



Planning and Transportation Committee

Date: TUESDAY, 10 JULY 2018
Time: 10.00 am
Venue: LIVERY HALL - GUILDHALL

Members: Christopher Hayward (Chairman) Alderman Gregory Jones QC
Deputy Alastair Moss (Deputy Chairman) 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 OBE JP Graeme Smith
Graeme Harrower William Upton
Christopher Hill Alderman Sir David Wootton
Deputy Jamie Ingham Clark

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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. **MINUTES**
To agree the public minutes and summary of the meeting held on 29 May 2018.

For Decision
(Pages 1 - 10)
4. **MINUTES - STREETS & WALKWAYS SUB-COMMITTEE - 21 MAY 2018**
To receive the minutes of the Streets & Walkways Sub-Committee held on 21 May 2018.

For Information
(Pages 11 - 18)
5. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
Report of the Chief Planning Officer and Development Director.

Due to the cancellation of the last meeting, Members are invited to consider the two attached reports dated 19 June and 10 July in relation to this item.

For Information
(Pages 19 - 44)
6. **VALID APPLICATIONS LIST FOR COMMITTEE**
Report of the Chief Planning Officer and Development Director.

Due to the cancellation of the last meeting, Members are invited to consider the two attached reports dated 19 June and 10 July in relation to this item.

For Information
(Pages 45 - 54)

7. **WARDMOTE RESOLUTIONS**

To consider the following Resolutions from the Ward of Aldgate, and refer it to officers for action.

“That this Wardmote asks that the Court of Common Councilmen do consider the traffic situation around Fenchurch Street Station and in particular the taxi parking/queuing in Fenchurch Street between Fenchurch Place and Lloyds Avenue to include considering reversing the flow of traffic in Fenchurch Street to address traffic flow, environmental and health and safety concerns.”

and

“That this Wardmote asks that the Court of Common Councilmen considers that the location of the motorcycle parking bay on Creechurch Lane for relocation back to its original position as had been understood would occur following completion of construction works.”

For Decision

8. **100, 106 AND 107 LEADENHALL STREET**

Report of the Chief Planning Officer and Development Director

For Decision
(Pages 55 - 182)

9. **ILLUMINATED RIVER PROJECT**

Report of the Chief Planning Officer and Development Director

For Decision
(Pages 183 - 300)

10. **BANK ON SAFETY**

Report of the Director of the Built Environment

For Decision
(Pages 301 - 410)

11. **MIPIM PROPERTY CONFERENCE 2018/2019**

Report of the City Surveyor and the Director of the Built Environment

For Decision
(Pages 411 - 418)

12. **REVENUE OUTTURN 2017/18**

Report of the Chamberlain, the Director of the Built Environment, the Director of Open Spaces and the City Surveyor

For Information
(Pages 419 - 430)

13. **OUTSTANDING REFERENCES**

Report of the Town Clerk

For Information
(Pages 431 - 436)

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

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

16. **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

17. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting held on 29 May 2018.

For Decision
(Pages 437 - 438)

18. **THAMES COURT FOOTBRIDGE**

Report of the Director of the Built Environment

For Decision
(Pages 439 - 466)

19. **DEBT ARREARS - BUILT ENVIRONMENT**

Report of the Director of the Built Environment

For Information
(Pages 467 - 474)

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

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

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

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 29 May 2018

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

Present

Members:

Christopher Hayward (Chairman)	Shravan Joshi
Deputy Alastair Moss (Deputy Chairman)	Oliver Lodge
Rehana Ameer	Alderman Nicholas Lyons
Peter Bennett	Andrew Mayer
Sir Mark Boleat	Deputy Brian Mooney
Mark Bostock	Sylvia Moys
Deputy Keith Bottomley	Barbara Newman
Henry Colthurst	Graham Packham
Peter Dunphy	Susan Pearson
Emma Edhem	Deputy Henry Pollard
Stuart Fraser	James de Sausmarez
Marianne Fredericks	Graeme Smith
Prem Goyal OBE JP (Alderman)	William Upton
Alderman Gregory Jones QC	Alderman Sir David Wootton

Officers:

Simon Murrells	- Assistant Town Clerk
Amanda Thompson	- Town Clerk's Department
Jennifer Ogunleye	- Town Clerk's Department
Simon Owen	- Department of the Built Environment
Deborah Cluett	- Comptrollers & City Solicitor
Carolyn Dwyer	- Director of Built Environment
Annie Hampson	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Richard Steele	- Department of the Built Environment

1. APOLOGIES

Apologies for absence were received from Randall Anderson, Stuart Fraser, Graeme Harrower, Christopher Hill, Andrew Mayer, Judith Pleasance and Oliver Sells.

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

Deputy Keith Bottomley declared a personal interest in agenda item 16 – Barts Hospital - by virtue of being one of the Trustees.

Deputy Alistair Moss declared an interest in agenda item 18 – Planning and Regulatory Services Casework Management System Project – as he was a client of the respective firm. Deputy Moss advised that he would leave the meeting during consideration of the item.

3. **MINUTES**

RESOLVED – That the public minutes and summary of the meeting held on 8 May 2018 be agreed as a correct record subject to the following amendments:

14. City Corporation's Response to the NPPF Consultation

The Committee received a report of the Director of the Built Environment concerning the City of London's response to the National Planning Policy Framework (NPPF), published by the Ministry of Housing, Communities and Local Government.

Members welcomed the report and the work undertaken by officers, **but commented that the response should include the scope for a greater role for London Councils in relation to the drive for housing delivery and inter-borough cooperation on planning matters.**

RESOLVED –

To include within the response a new reference to the scope for a greater role for London Councils in relation to the drive for housing delivery and inter-borough cooperation on planning matters.

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.

18. Bank on Safety

The Sub-Committee received a report of the Director of the Built Environment providing an update on the monitoring and performance of the Bank on Safety scheme.

Officers reported that data was now available in relation to the first six to eight months of the scheme for the various monitoring criteria, and to date each of the agreed success criteria had either been met or exceeded.

Other related monitoring to assess impacts of the changes in the surrounding areas was also being undertaken, although it was important to note that not all could be directly attributed to the closure of Bank Junction.

In response to a question concerning data from the London Taxi Drivers Association (LTDA), officers advised that this would require validation before it could be included in the final decision-making report.

RESOLVED – That performance to date against each of the agreed success criteria be noted.

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

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

RESOLVED - That the report be noted.

5. **VALID APPLICATIONS LIST FOR COMMITTEE**

The Committee received a report of the Chief Planning Officer and Development Director detailing valid development applications received by the Department of the Built Environment since the last meeting.

A Member questioned what the extended hours were in relation to the Ned Hotel and officers agreed to provide this directly to the Member.

RESOLVED - That the report be noted.

6. **EASTERN CITY CLUSTER AREA ENHANCEMENT STRATEGY: PRE-CONSULTATION REPORT**

The Committee received a report of the Director of the Built Environment setting out details of the planned public engagement exercise to aid the development of the Eastern City Cluster Area Enhancement Strategy. The strategy analysed the public realm within the Eastern Cluster, identifying current issues and pressures for change, and set out a framework for addressing these, including a series of enhancement projects and proposals for activating and transforming the area.

Members welcomed the reported and made a number of comments including the need to ensure extra greening didn't congest the pavements, the possibility of including some 'short term hits' should be considered, and the need to take a holistic approach to tackling issues such as consolidation and rough sleepers.

RESOLVED - That

- 1) Public consultation on the draft Eastern City Cluster Area Enhancement Strategy be undertaken over June and July 2018, and
- 2) Authority be delegated to the Chief Officer to finalise the details of the relevant consultation material.

7. **DOCKLESS CYCLE HIRE**

The Chairman referred Members to the minutes of the Streets and Walkways Sub-Committee of 21 May which had been circulated to the Committee and reported that the Sub-Committee had recommended the following:

RESOLVED - that Officers take Members' comments and undertake to investigate fully the array of issues raised by the Sub-Committee prior to the report being considered by the Planning and Transportation Committee and a final decision being made.

The Committee therefore AGREED that the item should be withdrawn.

8. **POSTMAN'S PARK SPD**

The Committee received a report of the Chief Planning Officer concerning the adoption of the Supplementary Planning Document (SPD) for the Postman's Park Conservation Area which was issued for public consultation during March and April 2018. In response to comments received, several amendments were proposed, set out in Appendix B of the report.

- 1) That the amendment to the Postman's Park SPD listed in Appendix B be agreed.
- 2) That Members resolve to adopt the amended Postman's Park SPD.

9. **TRANSPORT STRATEGY – VISION, AIMS AND OUTCOMES**

The Committee received a report of the Department of the Built Environment outlining the draft vision, aims and outcomes for the Transport Strategy and Local Implementation Plan which would include detailed proposals for achieving each outcome, as well as targets and key performance indicators (KPIs) linked to the outcomes.

The Committee noted that the proposals would be finalised following public consultation in June and July 2018 on the draft vision, aims and outcomes, and would support the delivery of the Corporate Plan.

A Member commented that the proposals should aim to focus on robust firm outcomes, not just objectives, to support the development of the Square Mile as a global leader.

RESOLVED – To approve the draft vision, aims and outcomes for the Transport Strategy.

10. **TRANSPORT STRATEGY - PHASE ONE ENGAGEMENT REPORT**

The Committee received a report of the Director of the Built Environment outlining the activities undertaken during the first phase of the Transport Strategy engagement and the key themes emerging from this engagement.

RESOLVED – That the report be noted.

At the conclusion of this item the Chairman gave his apologies for the remainder of the meeting and the Deputy Chairman took the Chair on his behalf.

11. TUDOR STREET

The Committee received a report of the Director of the Built Environment concerning the current status of the Tudor Street development. Officers advised that the report had previously been considered by the Streets and Walkways Sub-Committee and Members were referred to the minutes which had been circulated.

The Committee noted that the Sub-Committee had declined to accept the recommendation and had agreed the following:

That:

- 1) The full implementation of the agreed scheme remain a matter of urgency;
- 2) A report be brought to the Sub-Committee in July reporting on the recent independent consultant's review of the operation of the Whitefriars streets. Such report to set out proposals for Bouverie street and the latest position in relation to improving access to the Embankment; and
- 3) A further report be brought back after recess setting out clear timelines in relation to implementing the revised scheme at Tudor Street.

The Deputy Chairman advised that it would still be possible for the Committee to agree the report in principle, however other Members felt that the item should be deferred pending the outcome of the request of the Sub-Committee.

Scheme to include

Officers advised that the recommendations in the report were just to get approval to the scheme in principle, the Sub-Committee had done this but just asked for the Bouverie Street.

Arising from the discussion the Committee

RESOLVED – To note the report and the recommendations of the Streets and Walkways Sub-Committee.

12. TOWARDS A SUSTAINABLE FUTURE: THE CITY OF LONDON CORPORATION'S RESPONSIBLE BUSINESS STRATEGY - 2018-23

Prior to the introduction of this item the Deputy Chairman sought the Committee's approval to extend the meeting and this was agreed.

The Committee received a report of the Town Clerk presenting the current draft version of 'Towards a Sustainable Future: The City of London Corporation's Responsible Business Strategy, 2018-23'.

RESOLVED – That the report be noted.

13. **SENIOR OFFICER RECRUITMENT**

The Committee received a report of the Director of the Built Environment reporting the retirement of one senior officer, the planned retirement of a second senior officer and proposing a recruitment plan to recruit to both posts before the summer recess.

RESOLVED – That the report be noted.

14. **OUTSTANDING REFERENCES**

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

Blackfriars Bridge Underpass

A Member questioned why Transport for London were reluctant to allow the CoL Corporation to take over responsibility for the underpass and asked if officers had engaged at a senior level.

