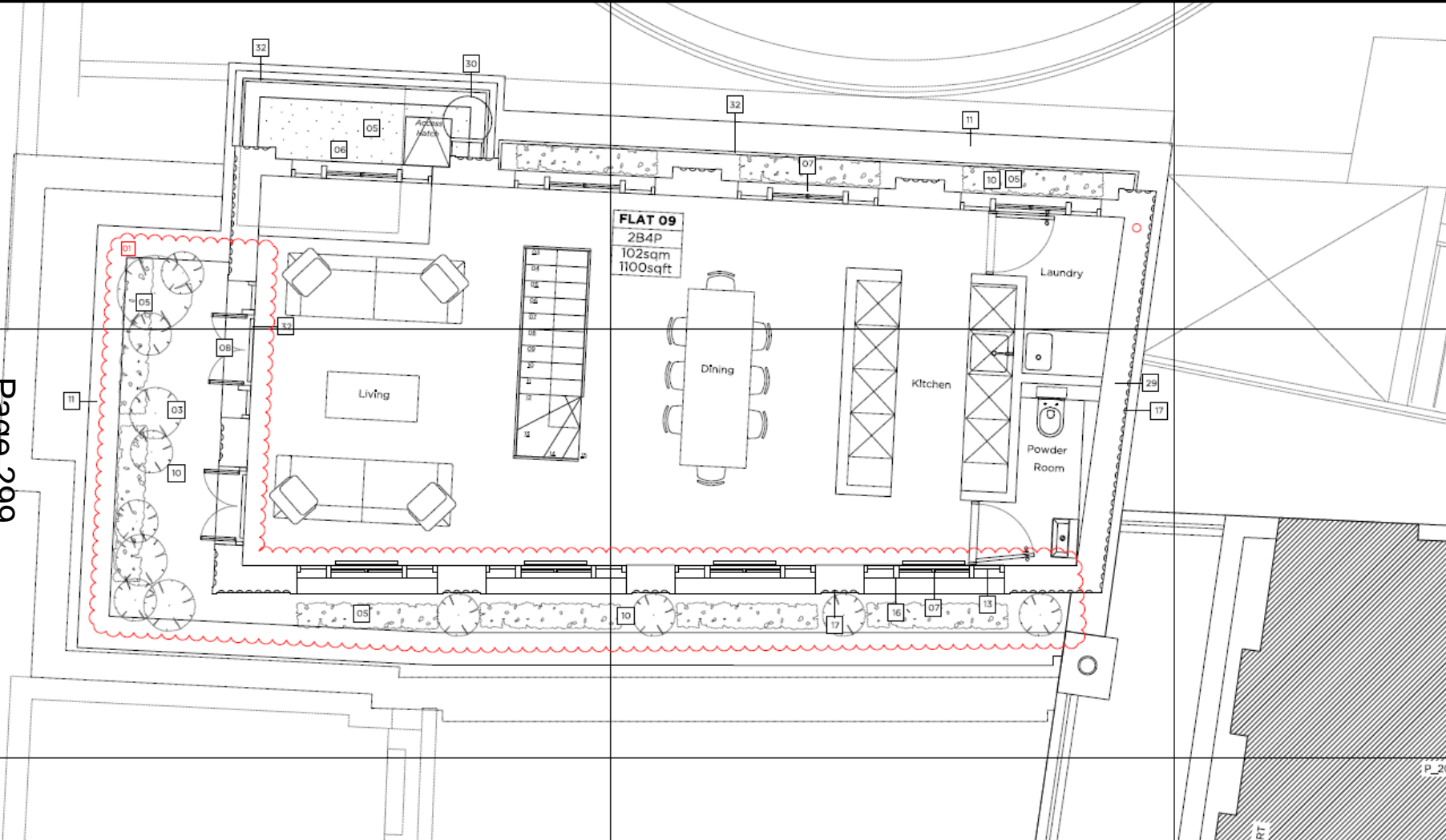
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Proposed fourth floor plan

3-4 Bartholomew Place

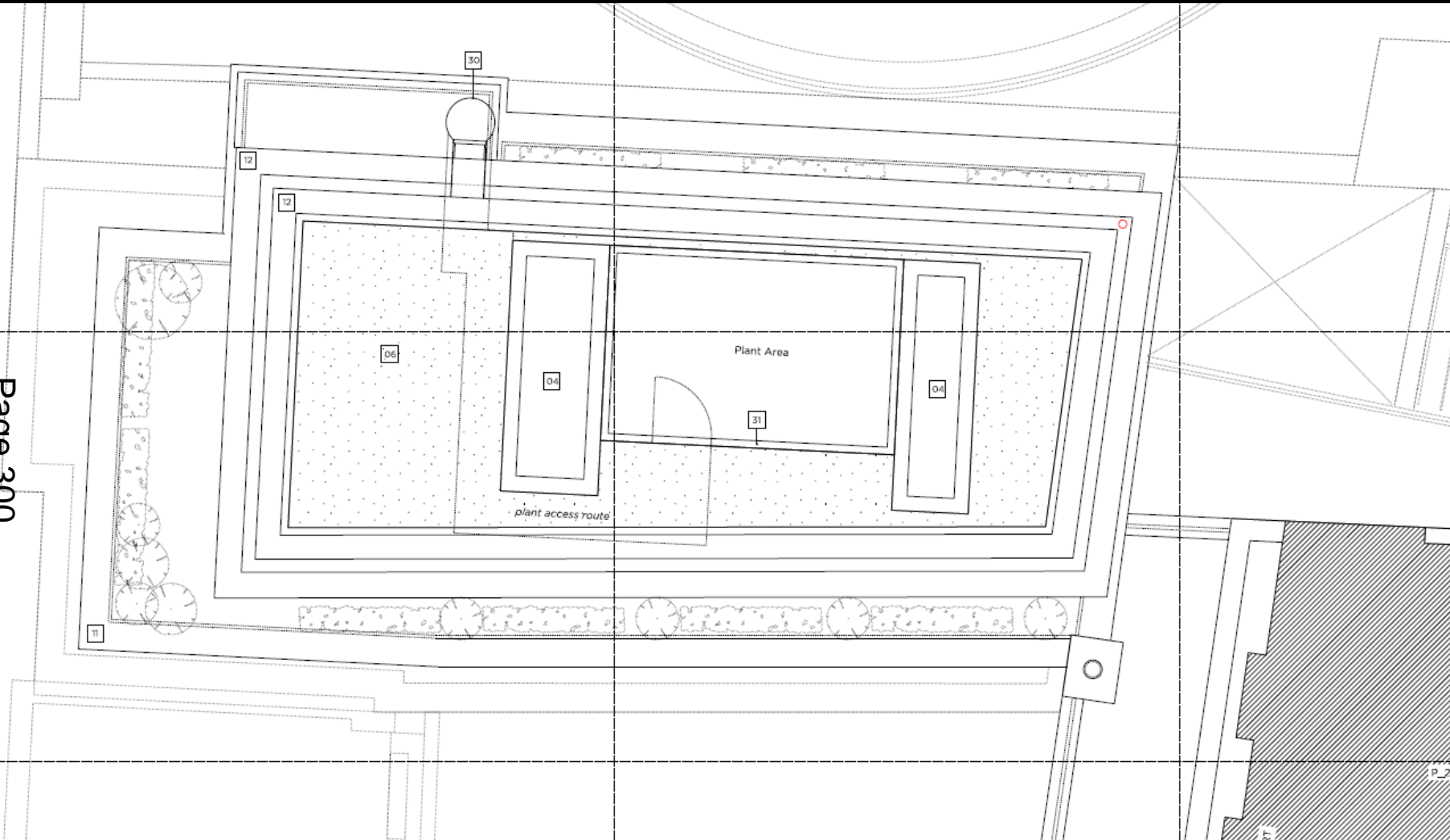
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Proposed fifth floor plan