Members expressed concern at the state of the underpass and the fact that people were likely to try and cross the road as an alternative to using it which was extremely dangerous.

Officers undertook to report back on the options available.

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

Traffic impacts on Bishopsgate, flowing from the Bank on Safety scheme – Question from Shravan Joshi received in advance of the meeting

The monitoring area falls short of Bishopsgate, yet we are seeing accidents at most of the Bishopsgate junctions and the congestion and air quality certainly feels worse (sorry, but without quantitative data, I can only offer personal observation!). I understand that Bishopsgate as a road is outside of our direct control, but we must engage with TfL for the greater good of The City.

There is some traffic collision data on the TfL website from 2016:

4 serious collisions on the junction of Wormwood St and Bishopsgate

4 serious collisions on the corner of Brushfield St and Bishopsgate

2 serious collisions on the corner of Primrose St and Bishopsgate

1 serious collision outside Liverpool St station on Bishopsgate

2015 had a total of 24 and 2014 had a total of 26 serious collisions on the junctions crossing Bishopsgate.

Unfortunately, I haven't been able to find data to see whether this has improved in the past two years.

I do support the Bank on Safety scheme but would ask if plans can be made, sooner rather than later, to look at the wider traffic impact and how the Eastern Cluster, as it is presently called, could be made a priority for the next phase of such safety schemes?

Response

The modelling and data captured shows that the impact from the Bank scheme on the Bishopsgate corridor has been neutral, but these emergency works have closed four arms of this major junction, and had an undoubted impact on the A10 corridor as a result. In particular, southbound traffic has been severely affected because irrespective of the Bank scheme, this is currently the only effective way to reach London Bridge.

The Bank scheme has been temporarily amended to facilitate alternative routes for some of the traffic diverted by the closure, but this too has been hampered in recent days by further emergency gas work in Cornhill.

I infer from your question that having tackled Bank, you would like the City to put its effort into making the Bishopsgate corridor safer, nicer and more efficient. Bishopsgate is dangerous. 16% of all serious casualties within the City occur on the Bishopsgate corridor; which is only 3% of the highway network within the City.

We can influence action but, as you acknowledge, Transport for London are the highway authority for the corridor and it is ultimately their responsibility to make changes. The good news is that we are continuing to enhance our relationship with the Greater London Authority and Transport for London around strategic plans for transport within the City and the delivery of radical projects. Indeed, we have considered reports on this matter at Committee today; both on the Transport Strategy and the Eastern City Cluster. Changing Bishopsgate will flow from the Transport Strategy and can then also enable the delivery of a radical ambition for the cluster.

Bank Junction

A Member asked if there was now some doubt regarding the data presented at the recent presentation breakfast given that the Bank report had been deferred to a later meeting.

Officers advised that they now had more up to date data which would need to be evaluated before presentation to the Committee.

Road Signs

A member raised the issue of the inconsiderate use of signage used by contractors undertaking works across the city which often obstructed the pavements and asked why the signs could not be tailored to CoL streets which were often very narrow.

Officers agreed to take this up with contractors.

16. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
St Barts Hospital

With the Chairman's agreement this item was taken as an urgent item of business.

The Chief Planning Officer introduced the application concerning planning permission to extend the Old Pathology Block and refurbish both the Pathology Building and Residential Staff Quarters building bringing them back into long-term healthcare use and provide a new private healthcare facility.

Peter Schmitt spoke in objection to the application on the grounds that the change of use of the Pathology Block to clinical operations was unsuitable, there had never been a private hospital on the Barts site, the rebuilding of the rear wall 3m further out would have a harmful impact on the facade of the Grade-1 Listed North Wing.

'The scheme falls short of what is needed for the functioning and viable future of the Great Hall. The shortfalls of the scheme are; the basement catering area is below the minimum for a fully serviced kitchen, there are no catering loos, changing rooms or link to the Barts Archive, the ground floor shows the catering lift discharge directly to open air, the first floor link to the North Wing is narrow. The proposal will jeopardise the future of the historic Barts Archive'

Alwen Williams, CEO of Barts Health NHS Trust, Ian Haig, Heritage Trust and Caroline Smith, Executive Board member, Nuffield Health, were heard in support of the application which would provide new private healthcare facilities and return two vacant buildings bringing them back into long-term healthcare use. The refurbished buildings would provide acute hospital facilities, diagnostic treatment and health assessment services. These services would support NHS treatment, providing a healthcare provision to patients and would assist in retaining medical staff at St Bartholomew's Hospital.

The majority of members spoke in support of the application which they considered would be an asset to the City, and which would provide much needed healthcare provision.

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

- 1) Planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed;
- 2) That your Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

17. **EXCLUSION OF THE PUBLIC**

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

18. **PLANNING AND REGULATORY SERVICES CASEWORK MANAGEMENT SYSTEM PROJECT**

The Deputy Chairman had declared a personal interest in this item and so left the meeting for the duration of the discussion. Alderman Gregory Jones took the chair during this time.

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

19. **DOCKLESS PARK: NON-PUBLIC APPENDIX**

This item was withdrawn.

20. **TUDOR STREET - NON-PUBLIC APPENDIX**

Members noted a non-public appendix in relation to Tudor Street.

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

There were no questions.

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

There were no items of urgent business.

The meeting closed at 1.00 pm

Chairman

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 21 May 2018

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Monday, 21 May 2018 at 9.30 am

Present

Members:

Randall Anderson
Deputy Keith Bottomley
Marianne Fredericks
Alderman Alison Gowman
Christopher Hayward
Deputy Jamie Ingham Clark
Alderman Gregory Jones QC
Paul Martinelli (Ex-Officio Member)
Deputy Alastair Moss
Graham Packham
Oliver Sells QC
Jeremy Simons (Ex-Officio Member)

Officers:

Natasha Dogra	- Town Clerk's Department
Ian Schofield	- Town Clerk's Department
Sam Lee	- Department of the Built Environment
Steven Bage	- City Surveyor's Department
Mark Lowman	- Department of the Built Environment
Karen McHugh	- Principal Legal Assistant
Jon Averbs	- Director, Markets and Consumer Protection
Ben Kennedy	- Markets and Consumer Protection
Edward Jackson	- Department of the Built Environment
Steve Presland	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Patrick Hegarty	- Open Spaces Department

1. PRESENTATION - CADENT GAS

Members received a presentation from external advisors on the subject of Cadent Gas. The Committee were informed that Cadent were split into three main departments which the overarching focus remaining on emergency responses. In relation to works on King William Street, Members noted that the works remained on track. In response to a query it was noted that 1,800 km of mains were replaced per annum along with 25,000 connections.

Members noted that a key focus at the moment was energy affordability and the ability to work with a collective process when replacing connections and gas mains replacements. The Sub-Committee was informed that safety programmes remained Cadent's largest safety driven investment programme.

Members noted an update relating to major gas pipe works in the City of London. The cadent representative stated that gas pipes replacement works starting at St Bart's towards Aldgate had recently been completed. The scope of the project covered the Capital, with the works ranging from Fulham to Tower Hamlets.

Cadent stated that collaborative working and building partnerships was key to delivering the work required in relation to gas works across the square mile. Members were in agreement that Officers must work co-operatively to deliver an effective programme for the City of London and commended the approach taken by Cadent and City Corporation Officers.

The City of London has larger pipes which must undergo a cost benefit analysis and work in relation to their replacements and risk analysis were not widely advertised. Smaller pipes replacement did not require an in-depth cost benefit analysis; however, pipes in the City tended to be of the larger sizes.

Cadent agreed to circulate the presentation to Members for their information.

RESOLVED – that the presentation be received.

2. **APOLOGIES FOR ABSENCE**

There were no apologies of absence.

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

Alderman Gowman declared an interest in Item 13 - Low Emission neighbourhood proposals for an ultra-low emission street in Moor Lane & Beech Street, given that she resided on Beech Street.

4. **ELECTION OF CHAIRMAN SCHEME.**

The Committee moved to elect a Chairman pursuant to Standing Order 29. A list of Members eligible to serve was read by the Town Clerk.

RESOLVED – that Christopher Hayward be elected to serve as Chairman for the year ensuing. On being elected, the Chairman expressed thanks to the Sub-Committee for its support.

5. **ELECTION OF DEPUTY CHAIRMAN**

The Committee moved to elect a Deputy Chairman pursuant to Standing Order 30. A list of Members eligible to serve was read by the Town Clerk.

Resolved – that Oliver Sells be elected to serve as Deputy Chairman for the year ensuing. On being elected the Deputy Chairman expressed thanks to the Sub-Committee for its support.

6. **MINUTES**

RESOLVED - that the Minutes of the meeting held on the 10th of April be agreed as an accurate record.

7. **OUTSTANDING REFERENCES**

In relation to Swan Pier Members noted that an update would be submitted to the next Committee meeting.

Members noted that a report regarding ATTRO would be submitted to this Sub-Committee prior to recess and to Policy and Resources Committee after recess.

RESOLVED – that the list of outstanding references be noted.

8. **BANK ON SAFETY: UPDATE ON MONITORING AND PERFORMANCE**

This item was withdrawn by the Director of the Built Environment due to Officers receiving updating statistics which could affect the conclusion of the exercise. The Chairman informed Members that the report would be considered at a subsequent committee meeting.

Officers informed Members that data in relating to casualties in and around Bank junction had been reviewed and updated following the publication of this report. Members agreed that the report should be withdrawn to allow for the data to be verified to maximise the accuracy of the statistics.

RESOLVED – that the report be withdrawn to be considered at the July meeting of this Sub-Committee, and the Policy and Resources Committee in September.

9. **REPLACEMENT OF EXISTING STREET FURNITURE TO SUPPORT CITY OF LONDON WIRELESS CONCESSION.**

Members considered a report of the Director of the Built environment on the replacing the existing 3 metre nonelectrified street furniture columns with taller columns between 6-8 metres, to support the wireless concession agreement signed between the city corporation and the city's wireless delivery partner cornerstone technology infrastructure ltd to deliver 4g "small cells" to improve mobile coverage at street level.

Members agreed that a photograph or presentation displaying the columns would be helpful – the principle of the replacement was not being refuted, however, the appearance and exact location of the columns required further scrutiny. Members agreed that the issue was a priority for the sub committee and although a decision must be taken promptly it must be an adequately informed decision. The sub committee also agreed that an Equalities Act Assessment must also be included in the report.

RESOLVED - that Members agreed to the need for a protocol in principle; however, the Sub-Committee requested that Officers submit a clear location map and report with the proposed details and information relating to the

location and appearance of the pole replacements at the July meeting of the Sub-Committee.

10. DOCKLESS CYCLE HIRE REVIEW

Members considered a report from the Director of the Built Environment on the Dockless Cycle review. The report outlined the proposal to extend the trial for a further 12 months following the adoption of additional measures to achieve more effective management of the operations. The measures include the identification of preferred locations for parking dockless bikes, and the consideration of making space available on a commercial basis in City Corporation car parks to facilitate the management of the operations.

Members noted that there had been frequent occurrences of bikes being left strewn on the pedestrian walkways. Officers were asked whether any complaints had been received and confirmed that no public complaints had been received but this was a growing problem. The operators were responsible for moving the bike causing obstruction. Officers advised that they would take advice as to whether if an accident occurred the City would be held liable if it was found that no action had been taken to clear the walkway from obstructing bikes. Members expressed their concerns over the obstructions being left on an already crowded pathway.

Members queried whether the method by which complaints could be made was clear to the public. The Sub-Committee agreed that the City Corporation had a responsibility to ensure that any scheme permitted by the Corporation in the square mile was operating in a sensible and safe manner. Members discussed the concept that a charge should be incurred by the operating business in any instance of a cycle not being cleared from the public walkway. The Sub-Committee agreed that a collaborative approach should be taken, and Officers should take a strong stance in relation to applying the City Corporation's Street Trading Policy.