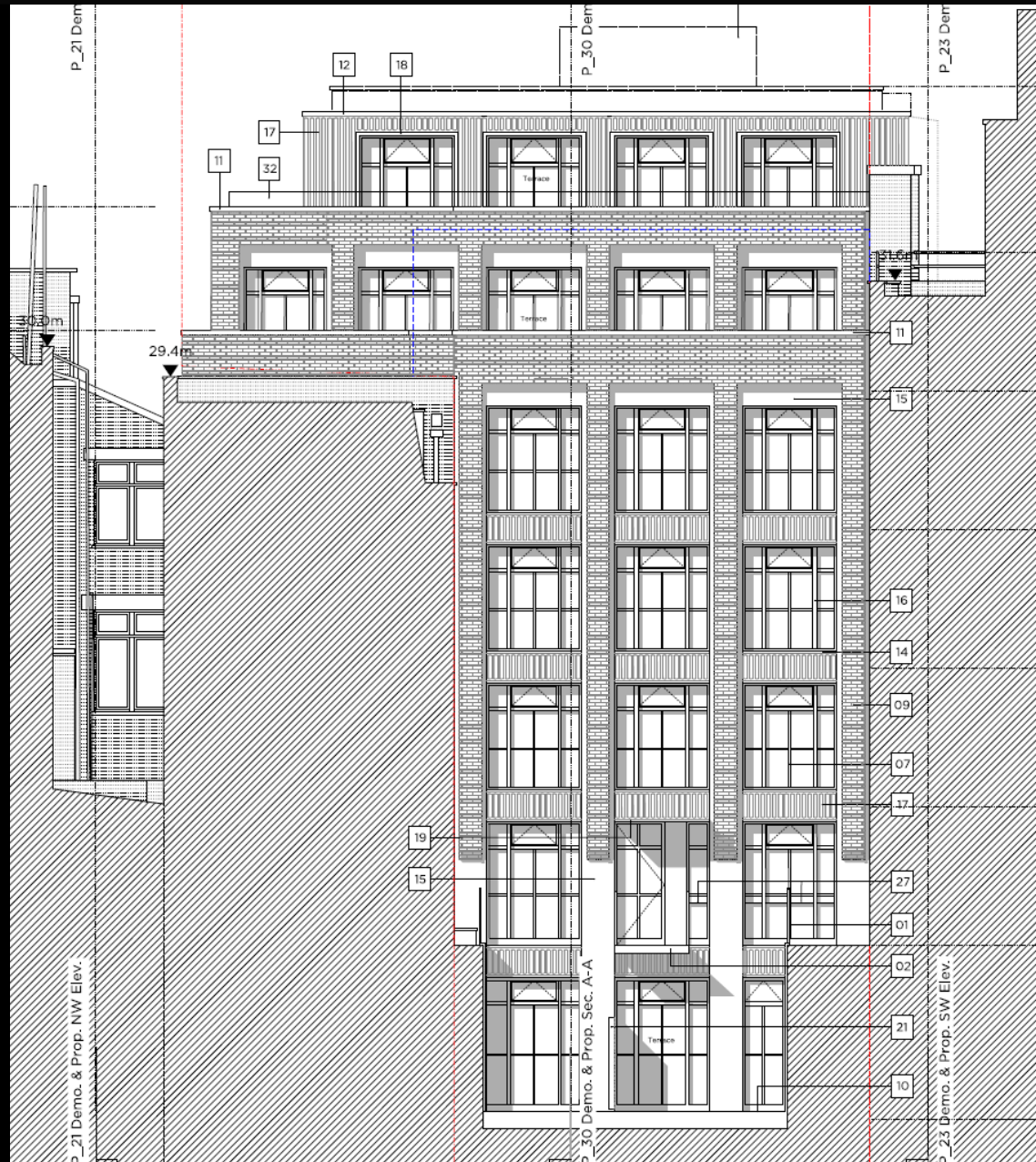
3-4 Bartholomew Place

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Proposed roof plan

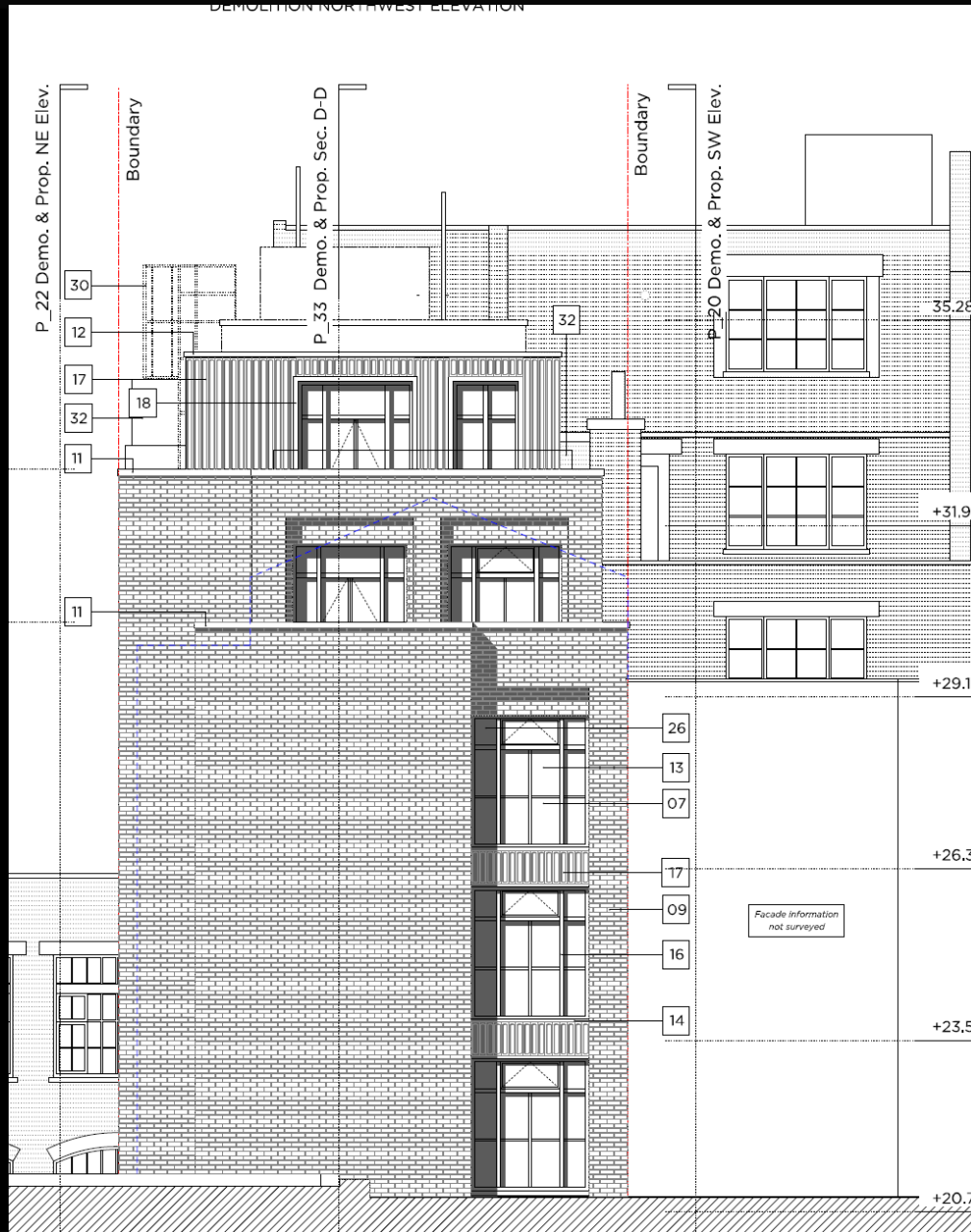
3-4 Bartholomew Place



Proposed southwest (front) elevation

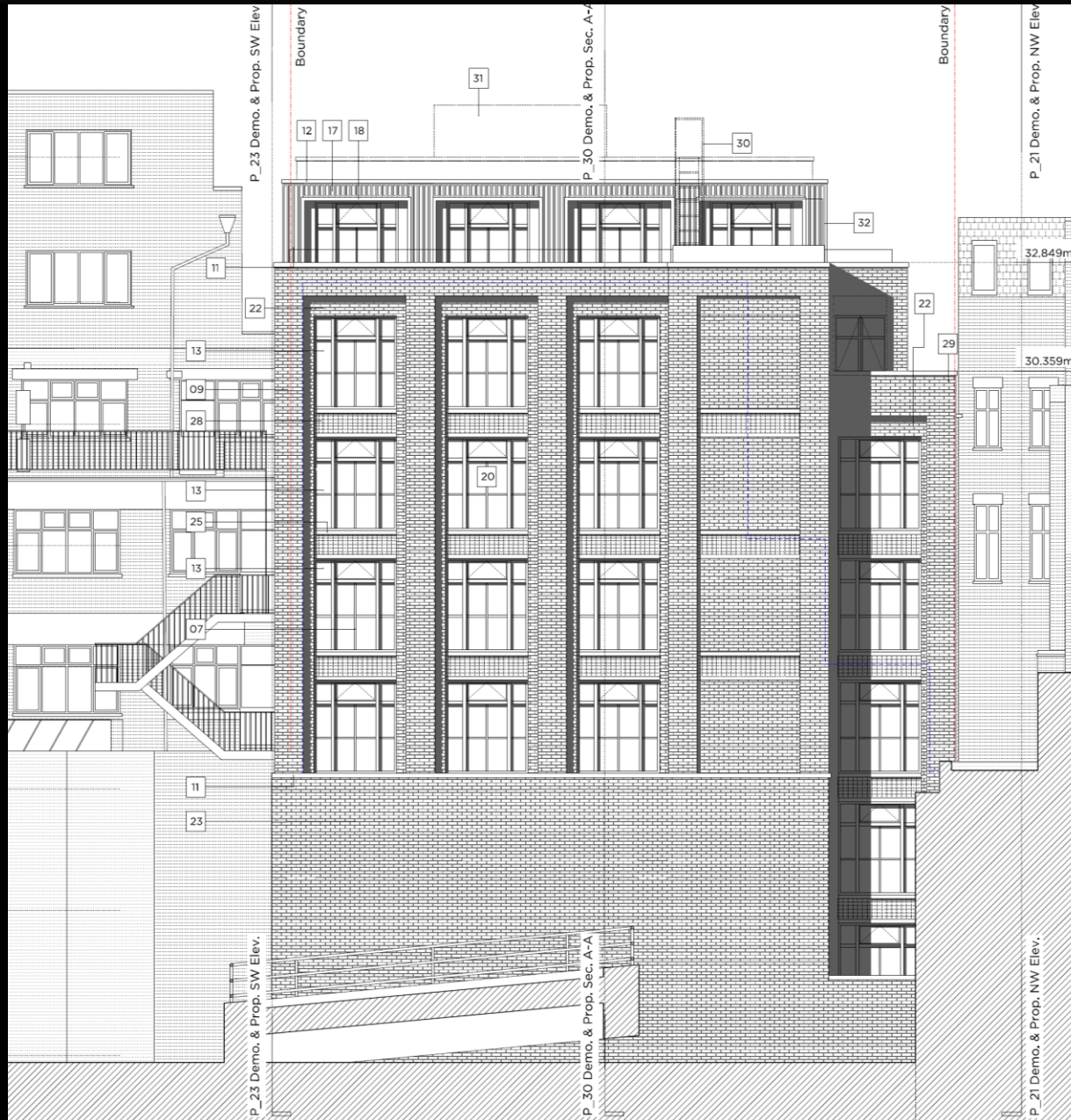
3-4 Bartholomew Place