The Sub-Committee queried the data included in the report and whether Officers had properly verified the information. The Deputy Chairman requested sight of the advice obtained in relation to:

1. That these bikes could not be banned from entering into the City and being left on City highways
2. That this business was not street trading

It was also discussed that any bicycle left on footways should be treated as an obstruction and immediately removed. Officers explained that such a process would be resource intensive but also that this would require the current policy on obstructions on the footway to be amended. Members asked officers to bring back a report considering this matter.

It was noted that a pan-London scheme was being investigated by the London Assembly to better manage the current arrangements. If a London-wide scheme was not to be implemented the use of by-laws should also be investigated further.

Officers informed the Committee that there seemed to be a range of matters that required further investigation before a decision was made by the Planning and Transportation Committee. Officers agreed to review the Highways Obstruction Policy before submitted a reviewed report to the Sub-Committee, having taken into account the views of Members.

RESOLVED - that Officers take Members' comments and undertake to investigate fully the array of issues raised by the Sub-Committee prior to the report being considered by the Planning and Transportation Committee and a final decision being made.

11. **OVERSIGHT & COMMUNICATIONS FOR MAJOR HIGHWAY ACTIVITIES**

Members received a report of the Director of the Built Environment on the proposed strategy for Oversight & Communications relating to Major Highway Activities within the City of London.

RESOLVED - that Members agreed the introduction of the proposed framework.

12. **CLOTH FAIR NOISE DISTURBANCE**

Members considered a report of the Director of the Built Environment on the Cloth Fair Noise Disturbance. The report outlined the proposed policy designed to solve the overnight noise issue.

RESOLVED – that:

- I. Members agreed to make the experimental scheme permanent to resolve the overnight noise disturbance issue; and
- II. That the objector be informed of Members decision accordingly.

13. **LOW EMISSION NEIGHBOURHOOD (LEN): PROPOSALS FOR AN ULTRA-LOW EMISSION STREET IN MOOR LANE & BEECH STREET**

Members received a report of the Director of the Built Environment and the Director of Consumer and Markets protection on the Low Emission Neighbourhood.

A Member raised a query regarding Traffic modelling, Members were informed that traffic modelling of a full two-way ULEV only scheme demonstrated that the traffic displacement impact would be significant and wider ranging than, for example, the current Bank Junction scheme. The model identified traffic impacts on the road networks in neighbouring boroughs and on TfL managed routes. Given these issues, together with the evolving proposals for the Cultural Mile and the Centre for Music, it became clear that delivery of a ULEV only traffic restriction in Beech Street would not be deliverable within the life of the LEN programme.

In response to a query regarding the timeframe it was noted that the public realm building works were expected to take 12-18 months and this would be informed by the results of radar surveys of the highway which would be commissioned shortly.

Members queried whether time would be taken to monitor and gather data relating to the emission of particulates from vehicles along Moor Lane, as this information could be helpful when considering future projects. Officers said it might prove difficult to undertake this exercise in real-time and further resources and research would be required.

A Member commented that in the absence of detailed costings at this stage the approval for the Beech Street proposals should be 'in principle'

RESOLVED - that Members agreed the following: -

- I. The Moor Lane 'ULEV Only' scheme be delivered by April 2019 using LEN funding is agreed; and
- II. A further report be received by the Streets and Walkways Committee setting out the findings of the Moor Lane trial scheme following 12 months of its operation; and
- III. Support in principle the outline proposals set out for reducing traffic in Beech Street and improving its air quality.

14. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

Fann Street

A Member queried whether any work could be commenced immediately to avoid accidents at the Aldersgate Street junction. Officers stated that work had been undertaken to review the area and agreed to circulate the advice to Members via email prior to the next meeting.

125 London Wall

A Member queried whether a gap in the divider along 125 London Wall could be filled as a matter of urgency. Officers explained that the gap had been investigated and whilst it complied with Building Regulations officers were in discussion with the building owners with a view to securing closure of this gap.

Terms of Reference

Given the prioritisation of air quality pollution in the City of London, a Member queried whether an ex-officio Member of the Port Health and Environmental Services could be appointed to this Sub-Committee. Members asked the Town Clerk to submit a report relating to the proposed change to the Terms of Reference to the Grand Committee for their approval. Members also queried whether other Committees should be invited to appoint a representative in an ex-officio capacity, and asked the Town Clerk to investigate this.

Ex-Officio Member of the Open Spaces Committee

Jeremy Simons informed Members that this would be his final meeting following a tenure of 10 years and thanked the Sub-Committee for their support over the years. The Sub-Committee thanked the Member for his 10 years of service and valuable input to the work of the Committee.

15. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were no items of urgent business.

16. **EXCLUSION OF THE PUBLIC**

RESOLVED – That under Section 100A(4) 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 1 of Schedule 12A of the Local Government Act.

17. **TUDOR STREET**

With the agreement of the Chairman and Deputy Chairman the report relating to Tudor Street was considered by the Sub-Committee under Part 1 and in public domain of the meeting.

Members considered the report of the Director of the Built Environment on the current status of the Tudor Street development. The report detailed the security and transport requirements of the new development.

Members noted that part of the agreed design for the Tudor Street/New Bridge Street scheme requires the closure of Bridewell Place (at its junction with New Bridge Street) together with a new bus stop positioned opposite. If the scheme was implemented, it would therefore impact the Fleet House development both during construction and when it is in occupation thereafter.

Discussions ensued regarding the publication of the report. Members conveyed their disappointment over the mistake in making the report originally 'non public' and explained that this could be interpreted as seeking to bury information. The Chairman advised that in future to his committee no report should be 'non public' unless agreed by the City Solicitor's department.

The Sub-Committee declined to accept the recommendation of the Officers as the deferred proposal was without limit of time, without sufficient consultation and was improperly withheld from the public notice. Members were mindful of the decision of the Common Council and it was suggested that a report considering works to declutter Bouverie Street should be brought back to the Sub-Committee.

The proposal was put the Sub Committee and upon being seconded it was moved to a vote with Members 6 voting for and 0 Members voting against the proposal, with 3 Members abstaining.

RESOLVED – That

The full implementation of the agreed scheme remain a matter of urgency;

A report be brought to the Sub-Committee in July reporting on the recent independent consultants review of the operation of the Whitefriars streets. Such report to set out proposals for Bouverie street and the latest position in relation to improving access to the Embankment; and

A further report be brought back after recess setting out clear timelines in relation to implementing the revised scheme at Tudor Street.

18. **DOCKLESS CYCLE HIRE REVIEW - APPENDIX 3**

Members noted a non-public appendix in relation to the Dockless Cycle Hire Review.

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

There were no questions.

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

There was no urgent business.

The meeting ended at 12:20pm.

Chairman

Contact
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Officer:

Amanda

Thompson

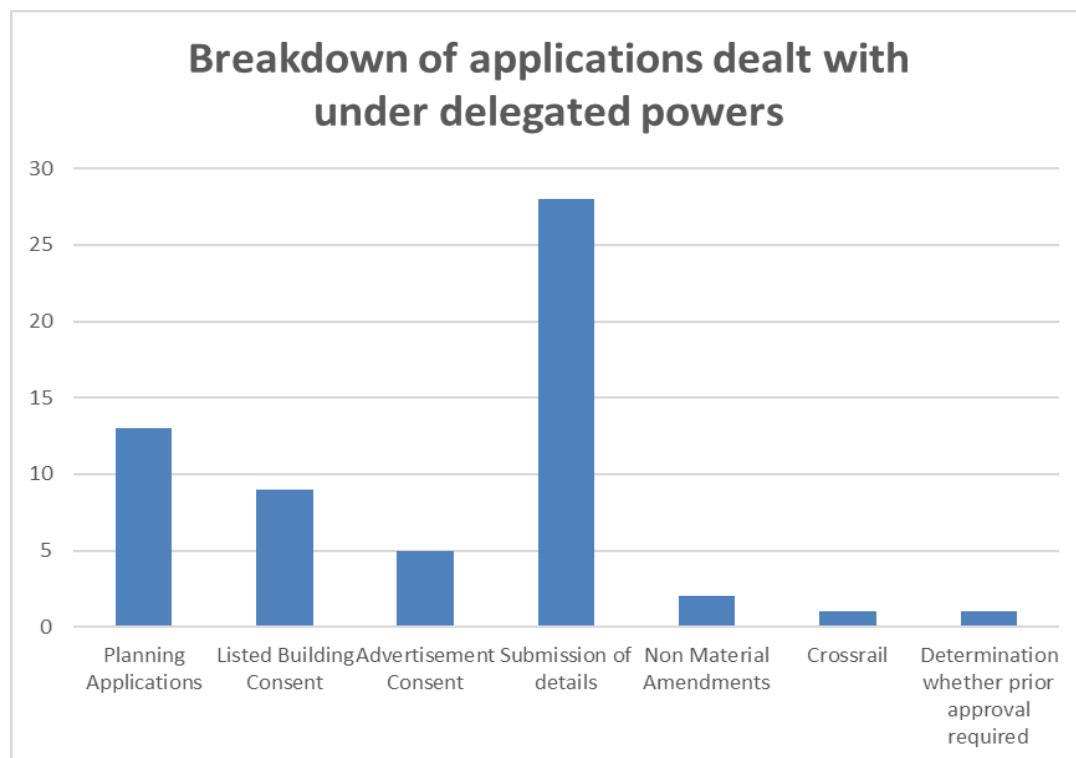
Committee(s)	Dated:
Planning and Transportation	19th June 2018
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

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 Fifty-nine (59) matters have been dealt with under delegated powers.

Twenty-eight (28) relate to conditions of previously approved schemes, nine (9) relate to works to listed buildings. Five (5) express consent to display advertisements were decided, also one (1) Crossrail, two (2) Non-Material amendment applications. Thirteen (13) applications for development have been approved including Five (5) changes of use and 14sq.m of created floorspace.



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
18/00331/LBC Aldersgate	11 Shakespeare Tower Barbican London EC2Y 8DR	Retention of internal alterations comprising removal of partition wall between kitchen and living room; installation of wall between kitchen and utility room with new doorway from the entrance hall; and removal of wardrobe in bedroom 3.	Approved 16.05.2018
17/00240/FULL Broad Street	76 - 80 Old Broad Street London EC2M 1QP	Installation of two antennas mounted to the chimney stacks, one antenna on a frame on the North West corner of the building; two roof top mounted equipment cabinets; and handrail.	Approved 16.05.2018
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).	Approved 16.05.2018
18/00287/LDC Bishopsgate	9 & 9A Devonshire Square & 16 New Street London EC2M 4WD	Submission of details of light intensity and colour of illumination pursuant to condition 3 of listed building consent dated 16 March 2017 (ref: 16/01105/LBC).	Approved 15.05.2018
18/00303/MDC Bishopsgate	3 Broadgate London EC2M 2QS	Details of particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces pursuant to condition 4 (c) of planning permission 17/00578/FULL dated 3 August 2017.	Approved 16.05.2018
17/01311/MDC Bishopsgate	17 Widigate Street London E1 7HP	Details of a construction management plan, external materials, alterations to the existing facades, new dormers,	Approved 24.05.2018

		balustrades, fenestration, entrance, bin store doors, junctions between the new and existing facades, ductwork and an acoustic report pursuant to conditions 2, 3(a) [In Part], (b) [In Part], (c), (d) [In Part] and 8 of planning permission (application no. 16/00852/FULL) dated 14th October 2016.	
18/00307/ADVT Bishopsgate	Premier Place 2 & A Half Devonshire Square London EC2M 4BA	Installation and display of i) three externally illuminated fascia signs measuring 0.7m high by 5m wide at a height above ground of 5.94m.	Approved 24.05.2018
18/00339/NMA Bishopsgate	135 Bishopsgate London EC2M 3TP	Non-material amendment (under Section 96a of the Town and Country Planning Act 1990) to planning permission 17/01122/FULL dated 12th December 2017 to vary the design of the entrance and window portals.	Approved 24.05.2018
17/00924/MDC Bishopsgate	61 St Mary Axe, 80-86 Bishopsgate, 88- 90 Bishopsgate, 12-20 Camomile Street, 15-16 St Helen's Place And 33-35 St Mary Axe (North Elevation Only), London EC3	Submission of details of external surfaces within the site boundary including hard and soft landscaping and security measures including changes of level, seating and bollards pursuant to condition 11(n) of planning permission dated 03.03.2012 (ref: 12/00129/FULL)	Approved 31.05.2018
18/00169/FULL Bishopsgate	Andaz Hotel 40 Liverpool Street London EC2M 7QN	Refurbishment of part ground floor including alterations to the bar entrance on the Bishopsgate elevation comprising erection of a canvas awning above the entrance door; extension of lobby steps; refurbishment of and extension of railings; replacement and new lighting and associated works.	Approved 31.05.2018

18/00170/LBC Bishopsgate	Andaz Hotel 40 Liverpool Street London EC2M 7QN	Internal and external alterations to part ground floor including relocation of the bar; replacement of the flooring; relocation of air curtain; erection of a lightweight pergola, room screens; erection of an awning above the entrance door on the Bishopsgate elevation; extension of lobby steps; refurbishment and extension of railings; refurbishment; replacement lighting and signage; and associated alterations.	Approved 31.05.2018
18/00171/ADVT Bishopsgate	Andaz Hotel 40 Liverpool Street London EC2M 7QN	Installation and display of; i) externally illuminated projecting sign measuring 0.5m high by 0.65m wide located at a height of 3.67m above ground floor level; ii) wall painted sign measuring 0.43m high by 0.82m wide located at a height of 1.78m above ground floor level iii) one non-illuminated awning signs measuring 1.53m high by 2.17m wide located at a height of 2.84m above ground floor level iv) two internally illuminated signboards measuring 0.98m high by 0.74m high wide located at a height of 1.45m above ground floor level.	Approved 31.05.2018
18/00128/FULL Bread Street	1 - 3 St Paul's Churchyard London EC4M 7AA	Installation of two CCTV cameras on existing fascia panels.	Approved 15.05.2018
18/00324/MDC Bread Street	Creed Court 3 - 5 Ludgate Hill, 1 - 3 Creed Lane And 11 - 12 Ludgate Square, London EC4M 7AA	Submission of a Demolition & Construction Logistics Plan pursuant to condition 3 (Deconstruction Logistics Plan) and condition 13 (Construction Logistics Plan) of planning permission dated 6 October 2017 (ref: 14/00300/FULMAJ).	Approved 22.05.2018

17/00646/PODC 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	Submission of a Delivery & Servicing Management Plan relating to building 2, pursuant to clause 13.1 of the S106 Agreement dated 26th August 2011 of planning permission 14/00259/FULL (dated 26.06.14).	Approved 22.05.2018
16/01252/FULMAJ Billingsgate	10 Lower Thames Street London EC3R 6EN	Extensions on flat roof areas at floors 3 to 9 to provide additional office floorspace [1,662sq.m GEA]; alterations to the atrium roof and remodelling of the ground floor entrance to Lower Thames Street.	Withdrawn 22.05.2018
18/00401/NMA Billingsgate	51 Eastcheap London EC3M 1JA	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 17/01221/FULL dated 15th March 2018 to reflect internal alterations to the floor plan and correct minor drawing errors on the previously approved plans.	Approved 24.05.2018
18/00022/MDC Billingsgate	Sugar Quay Lower Thames Street London EC3R 6EA	Photovoltaic System - Technical Specification, Fixings details, section (dwg no. A-04-102 Rev C) and roof layout (dwg no. 25669/1 Rev A) pursuant to condition 24 of planning permission dated 16th September 2013 (planning application reference 14/01006/FULMAJ).	Approved 29.05.2018
18/00329/DPAR Castle Baynard	167 Fleet Street London EC4A 2EA	Determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) that prior approval is not required for the	Prior Approval Not Required 15.05.2018

		upgrade of an existing telecommunications installation at roof level.	
17/01158/FULL Castle Baynard	14 New Bridge Street London EC4V 6AG	Alterations at roof level comprising: the formation of a new access enclosure and lift overrun, formation of a new terrace, refurbishment of existing cupola, installation of new balustrading and the insertion of two rooflights.	Approved 16.05.2018
17/01159/LBC Castle Baynard	14 New Bridge Street London EC4V 6AG	Works to the listed building comprising: (i) Alterations at roof level including: the formation of a new access enclosure and lift overrun, formation of a new terrace, refurbishment of existing cupola, installation of new balustrading and the insertion of two rooflights. and (ii) internal alterations comprising the insertion of a lift, removal and insertion of partitions and general refurbishment works.	Approved 16.05.2018
17/01248/LBC Castle Baynard	The Old Bell Public House 95 Fleet Street London EC4Y 1DH	Retention of internal and external refurbishment, repair and stabilisation of structure including full re-rendering of rear elevation.	Approved 16.05.2018
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)	Approved 29.05.2018
17/00990/LBC Cripplegate	103 Speed House Barbican London EC2Y 8AU	Retention of internal alterations to flat including removal and erection of partition walls and installation of suspended ceiling.	Approved 15.05.2018
18/00261/MDC Cripplegate	391 Cromwell Tower Barbican London EC2Y 8NB	Submission of details of samples of materials of all external surfaces including new doors and windows and detailed drawings of the new windows and doors, the new water drainage and eyebolt locations pursuant to condition	Approved 15.05.2018

		2 (a) and (b) of planning permission and listed building consent ref: 17/00971/FULL and ref: 17/00972/LBC dated 16.11.2017	
18/00063/MDC Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Submission of details of foundation design and piling configuration pursuant to condition 11 of planning permission dated 30th August 2017 (application number 16/00590/FULL) (as supplemented by further particulars as listed in Informative 1).	Approved 18.05.2018
18/00066/MDC Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Design Note - Attenuation, prepared by Walsh, dated 27th April 2018; Drainage Condition Design Note, prepared by Walsh, dated 16th May 2018, CMP Extract; and dwg nos. 4315-321 Rev WIP2, BMH-WAL-ZZ-B1-DR-D-1320 Rev WIP3, BMH-WIA-SK-A-0244-A, BMH-WIA-ZZ-01-DR-A-810_0101 Rev C, BMH-WIA-ZZ-02-DR-A-810_0102 Rev B, BMH-WIA-ZZ-03-DR-A-810_0103 Rev B, BMH-WIA-ZZ-04-DR-A-810_0104 Rev B, BMH-WIA-ZZ-05-DR-A-810_0105 Rev B, BMH-WIA-ZZ-06-DR-A-810_0106 Rev B, BMH-WIA-ZZ-07-DR-A-810_0107 Rev B, BMH-WIA-ZZ-08-DR-A-810_0108 Rev B, BMH-WIA-ZZ-09-DR-A-810_0109 Rev B, BMH-WIA-ZZ-B1-DR-A-810_0099 Rev C, BMH-WIA-ZZ-B2-DR-A-810_0098 Rev C, BMH-WIA-ZZ-GF-DR-A-810_0100 Rev C, and BMH-WIA-ZZ-RF-DR-A-810_0110 Rev B pursuant to condition 15 of planning permission dated 30th August 2017 (planning reference 16/00590/FULL).	Approved 18.05.2018

18/00315/LBC Cripplegate	381 Cromwell Tower Barbican London EC2Y 8NB	Internal alterations including: (i) modification of bedroom partition walls; (ii) removal of associated doors and; (iii) installation of suspended ceilings throughout.	Approved 22.05.2018
17/01199/MDC Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Conservation Report prepared by The Jackfield Conservation Studio, dated September 2017; Existing Ceramic Tile Protection (dwg no. SKD006 Rev P1); Existing Tiles Set Out (dwg no. BMH-WIA-ZZ-XX- DR-A-910_0005 Rev A); Replica Tile Panel Locations (dwg no. BMH-WIA-ZZ-XX- DR-A-910_0004 Rev E); Proposed Tile Set Out - North Elevation (dwg no. BMH-WIA- ZZ-XX-DR-A-910_0008 Rev C); Feature Bricks and Tiles (dwg no. BMH-A-SK_0195) ; Existing Photographs: North Elevation; Existing Photographs: South Elevation; and Existing Photographs: Substrate shown from trial tile removal exercise pursuant to condition 3 of planning permission dated 30th August 2017 (planning reference 16/00590/FULL).	Approved 25.05.2018
18/00064/MDC Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Ground Investigation Report (Issue No. 1), prepared by Geotechnical and Environmental Associates Ltd, dated 6th November 2017; Supplementary Ground Investigation and Remediation Proposals Report (Issue No.4), prepared by Geotechnical and Environmental Associates Ltd, dated 29th May 2018; and Air Quality, Dust Mitigation and Water Supply Protection Measures, prepared by McAlear and Rushe, dated 25th May 2018. pursuant to condition 9 of planning permission dated 30th August	Approved 30.05.2018

		2017 (planning reference 16/00590/FULL).	
18/00065/MDC Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS EC1Y 0RS	BMH-MAR-CMP-W-0001 Rev P06: Construction Management Plan, prepared by McAleer and Rushe dated 31st May 2018; BMH-MAR-CLP-W-0001 Rev P04: Construction Logistics Plan, prepared by McAleer and Rushe, dated 31st May 2018; and Site Generators Noise Attenuation Measures, prepared by McAleer and Rushe, dated 18th May 2018 pursuant to conditions 12, 13 and 14 of planning permission dated 30th August 2017 (planning reference 16/00590/FULL).	Approved 01.06.2018
18/00308/LBC Candlewick	19 - 23 St Swithin's Lane London EC4N 8AD	Widening of existing escape exit gate; cutting back of escape stair handrail; reinstatement of compartment walls to basement brick vault and escape lobby and fitting of hold open fire door.	Approved 24.05.2018
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.	Approved 24.05.2018
18/00413/MDC Candlewick	The Olde Wine Shades Public House 6 Martin Lane London EC4R 0DJ	Plant Noise Assessment pursuant to condition 2 of planning permission dated 18th January 2018 (planning reference 17/01080/FULL).	Approved 29.05.2018
18/00163/LDC Coleman Street	67 - 71 Moorgate & 34 London Wall London EC2R 6BH	Details of new internal works pursuant to condition 2(i) of listed building consent (16/00573/LBC) dated 14th October 2016.	Approved 15.05.2018
18/00182/LDC Coleman Street	73 Moorgate London EC2R 6BH	Details of secondary glazing pursuant to condition 2(c) of listed building consent (17/00226/LBC) dated 11th July 2017.	Approved 15.05.2018