DEMOLITION NORTHWEST ELEVATION



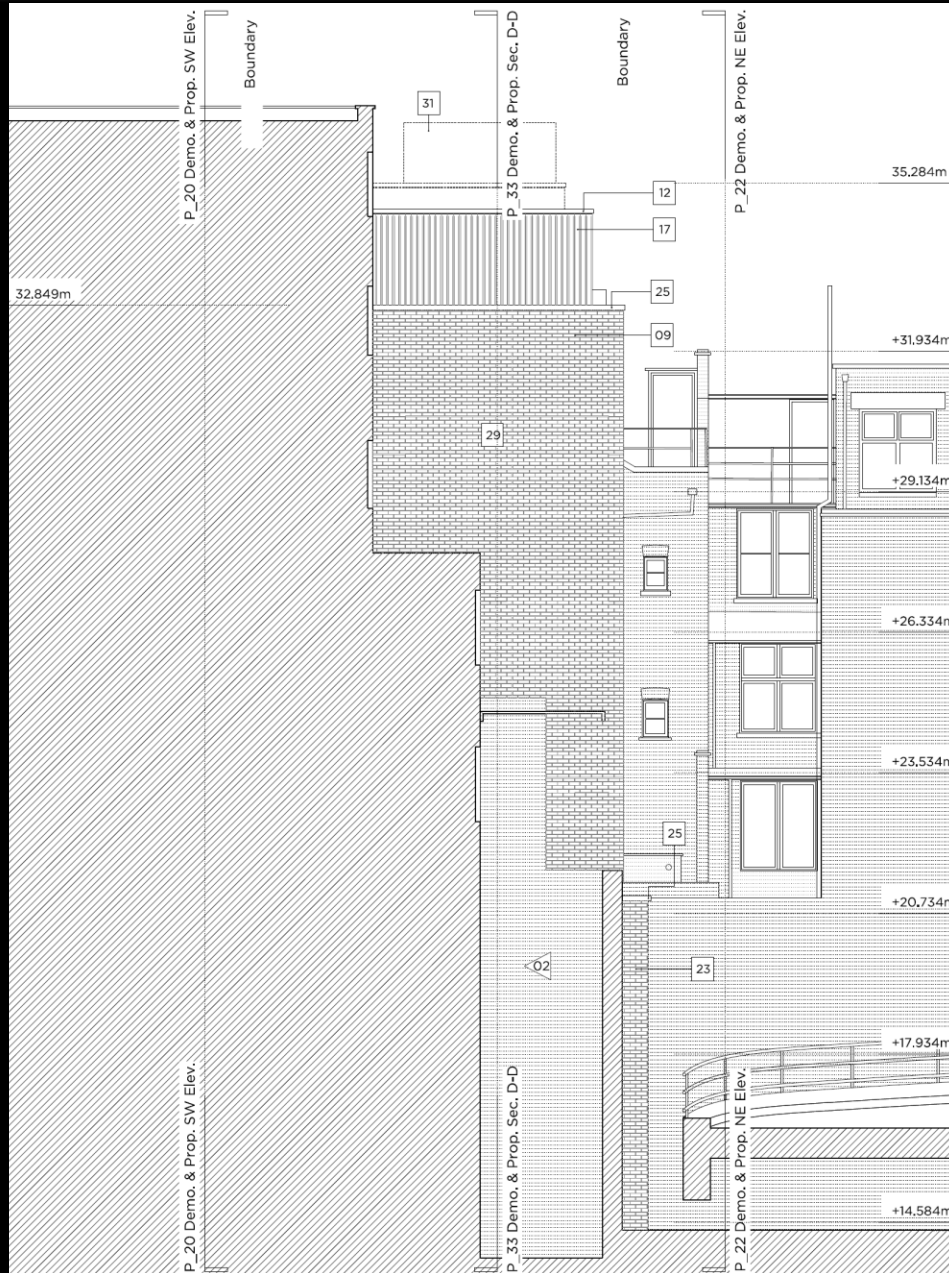
Proposed northwest elevation

3-4 Bartholomew Place



Proposed northeast (rear) elevation

3-4 Bartholomew Place



Proposed southeast elevation

3-4 Bartholomew Place



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Existing & proposed front view