18/00183/LDC Coleman Street	73 Moorgate London EC2R 6BH	Details of new internal works pursuant to condition 2(a) of listed building consent (17/00226/LBC) dated 11th July 2017.	Approved 15.05.2018
18/00191/LDC Coleman Street	73 Moorgate London EC2R 6BH	Details of a method statement for the painting, cleaning and making good of the external elevations pursuant to condition 2(d) of listed building consent (17/00226/LBC) dated 11th July 2017.	Approved 15.05.2018
18/00423/MDC Coleman Street	21 Moorfields Land Bounded By Moorfields, Fore Street Avenue, Moor Lane & New Union Street London EC2P 2HT	Details of the sewer vent pursuant to condition 9 of planning permission (application no. 16/00883/FULEIA) dated 10th October 2017.	Approved 16.05.2018
17/00764/FULL Coleman Street	The Globe Public House 83 - 85 Moorgate London EC2M 6SA	Change of use from ancillary staff accommodation for (Class A4) at second and third floors to provide 3 x 1 bed and 1 x 2 bed flats (Class C3), creation of two new refuse stores and associated internal and external alterations (230sqm).	Refused 31.05.2018
17/00765/LBC Coleman Street	The Globe Public House 83 - 85 Moorgate London EC2M 6SA	Internal and external alterations in association with the change of use from ancillary staff accommodation (Class A4) to residential units (Class C3) and creation of a two new external refuse stores (see 17/00764/FULL).	Refused 31.05.2018
18/00145/FULL Coleman Street	120 Moorgate London EC2M 6UR	Refurbishment and alterations to the building, including change of use from Class A1 to Class D2 (gym) at part ground and part upper basement levels and change of use from Class B1 to Class D2 (gym) at part upper, middle and part lower basement levels, and change of use from Class A2 to Class A1 at part ground and part upper basement levels; conversion of	Approved 31.05.2018

		roof top plant enclosure to office floorspace; creation of second floor roof terrace and refurbishment of existing seventh floor roof terrace; new plant at roof and first floor levels; recladding to exterior elevations and replacement fenestration; re-provision of main office entrance on Moorgate; replacement ATMs on South Place; alterations to rear service bay area; the provision of cycle parking and associated facilities at upper basement level and other incidental works.	
18/00030/ADVT Cheap	36 - 37 Old Jewry London EC2R 8DD	Installation of an internally illuminated projecting sign measuring 0.19m high by 0.70m wide and 2.79m above ground level.	Approved 15.05.2018
18/00255/LBC Cheap	1-3, 4, 7 And 8 Fredericks Place And 35 Old Jewry London EC2R 8AE	Application under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary condition 6 (approved plans) of listed building consent (application no. 17/00792/LBC) dated 16th November 2017 to refer to a revised list of drawings amended to reflect minor detail alterations to the internal layout and roof level plant enclosure at nos. 1-3 Frederick's Place.	Approved 16.05.2018
18/00274/ADVT Cordwainer	45 Cannon Street London EC4M 5SB	Installation and display of one internally illuminated projecting sign measuring 0.60m high by 0.54m wide situated at ground floor level.	Approved 24.05.2018
18/00364/XRAIL Farringdon Within	Crossrail Farringdon East Ticket Hall Worksite London.	Application under schedule 7 of the Crossrail Act 2008 for the restoration of the worksites at Farringdon Station for handover.	Approved 15.05.2018

16/00377/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	Fume Extract and Noise Report pursuant to Condition 49 of planning permission dated 16th March 2017 (ref: 16/00165/FULMAJ).	Approved 16.05.2018
18/00371/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 Procurement Strategy pursuant to Schedule 3 Paragraph 2.1 of Section 106 Agreement dated 6 October 2017 in relation to Planning Permission 14/00300/FULMAJ.	Approved 22.05.2018
17/00908/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 hard and soft landscaping scheme, an accessibility scheme and details of the construction, planting irrigation and maintenance regime for the proposed green roof(s), planting for the green roof(s) and contribution to biodiversity, wildlife habitat and rainwater attenuation pursuant to conditions 20, 23 and 24 of planning permission dated 28.10.13 (12/01225/FULEIA).	Approved 24.05.2018
18/00313/FULL Farringdon Within	37 Cloth Fair London EC1A 7JQ	Installation of a two-storey rear extension (14sq.m).	Approved 24.05.2018
18/00228/MDC Farringdon Without	Dewhurst House 24 - 30 West Smithfield London EC1A 9HB	Submission of an operational development plan pursuant to condition 10 of planning permission 16/00215/FULMAJ dated 17.11.16.	Approved 15.05.2018
18/00194/ADVT Farringdon Without	326 - 328 High Holborn London WC1V 7PE	Installation and display of: (i) one internally illuminated fascia sign measuring 0.54m high by 3.3m wide at a height	Approved 16.05.2018

		above ground of 2.82m; (ii) one internally illuminated projecting sign measuring 0.77m high by 0.77m wide at a height above ground of 2.78m; and (iii) two illuminated ATM surrounds.	
18/00223/FULL Farringdon Without	326 - 328 High Holborn London WC1V 7PE	Installation of new shopfront including two new automatic teller machines (ATMs) and an entrance ramp.	Approved 16.05.2018
18/00298/MDC Langbourn	Land Bounded By Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Submission of details of the speakers to be installed in the central hall pursuant to condition 18(e) (in part) of planning permission 14/00237/FULMAJ dated 08.02.2016	Approved 15.05.2018
17/01230/FULL Tower	The Peacock Public House 41 Minories London EC3N 1DT	Change of use of part ground, first, second and third floors from Class A4 (Drinking Establishment) to Class B1(a) (Office) (314sq.m GIA).	Approved 16.05.2018
18/00230/MDC Tower	Emperor House 35 Vine Street London EC3N 2PX	Submission of details of a programme of archaeological work and foundation design pursuant to conditions 6 and 7 (in part) of planning permission dated 9 November 2017 (application number 17/00239/FULMAJ).	Approved 22.05.2018
18/00299/MDC Tower	76 - 86 Fenchurch Street & 1-7 Northumberland Avenue London, EC3	Details of finished floor levels (ground and basement) and accessible car parking spaces pursuant to conditions 1 and 31 of planning permission (application no. 15/00702/FULMAJ) dated 20th January 2016.	Approved 24.05.2018
18/00080/FULL Tower	Minories Public House 64 - 73 Minories London EC3N 1JL	Extension of the existing external seating area in association with the adjacent public house (Class A4), erection of a pergola, siting of a food hut and associated landscaping.	Approved 29.05.2018

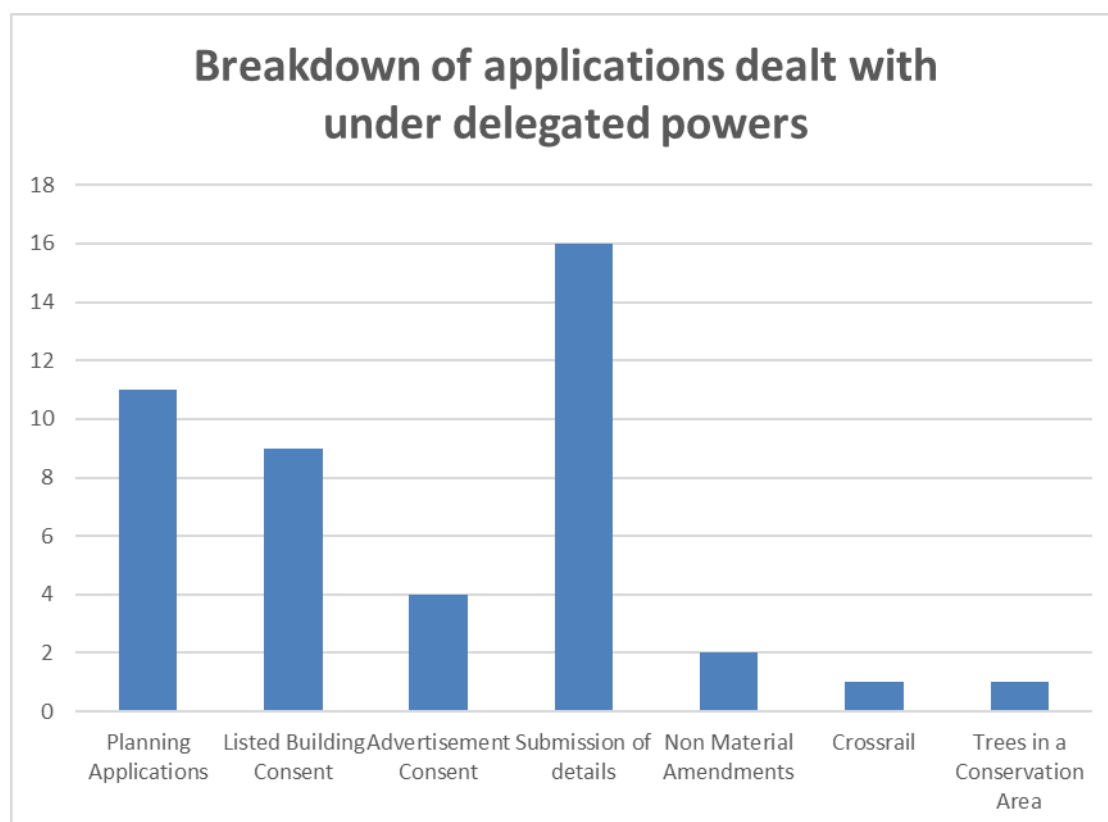
18/00421/MDC Tower	76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1A Carlisle Avenue London EC3N 2ES	Details of a scheme for the protection of nearby residents and commercial occupiers from noise, dust and other environmental effects attributable to the development pursuant to condition 4 [In Part] of planning permission (application no. 15/00702/FULMAJ) dated 20th January 2016.	Approved 29.05.2018
18/00323/MDC Vintry	Thames Exchange Building 10 Queen Street Place London EC4R 1BE	Particulars and samples to be used on the external faces of the building pursuant to condition 2(a) of planning permission 17/00983/FULL, dated 07 December 2017.	Approved 15.05.2018

Committee(s)	Dated:
Planning and Transportation	10th July 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, fifty-seven (57) matters have been dealt with under delegated powers. Thirteen (13) relate to temporary installation of sculptures. Nine relate to works to listed buildings. Sixteen (16) relate to conditions of previously approved schemes Four (4) express consent to display advertisements were decided. Eleven (11) applications for development have been approved including four (4) change of use applications and 136sq.m of created floorspace.



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
18/00336/LBC Aldgate	6 Lloyd's Avenue London EC3N 3AX	Internal and external alteration including installation of internal partition walls at ground, first, third, fourth and fifth floors, insertion of door at fifth floor and painting of front and internal lobby doors.	Approved 05.06.2018
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 a flexible use for either education (Class D1) and /or office (Class B1) and on cessation of the education use to revert to office (Class B1) use (2,139sq.m).	Approved 05.06.2018
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.	Approved 07.06.2018
18/00397/FULLR3 Aldgate	Cunard Place London EC3A 5AR	Temporary installation of a sculpture 'UNIVRS' by Michail Pargelis for a period of up to one year, to be taken down on or before 01.06.2019.	Approved 07.06.2018
18/00374/FULLR3 Aldgate	Heneage Lane London EC3A 5DQ	Temporary installation of a sculpture 'Sari Garden' by Clare Jarrett for a period of up to one year, to be taken down on or before 01.06.2019.	Approved 14.06.2018
18/00375/FULLR3 Aldgate	Fenchurch Place London EC3M 4AJ	Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 1 of planning permission 17/00338/FULLR3 dated 06.06.2017 to extend the temporary time period for the installation of the sculpture 'Synapsid' by Karen Tang to 01.06.2019.	Approved 14.06.2018