3-4 Bartholomew Place

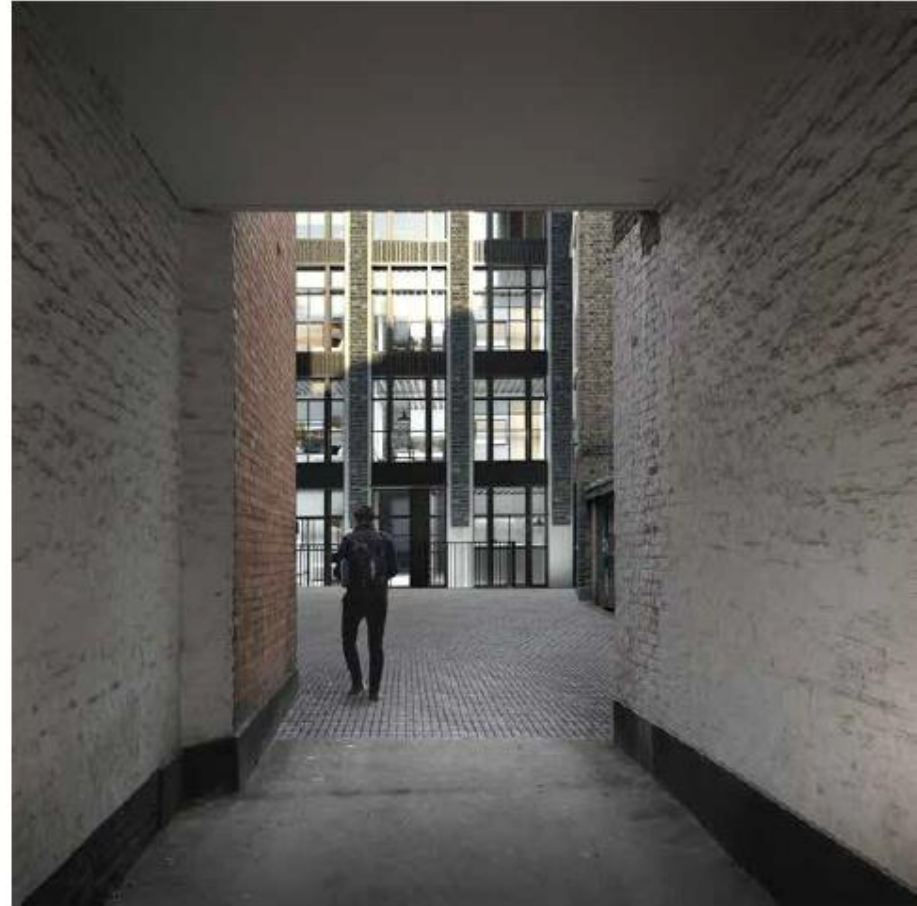
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Existing & proposed rear view

3-4 Bartholomew Place

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Existing & proposed Mews view