18/00395/FULLR3 Aldgate	Mitre Square London EC 3A 5DH	Temporary installation of a sculpture 'Climb' by Juliana Cerqueira Leite for a period of up to one year, to be taken down on or before 01.06.2019.	Approved 14.06.2018
18/00398/FULLR3 Aldgate	20 Bury Street Passage London EC3A 7HL	Temporary installation of a sculpture 'Your Lips Moved Across my Face' by Tracey Emin for a period of up to one year, to be taken down on or before 01.06.2019.	Approved 14.06.2018
17/01286/LBC Broad Street	14 Austin Friars London EC2N 2HE	Construction of plinth at ground floor to accommodate re-grading of adjacent private forecourt.	Approved 12.06.2018
18/00290/MDC Bridge and Bridge Without	33 King William Street London EC4R 9AS	Details of the post construction BREEAM assessment pursuant to condition 10 of planning permission dated 24th June 2015 (14/00860/FULMAJ).	Approved 14.06.2018
18/00206/FULL Bishopsgate	19 - 33 Liverpool Street London EC2M 7PD	(1) Change of use from shop (Class A1), financial and professional services (Class A2), cafe/restaurant (Class A3), non-residential institution (Class D1) and office (Class B1) uses to provide (i) shop (Class A1) and cafe/restaurant (Class A3) uses at ground floor level; (ii) shop (Class A1), cafe/restaurant (Class A3) and office (Class B1) uses at first floor level; (iii) office (Class B1) use at second floor level; and (iv) ancillary plant/storage associated with the cafe/restaurant (Class A3) uses at third floor level; (2) refurbishment and external alterations to existing elevations including the provision of new retail shopfronts; removal of existing dormer windows on rear elevation for the installation of three new dormers, new plant and services at third floor level. (Total floorspace shop (Class A1) use 222sq.m, cafe/restaurant (Class A3) use 494sq.m, office (Class B1) use 294sq.m GIA).	Approved 05.06.2018

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	Approved 07.06.2018
18/00489/NMA Bishopsgate	17-18 Widegate Street London E1 7HP	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 16/00852/FULL dated 14th October 2016 to reflect minor detail amendments to the mansard and the installation of a rooflight above the 4th floor gallery.	Approved 07.06.2018
18/00161/FULL Bishopsgate	Edward House 16 - 18 Brushfield Street London E1 6AN	Alterations to existing shopfront comprising (i) Installation of new window and stallriser in lieu of existing door (ii) installation of perforated metal panels at fascia level (iii) Installation of three doors to replace existing single fixed window.	Approved 12.06.2018
18/00162/ADVT Bishopsgate	Edward House 16 - 18 Brushfield Street London E1 6AN	Installation and display of: (i) one illuminated fascia panel measuring 0.49m high by 14m wide situated at a height above ground of 2.69m (ii) One internally illuminated projecting sign measuring 0.49m high by 0.38m wide situated at a height above ground of 3.4m	Approved 12.06.2018
18/00392/LBC Bishopsgate	10 Devonshire Square London EC2M 4YP	Internal fit out of office space (ground to fifth floor) including insertion of new connecting stair between third and fifth floor with associated cut out of slab. Works to include installation of lightweight partitioning, raised access floors, new mechanical and electrical installation including new toilet cores, and purpose built joinery furniture items.	Approved 12.06.2018
18/00393/ADVT Bishopsgate	10 Devonshire Square London EC2M 4YP	Installation and display of i) one internally illuminated projecting measuring 0.6m high by 0.6m wide at a height above ground of 3m.	Approved 12.06.2018

18/00394/LBC Bishopsgate	10 Devonshire Square London EC2M 4YP	Installation of one internally illuminated projecting sign, two internally illuminated fascia signs located directly behind glazing and vinyl manifestation applied to the inside of the ground floor glazing.	Approved 12.06.2018
17/00598/PODC Bishopsgate	Site Bounded by Stone House and Staple Hall Bishopsgate Devonshire Row London EC2	Submission of details of a Residential Marketing Strategy pursuant to schedule 1 clause 8.1 of the section 106 agreement dated 01 February 2017, associated with the planning application reference 14/01151/FULL.	Approved 14.06.2018
18/00284/XRAIL Bishopsgate	Liverpool Street Station Moorgate Ticket Hall Liverpool Street London EC2	Details of Portland Stone cladding, glazing to entrance canopy, exterior skirting and metal louvres to Moorgate Ticket Hall 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 14.06.2018
18/00349/MDC Bishopsgate	100 Liverpool Street & 8-12 Broadgate London EC2	Details of and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces; details of the proposed new facade(s) including typical details of the fenestration entrances and details of a typical bay of the development pursuant to condition 23 a (part), b (part) & d (part) of planning permission 17/00276/FULL dated 5 June 2017.	Approved 14.06.2018
18/00464/MDC Bishopsgate	100 Liverpool Street London EC2M 2RH	Details of a mechanical plant noise impact assessment pursuant to condition 14 of planning permission 17/00276/FULL dated 5 June 2017.	Approved 14.06.2018
18/00400/FULL Bishopsgate	Open Space Exchange Square London EC2A 2EH	Use of part of the open space for the erection of a pop-up bar, storage facilities and a structure incorporating LED screen and associated outdoor seating arrangements for a temporary	Approved 19.06.2018

		period between 8th June 2018 and 2nd September 2018.	
18/00583/NMA Bishopsgate	5 Broadgate London EC2M 2QS	Non-material amendment under Section 96A of the Town and Country Planning Act to planning permission (10/00904/FULEIA) dated 29 July 2011 to remove condition 11 which required details of the treatment to exposed flank or party walls.	Approved 19.06.2018
18/00450/MDC Billingsgate	Sugar Quay Lower Thames Street London EC3R 6EA	Interim Travel Plan, prepared by WYG, dated April 2018 pursuant to condition 46 [in part] of planning permission dated 16th September 2013 (planning application reference 14/01006/FULMAJ).	Approved 12.06.2018
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)	Approved 05.06.2018
18/00356/LBC Castle Baynard	85 Fleet Street London EC4Y 1AE	Minor alterations to the entrance hall layout (west side) to include new reception area with security doors, co-working space, meeting room and waiting area. Existing lobby to be provided with extra airlock space and hot-air curtains.	Approved 07.06.2018
18/00445/MDC Cripplegate	Playground Golden Lane Estate London EC1 0RS	Details of materials, play equipment, hard and soft landscaping, gates, railings, concrete repairs, and mural pursuant to conditions 3(a), (b) and (d) of planning permission 15/01390/FULL dated 08.03.16 and conditions 3(a), (b), (d), (e) and (f) of listed building consent 16/00024/LBC dated 08.03.16	Approved 07.06.2018
18/00237/FULL Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Erection of a two-storey building for use as a marketing suite and associated works including creation of public access and soft landscaping for a temporary period of two years.	Withdrawn 20.06.2018
18/00238/ADVT Cripplegate	Bernard Morgan House 43 Golden Lane London	Installation and display of six fascia signs measuring: i)1m in height x 2m in width situated at a height of 6.2m above ground	Withdrawn 20.06.2018

	EC1Y 0RS	level; ii) 1m in height x 5.63m in width situated at a height of 6.38m above ground level; iii) 1m in height x 6.71m in width situated at a height of 6.38m above ground level; iv) 1m in height x 1.5m in width situated at a height of 6.2m above ground level; v) 1m in height x 1.5m in width situated at a height of 6.2m above ground level; vi) and 1m in height x 2m in width situated at a height of 6.2m above ground level.	
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.	Approved 07.06.2018
18/00434/PODC Coleman Street	55 Moorgate London EC2R 6PA	Submission of the Utility Connection Requirements and the Draft Utility Connection Programme pursuant to Schedule 4 Clauses 12.1.1 and 12.1.2 of the Section 106 Agreement dated 11 October 2017 in relation to Planning Permission 16/00405/FULMAJ.	Approved 12.06.2018
18/00292/ADVT Cheap	1-3, 7 & 8 Frederick's Place & 35-37 Old Jewry London EC2R 8AE	Installation of eight non-illuminated ground level advertisement hoardings measuring (i) 2.52m high by 1.55m wide; (ii) 2.52m high by 15.95m wide; (iii) 2.52m high by 1.66m wide; (iv) 2.52m high by 13.47m wide; (v) 1.50m high by 11.23m wide; (vi) 2.52m high by 15.95m wide; (vii) 2.52m high by 15.95m wide; and (viii) 2.52m high by 24.03m wide.	Approved 07.06.2018
18/00370/ADVT Cheap	36-37 Old Jewry London EC2R 8DD	Retention of three non-illuminated ground level advertisement hoardings measuring (i) 4.01m high by 1.45m wide; (ii) 3.74m high by 9.99m wide; and (iii) 2.64m high by 5.52m wide.	Approved 19.06.2018

18/00212/MDC Cordwainer	45 Cannon Street London EC4M 5SB	Submission of a post construction BREEAM assessment pursuant to condition 8 of planning permission 13/00339/FULMAJ dated 27/02/2014.	Approved 12.06.2018
18/00350/MDC Dowgate	Statue O/s Dowgate Hill House 14 - 16 Dowgate Hill London EC4R 2SU	Details of site investigation, archaeological investigation and foundation design in association with installation of the LIFFE Trader statue on Dowgate Hill pursuant to conditions 3 and 4 of planning permission dated 04/07/2017 (app. no. 17/00086/FULL).	Approved 05.06.2018
17/00625/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 exposed tree surface area, hard and soft landscaping and green roofs for phase 1 of the development pursuant to the partial discharge of conditions 44, 45 and 48 of planning permission 16/00165/FULMAJ dated 16th March 2017.	Approved 05.06.2018
17/01184/FULL Farringdon Within	Priory Court 29 Cloth Fair London EC1A 7JQ	Removal of existing roof top plant room and erection of new office accommodation (Use Class B1) within a mansard roof with associated roof terrace and the relocation of existing plant.	Approved 07.06.2018
18/00403/TCA Farringdon Within	Amen Court London EC4M 7BU	Works to 12 trees (Gladitsia, Mulberry, Cherry, False Acacia x 3, Lime x 3, Laurel x 2 and Cotoneaster).	No objections to tree works - TCA 07.06.2018
18/00437/MDC Farringdon Within	Creed Court 3 - 5 Ludgate Hill, 1 - 3 Creed Lane And 11 - 12 Ludgate Square, London EC4M 7AA	Air quality neutral assessment pursuant to condition 6 of planning permission dated 6 October 2017 (ref: 14/00300/FULMAJ).	Approved 14.06.2018
18/00498/MDC	160 Aldersgate Street London	Balustrade details pursuant to condition 10 (e) (part) of planning	Approved