3-4 Bartholomew Place



Existing front visualization

3-4 Bartholomew Place



Proposed front visualization

3-4 Bartholomew Place



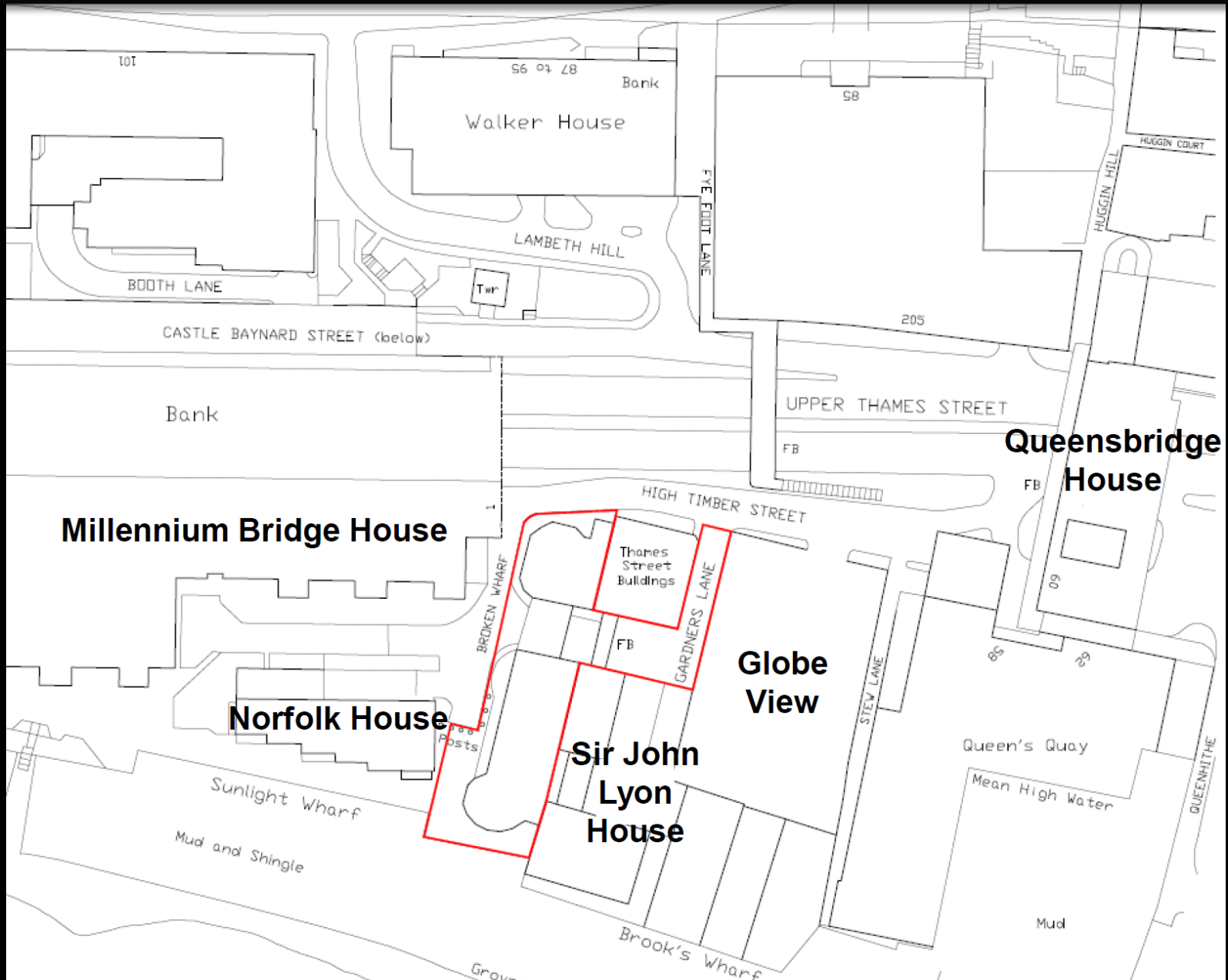
Existing rear visualization

3-4 Bartholomew Place



Proposed rear visualization

Broken House Wharf



Site location plan

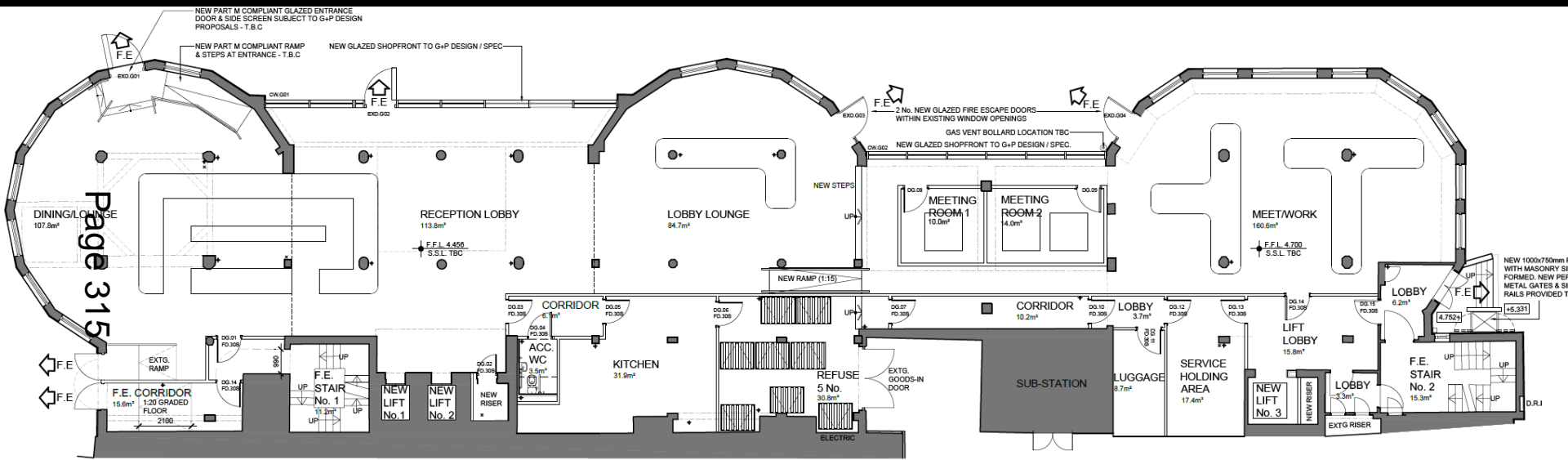
Broken House Wharf



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Existing photo - looking east towards the river