Farringdon Within	EC1A 4DD	permission dated 30 April 2015 (ref: 15/00086/FULMAJ).	14.06.2018
18/00351/MDC Farringdon Within	65 Carter Lane London EC4V 5DY	Submission of and samples of the materials to be used on the external face of the lift pursuant to condition 2 and submission of an Archaeological Watching Brief pursuant to condition 3 of planning permission dated 29th August 2018 (17/00702/FULL).	Approved 21.06.2018
18/00436/MDC Farringdon Within	Creed Court 3 - 5 Ludgate Hill, 1 - 3 Creed Lane And 11 - 12 Ludgate Square, London EC4M 7AA	Details of the pollution prevention procedure pursuant to condition 35 planning permission dated 6 October 2017 (ref: 14/00300/FULMAJ).	Approved 21.06.2018
17/01274/FULL Farringdon Without	17 Fleet Street London EC4Y 1AA	Installation of entry phone system within the entrance and associated internal alterations.	Approved 05.06.2018
17/01275/LBC Farringdon Without	17 Fleet Street London EC4Y 1AA	Installation of entry phone system and sign board within the entrance, installation of bevelled glass panels to the upper part of the Prince Henry room door and removal of a dividing wall at second floor level.	Approved 05.06.2018
18/00217/LBC Farringdon Without	2 King's Bench Walk London EC4Y 7DE	External alterations comprising (i) modification of the existing cornice to incorporate a gutter, and (ii) the installation of two new cast iron down pipes and hoppers.	Approved 05.06.2018
18/00316/MDC Farringdon Without	6 Bream's Buildings London EC4A 1HP	Submission of a survey of the highways and other land at the perimeter of the site pursuant to condition 2 of planning permission 15/00971/FULL dated 10.03.16	Approved 12.06.2018
18/00262/FULL Langbourn	150 - 152 Fenchurch Street London EC3M 6BB	Change of use of part of the ground floor and part of the lower ground floor from Use Class A1 (Retail) (28sq.m) and Use Class D1 (Non-residential institution) (290 sq.m) to a flexible use for either Class A2 (Financial and	Approved 12.06.2018

		professional services), Class A3 (Restaurants and cafes), Class A5 (Hot food takeaways) or Class D2 (Assembly and leisure) (318 sq.m).	
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.	Approved 14.06.2018
18/00399/LBC Langbourn	Leadenhall Market London EC3V 1LR	Temporary installation of a sculpture ' I'm Staying' by Shaun C Badham for a period of up to one year, to be taken down on or before 01.06.2019.	Approved 19.06.2018
18/00376/FULLR3 Lime Street	The Leadenhall Building Plaza 122 Leadenhall Street London EC3V 4AB	Temporary installation of a sculpture composed of two pieces 'Numen (Shifting Votive One)' and ' Numen (Shifting Votive Two)' by Thomas J Price for a period of up to one year, to be taken down on or before 01.06.2019.	Approved 07.06.2018
17/01129/FULL Lime Street	36 Great St Helen's London EC3A 6AP	Demolition of part of the existing third floor to provide a new sheer extension at third floor level and creation of a double mansard roof at fourth and fifth floor levels to provide six additional hotel bedrooms and 136sq.m (GIA) additional floorspace hotel (Class C1) use.	Approved 14.06.2018
18/00396/FULLR3 Lime Street	Outside 1 Undershaft, St. Helen's Square, Land Close to St. Mary Axe, London EC3A 8EE	Temporary installation of a sculpture 'Opening the Air' by Jyll Bradley for a period of up to one year, to be taken down on or before 01.06.2019.	Approved 14.06.2018
18/00357/FULLR3 Lime Street	Adjacent To 1 Undershaft, London EC3P 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.	Approved 21.06.2018
18/00378/FULLR3 Lime Street	St Helen's Bishopsgate Great St Helen's London	Temporary installation of a sculpture 'Crocodylius Philodendrus' by Nancy Rubins for a period of up to one year, to	Approved 21.06.2018

	EC3A 6AT	be taken down on or before 01.06.2019.	
18/00057/MDC Portsoken	Statue House 53 - 54 Aldgate High Street London EC3N 1AL	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to condition 3 of planning permission dated 16 April 2015 (14/00904/FULL).	Approved 14.06.2018
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) and 7 (servicing management plan) of planning permission dated 19/07/2016 (app. no. 16/00076/FULL).	Approved 14.06.2018
18/00391/FULL Walbrook	The Ned Hotel 27 Poultry London EC2R 8AJ	Application under Section 73 of the Town and Country Planning Act 1990 to vary the wording of condition 25 of planning permission (App No. 13/01036/FULMAJ) dated 3rd June 2014 to enable extended hours of use of the external spaces.	Approved 19.06.2018
18/00485/LBC Walbrook	The Bank of England Threadneedle Street London EC2R 8AH	Internal works at ground floor level to remove existing fixings and installation of new fittings. Associated repair to historic mosaic tiles.	Approved 19.06.2018

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Agenda Item 6

Committee(s)	Dated:
Planning and Transportation	19 th June 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
18/00426/FULL Aldgate	133 Houndsditch, London, EC3A 7BX	Change of use of the second floor from office (Class B1) to a flexible use for conference, meeting and co-working space with ancillary facilities (Class D1) or for office (Class B1) use (3,000sq.m) .	08/05/2018
18/00466/FULL Aldgate	Eastgate House, 40 Dukes Place, London, EC3A 7LP	Temporary change of use from office Class (B1) to a flexible office and educational Class (B1/D1) use (4,384sq.m GIA).	09/05/2018
18/00407/FULL Bishopsgate	135 Bishopsgate, London, EC2M 3TP	Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 15 (approved drawings) of planning permission 17/01122/FULL dated 12 December 2017 to incorporate the following minor material amendments into the scheme: (i) changes to the public realm design fronting Bishopsgate to include the removal of the existing plinth and balustrade, provision of landscaped steps, two landscaped perches, provision of external seating along upper level terrace and the installation of accessibility	27/04/2018

		measures (ii) retention and remodelling of the existing terrace along the southern elevation of the building for its use as external seating.	
18/00419/FULL Bishopsgate	10 Devonshire Square, London, EC2M 4YP	Replacement of all existing windows with aluminium framed double-glazed units. Installation of ductwork and condenser units to roof areas and refurbishment of roof including re-slating.	04/05/2018
18/00497/FULL Bishopsgate	1 Broadgate Circle, London, EC2M 2QS	Installation of a temporary pergola structure to existing external terrace.	11/05/2018
18/00486/FULL Bread Street	Cheapside Traffic Island, Cheapside, London, EC2V 6AA	An art installation on the Cheapside Traffic island outside St Paul's Tube Station for a temporary period of one year.	17/05/2018
18/00451/FULEIA Bridge And Bridge Without	London Bridge, London, EC4	<p>The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project.</p> <p>This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of a CD containing the Environmental Statement may be obtained from Montagu-Evans, 5 Bolton Street, London, W1J 8BA.</p> <p>Please note: This is a cross boundary application. An identical application has been submitted to the London Borough of Southwark. All representations received will be shared with the London Borough of Southwark.</p>	10/05/2018
18/00347/FULL Broad Street	27 Throgmorton Street, London, EC2N 2AQ	Alterations to mechanical plant layout, replacement of windows to 1st and 2nd floors and creation of a small external terrace at third floor level with associated access and screening.	08/05/2018
18/00465/FULL Castle Baynard	59 Fleet Street, London, EC4Y 1JU,	(i) Alterations to the shop front including the creation of a new entrance; (ii) alterations to the rear elevation at ground floor level including the insertion of windows.	09/05/2018

18/00452/FULEIA Castle Baynard	Blackfriars Railway Bridge, Puddle Dock, London, EC4	The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project. This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of a CD containing the Environmental Statement may be obtained from Montagu-Evans, 5 Bolton Street, London, W1J 8BA. Please note: This is a cross boundary application. An identical application has been submitted to the London Borough of Southwark. All representations received will be shared with the London Borough of Southwark.	10/05/2018
18/00520/FULL Castle Baynard	20 St Andrew Street, London, EC4A 3AG	Use of part basement for a flexible use of either Class B1, Class A3 or Class D2 in lieu of permitted flexible use for either Class B1 or Class A3 (135sq.m).	17/05/2018
18/00521/FULL Cheap	Cheapside House , 138 Cheapside, London, EC2V 6BJ	Removal of 16 car parking spaces and provision of 70 cycle parking spaces and associated facilities at basement level; alterations and refurbishment of existing office entrance; replacement of front facade cladding at ground level; removal of rear access door; creation of an accessible roof terrace at seventh floor, including provision of four access doors and installation of glass balustrade; enclosure of existing M&E plant at seventh floor level; and other associated works, including unified signage strategy.	16/05/2018
18/00529/FULL Cheap	17 - 20 Ironmonger Lane, London, EC2V 8EP	Replacement of rear windows and installation of a maintenance door.	01/06/2018
18/00325/FULL Cornhill	The Courtyard, Royal Exchange, Threadneedle Street, London, EC3V 3LQ	Use of central space within the existing courtyard for an enlarged area for Class A3 (bar/restaurant) purposes (38sq.m)	07/05/2018

18/00409/FULL Cripplegate	Great Arthur House, Golden Lane Estate, London, EC1Y 0RE	<p>Conversion of part of the ground floor to three flats with external works including: (i) the provision of planters and landscaping; (ii) the removal of two existing doors and their replacement with windows; (iii) the formation of a new entrance and (iv) the provision of a new disabled parking space.</p> <p>PLEASE NOTE: This application is accompanied by an application for listed building consent (reference 18/00410/LBC) and the relocation of the Estate Office is being considered under planning application reference 18/00506/FULL.</p>	14/05/2018
18/00506/FULL Cripplegate	Golden Lane Community Centre, Golden Lane Estate, London, EC1Y 0RJ	<p>Change of use of part ground floor from community centre (class D1) to a mix of community centre and estate office use (sui generis).</p> <p>PLEASE NOTE: The conversion of the existing Estate Office is being considered under planning application reference 18/00409/FULL and listed building consent application reference 18/00410/LBC.</p>	23/05/2018
18/00404/FULL Dowgate	66 Cannon Street, London, EC4N 6AE	Alterations and amendments to the existing roof structure to create new open plant area.	27/04/2018
18/00425/FULL Dowgate	66 Cannon Street, London, EC4N 6AE	Replacement of all exiting windows with double glazed crittall windows with hot-dip galvanised steel sections and polyester powder coat to both Cannon Street and Cloak Lane elevations.	01/05/2018
18/00492/FULL Portsoken	Sir John Cass C Of E School , St James's Passage, London, EC3A 5DE	Installation of a timber and steel play structure in the playground.	25/05/2018
18/00541/FULL Walbrook	6 Lombard Street, London, EC3V 9AA,	Upgrade to existing rooftop base station and ancillary equipment.	18/05/2018

Committee(s)	Dated:
Planning and Transportation	10th July 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
18/00591/FULLR3 Aldersgate	Beech Street, London, EC2Y 8DR	Installation of an artwork for a temporary period of one year.	06/06/2018
18/00569/FULLR3 Aldgate	Willis Building, 51 Lime Street, London, EC3M 7DQ	Temporary installation of a sculpture 'Stack Blues' by Sean Scully for a period of up to one year, to be taken down on or before 01.06.2019.	06/06/2018
18/00564/FULL Bishopsgate	135 Bishopsgate, London, EC2M 3TP	Formation of stepped seating in connection with public realm works proposed at 135 Bishopsgate.	31/05/2018
18/00590/FULL Broad Street	46 New Broad Street, London, EC2M 1JH	Change of use of part third floor from office (Class B1) to a flexible use for either office (Class B1) or health clinic (Class D1) (40sq.m).	20/06/2018
18/00455/FULEIA Castle Baynard	Blackfriars Bridge, London, EC4	The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project. This application is accompanied by an Environmental Statement which is available for inspection with the planning application.	09/05/2018

		Copies of a CD containing the Environmental Statement may be obtained from Montagu-Evans, 5 Bolton Street, London, W1J 8BA.	
18/00516/FULL Castle Baynard	Mermaid Conference and Events Centre, Puddle Dock, London, EC4V 3DB	Proposed installation of Air Handling Unit and associated ductwork, safety rails and steel sub frame	11/06/2018
18/00529/FULL Cheap	17 - 20 Ironmonger Lane, London, EC2V 8EP	Replacement of rear windows and installation of a maintenance door.	01/06/2018
18/00457/FULEIA Dowgate	Cannon Street Railway Bridge, Cousin Lane, London, EC4	<p>The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project.</p> <p>This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of a CD containing the Environmental Statement may be obtained from Montagu-Evans, 5 Bolton Street, London, W1J 8BA.</p> <p>Please note: This is a cross boundary application. An identical application has been submitted to the London Borough of Southwark. All representations received will be shared with the London Borough of Southwark.</p>	10/05/2018
18/00628/FULL Farringdon Within	Priory Court, 29 Cloth Fair, London, EC1A 7JQ	Removal of existing windows and main entrance door on Long Lane and replacement with aluminium, powder coated window/door system.	18/06/2018
18/00604/FULL Farringdon Without	1 & 2 Garden Court, Middle Temple, London, EC4Y 9BJ	Change of use of the four residential units (Class C3) at fifth floor level of 1 & 2 Garden Court to Barrister's Chambers (Class B1) and associated alterations.	11/06/2018
18/00559/FULL Farringdon Without	44 Southampton Buildings, London, WC2A 1AP	Installation of replacement roof top mechanical plant.	12/06/2018