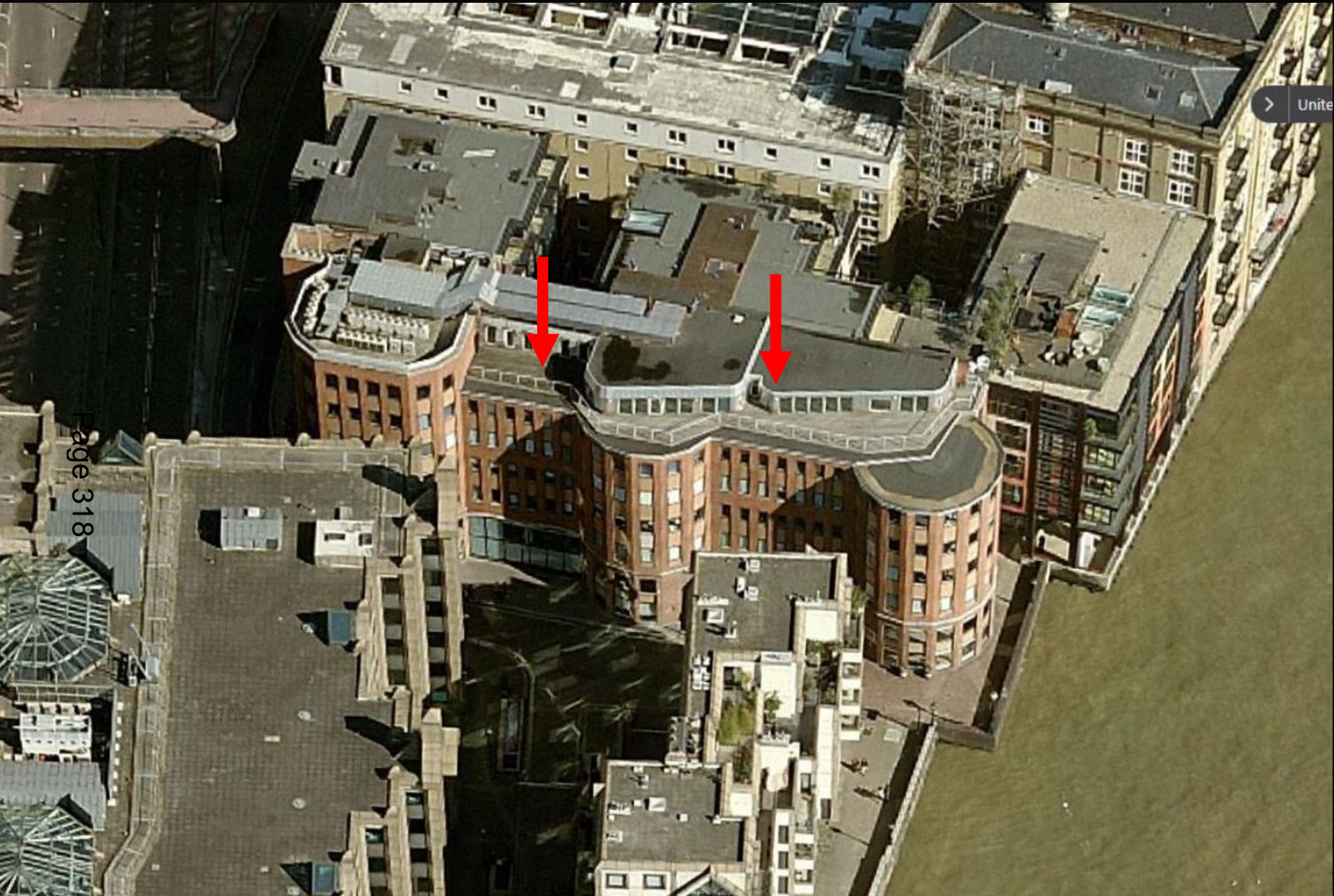
Broken House Wharf



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Proposed ground floor plan

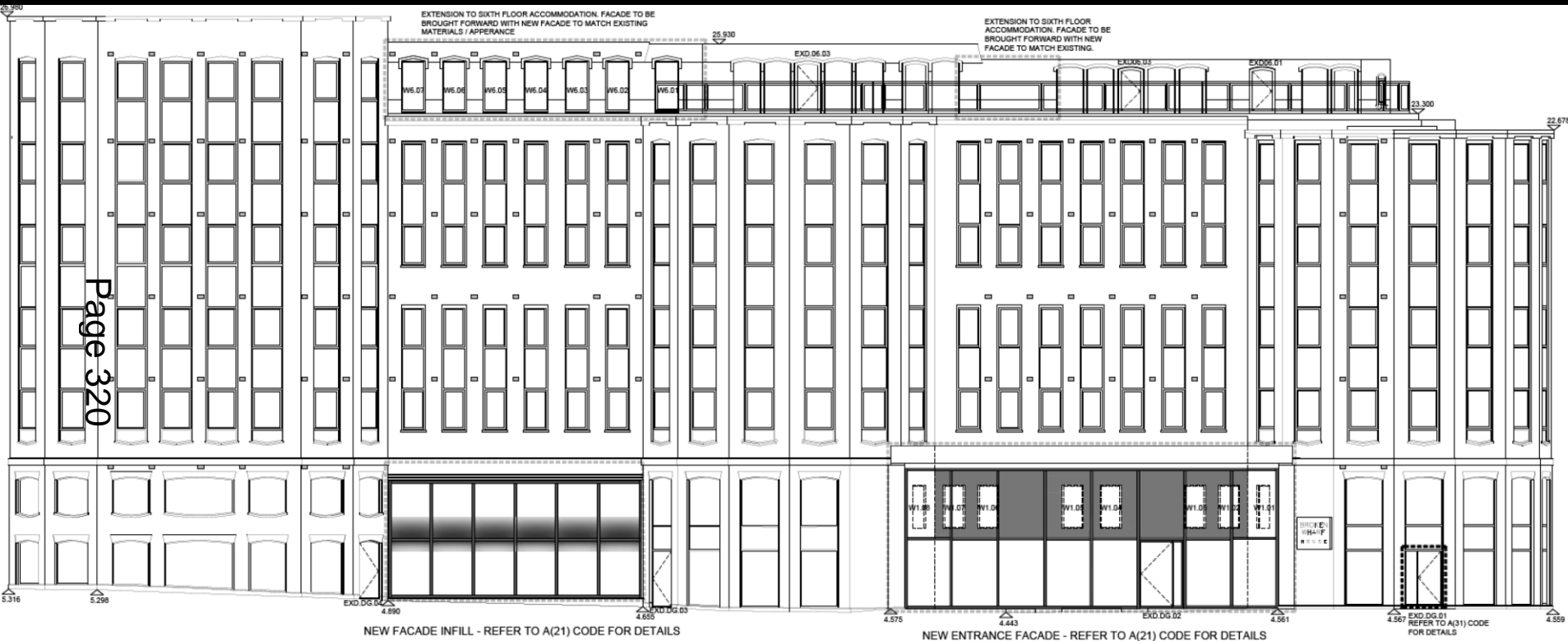
Broken House Wharf



Existing aerial view

Broken House Wharf

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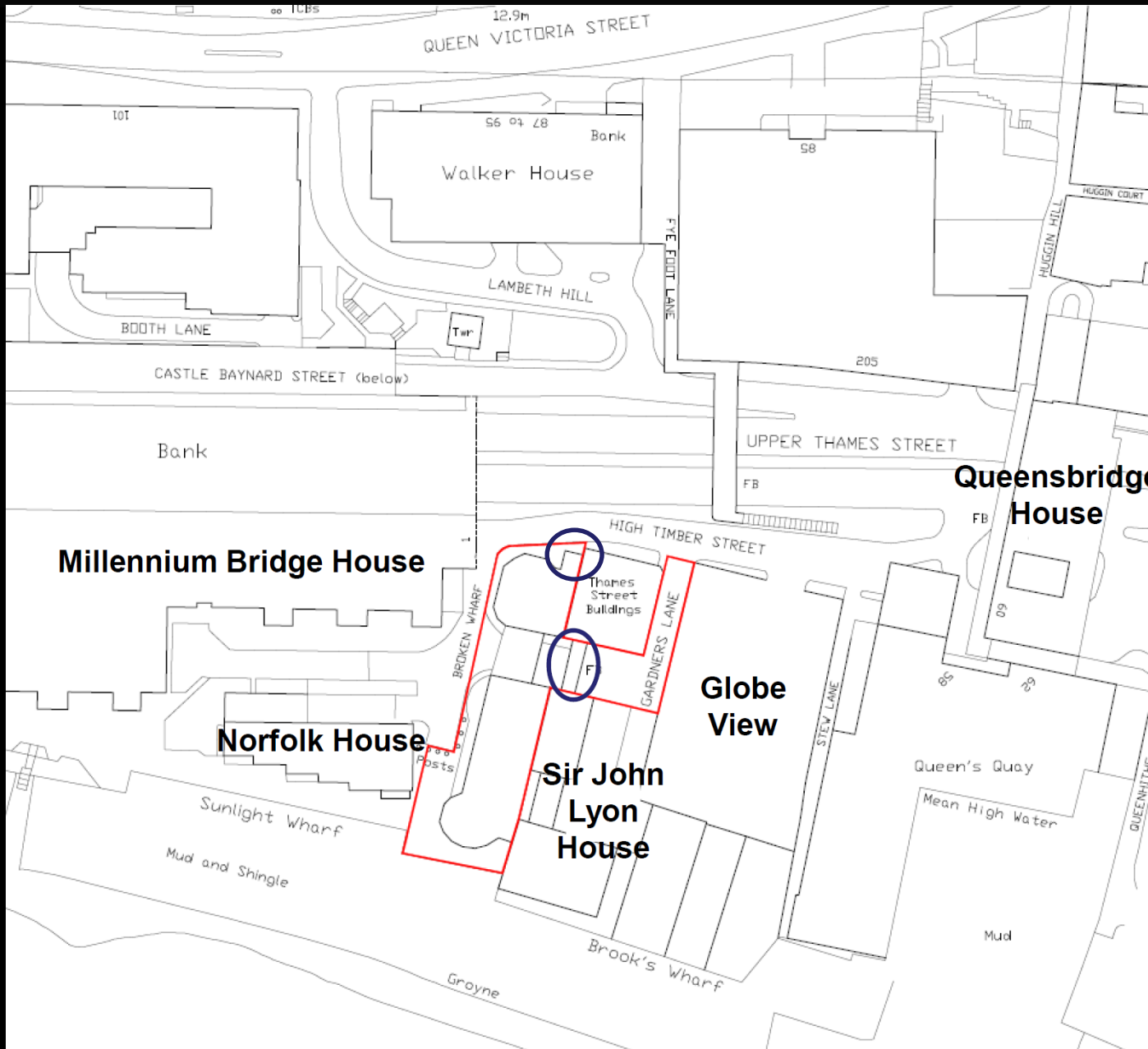
Proposed west elevation

Broken House Wharf



Proposed CGI

Broken House Wharf



Site location plan – servicing area and refuse area

Broken House Wharf



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Existing servicing area - Gardners Lane

Broken House Wharf



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Existing servicing area - off Gardners Lane

Broken House Wharf



Existing servicing area - off Gardners Lane

Broken House Wharf

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Proposed CGI

Planning & Transportation Next Committee

29th May 2018