18/00588/ADVT Farringdon Without	31 Holborn, London, EC1N 2HR	Installation and display of; i) one non-illuminated nameplate measuring 0.87m high by 0.3m wide located at a height of 1m above ground floor level; ii) non illuminated fascia sign measuring 0.5m high by 0.6m wide located at a height of 1.4m above ground floor level; iii) non-illuminated fascia logo measuring 0.85m high by 1.5m wide located at a height of 2.9m above ground floor level.	13/06/2018
18/00597/FULMAJ Farringdon Without	Inner Temple Garden & Car Park, Inner Temple, London, EC4Y 7HL	Erection of two temporary buildings for a period of 22 months to facilitate the development proposed under 17/00077/FULMAJ (one located within the Inner Temple Garden (1100sq.m GEA) and one located within the Inner Temple Car Park (770sq.m GEA) to provide temporary accommodation for the displaced Treasury Building, Inner Temple Hall and Library functions (Sui Generis use comprising Offices, Education and Training, Hall and Library relating to the Bar and Inner Temple). Associated works to include the dismantling, storage and re-erection of one listed and one unlisted gas lamp and plinth and the provision of a temporary substation and creation of a service compound.	20/06/2018
18/00570/FULLR3 Lime Street	Undershaft, Land Adjoining 1 Great St Helen's, London, EC3A 6AT	Temporary installation of a sculpture, 'Numen (Shifting Votive Three)' by Thomas J Price, for a temporary period of up to one year to be taken down on or before 1st June 2019.	06/06/2018
18/00492/FULL Portsoken	Sir John Cass C of E School, St James's Passage, London, EC3A 5DE	Installation of a timber and steel play structure in the playground.	25/05/2018
18/00458/FULEIA Queenhithe	Millennium Bridge, London, EC4	The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project.	10/05/2018

		<p>This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of a CD containing the Environmental Statement may be obtained from Montagu-Evans, 5 Bolton Street, London, W1J 8BA.</p> <p>Please note: This is a cross boundary application. An identical application has been submitted to the London Borough of Southwark. All representations received will be shared with the London Borough of Southwark.</p>	
18/00542/FULL Tower	Tower Place West, Tower Place, London, EC3R 5BU	Alterations to ground floor facade to include; the removal of existing revolving door and existing glazing to accommodate two new 3-meter diameter revolving doors. Installation of vinyl manifestation signage to glass panel adjacent to the new door which matches the existing external building sign 'Tower Place West'. Internal ground floor alterations to include; removal of meeting room to provide new waiting area.	21/05/2018
18/00522/FULL Tower	70 Mark Lane, London, EC3R 7NQ	Continued use of unit 2 for restaurant (Class A3) purposes at lower ground and ground floor level in lieu of retail (Class A1) use (170sq.m).	21/05/2018
18/00614/FULL Tower	78 - 86 Fenchurch Street, 1-7 Northumberland Alley, 1 & 1A Carlisle Avenue, London, EC3N 2ES	Erection of external canopy to entrance on Fenchurch Street.	20/06/2018
18/00453/FULEIA Vintry	Southwark Bridge, London, EC4	<p>The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project.</p> <p>This application is accompanied</p>	10/05/2018

		<p>by an Environmental Statement which is available for inspection with the planning application. Copies of a CD containing the Environmental Statement may be obtained from Montagu-Evans, 5 Bolton Street, London, W1J 8BA.</p> <p>Please note: This is a cross boundary application. An identical application has been submitted to the London Borough of Southwark. All representations received will be shared with the London Borough of Southwark.</p>	
18/00563/FULL Vintry	72 Upper Thames Street, London, EC4R 3TA	Change of use of the ground floor from shop (Class A1) use to assembly and leisure (Class D2) use (363sq.m).	31/05/2018

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Agenda Item 8

Committee:	Date:
Planning and Transportation	10 July 2018
Subject: 100, 106 & 107 Leadenhall Street London EC3A 3BP Demolition of the existing buildings and construction of a ground plus 56 storey building (263.4m AOD) for office use (Class B1) [102,043sq.m GEA], retail use (Class A1/A3/A4) [882sq.m GEA] at lower levels, a publicly accessible viewing gallery (Sui Generis) and after hours Restaurant/Bar (Sui Generis) [1,934sq.m GEA] at levels 55 and 56, new and improved Public Realm, ancillary basement cycle parking, servicing area and plant. [Total Scheme Area: 122,091sq.m GEA]	Public
Ward: Aldgate	For Decision
Registered No: 18/00152/FULEIA	Registered on: 16 February 2018
Conservation Area:	Listed Building: No

Summary

The proposed development is for a tower comprising 56 storeys above ground (263.4m AOD) with 3 basements.

The building would provide offices, retail (ground floor), a publicly accessible viewing gallery (levels 55-56), and ancillary basement cycle parking, servicing and plant.

The gross floor area would be 122,091sq.m (GEA), comprising:

- 102,043sq.m offices,
- 996sq.m retail (Class A1-A3) (ground)
- 1,943sq.m public viewing gallery (sui generis) (levels 55-56)
- 17,232sq.m ancillary areas and plant

An Environmental Statement accompanies the scheme.

The building would provide a significant increase in flexible office accommodation, supporting the strategic objective of the City of London Corporation to promote the City as the leading international financial and business centre.

The public realm benefits include the creation of a new north/south route through the building linking Leadenhall Street and Bury Street and the creation of a route connecting Leadenhall Street to St Mary Axe providing an opportunity to reintroduce the Churchyard at the rear of St Andrew Undershaft Church, setting the building back from Leadenhall Street to create a new public realm in front of the main entrance of the building and the provision of a free public viewing gallery at levels 55 and 56. These public benefits are critical to the acceptability of this major development.

The Mayor of London supports the scheme in strategic planning terms.

Historic Royal Palaces has objected to the scheme on the grounds of its impact on the World Heritage Site.

St Pauls Cathedral has objected to the scheme on the grounds of its impact on the view of St Paul's Cathedral via Fleet Street and Ludgate Hill.

The Bevis Marks Synagogue has objected to the impact on the setting of the grade I listed Synagogue and the impact on daylight and sunlight received by the Synagogue and the adjoining Courtyard. A number of objections from the congregation of the Synagogue have been received raising the same concerns.

The Leathersellers' Company objected to the scheme's impact on lighting to their freehold properties in the vicinity, on the character of St Helen's Conservation Area and on the setting of the Tower of London and St Paul's Cathedral.

Representations have been received from nearby residents with regards to the impact on daylight and sunlight to their properties, the impacts from construction and additional servicing traffic and noise from the proposed restaurant/bar uses.

The impact of the scheme on the setting of conservation areas and listed buildings, on strategic views and on the settings of St Paul's Cathedral and the Tower of London World Heritage Site has been assessed and is considered acceptable.

To enable satisfactory servicing of this building it will require a freight consolidation operation.

It is concluded that the proposal accords with the development plan as a whole, would preserve the setting of listed buildings and that it is acceptable subject to the imposition of conditions and to a Section 106 agreement and any necessary agreements under Section 278 of the Highways Act 1980 being entered into to address the matters set out in the report.

Recommendation

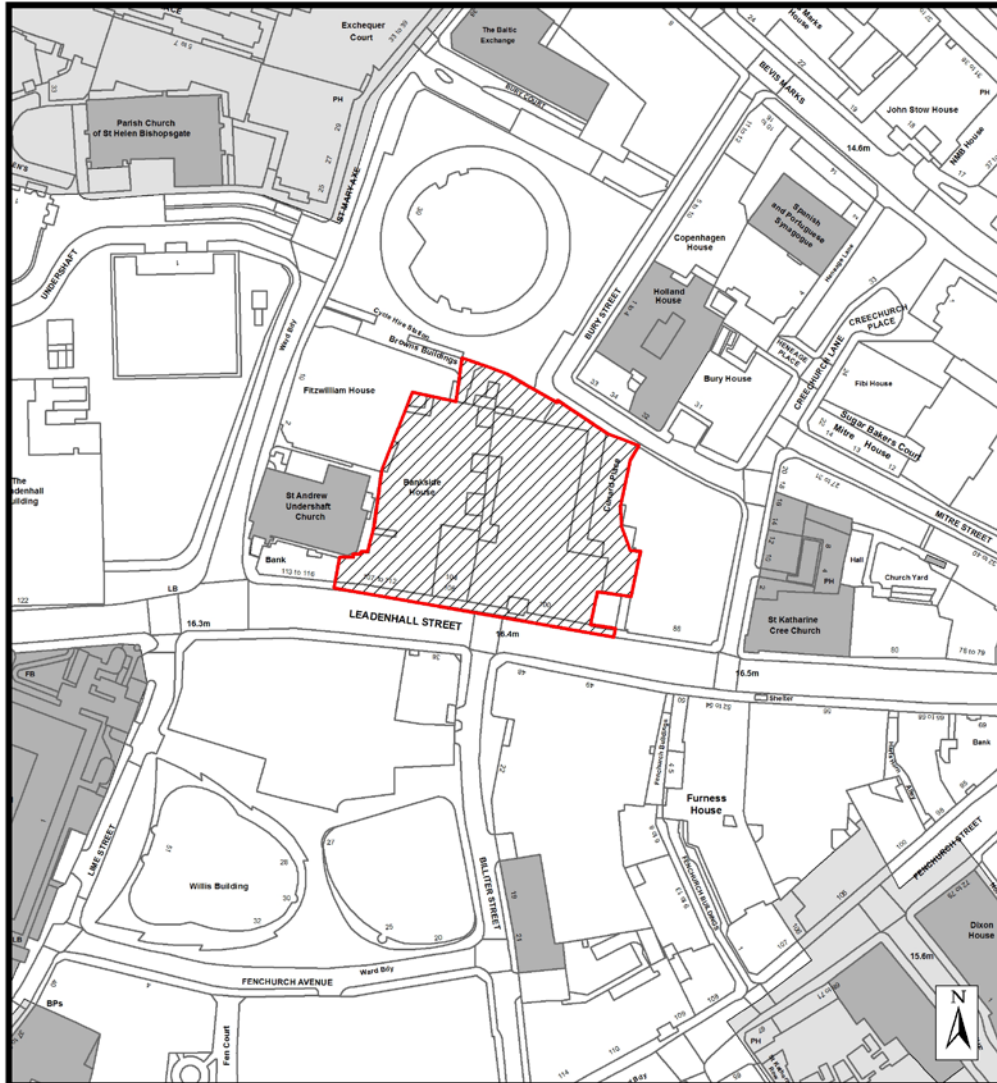
(1) That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

(a) the Mayor of London being given 14 days to decide whether to allow the Corporation to grant planning permission as recommended, or to direct

refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);

(b) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed;

Site Location Plan



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ADDRESS:
100 Leadenhall Street

CASE No.
18/00152/FULEIA

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



DEPARTMENT OF THE BUILT ENVIRONMENT



100 Leadenhall Street



107 Leadenhall Street



106 Leadenhall Street

Main Report

Environmental Statement

1. The application is for EIA development and is accompanied by an Environmental Statement (ES). The ES is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This is to ensure that the importance of the predicted effects and the scope for reducing them are properly understood by the public and the competent authority before it makes its decision.
2. The Local Planning Authority must take the Environmental Statement into consideration in reaching its decision as well as comments made by the consultation bodies and any representations from members of the public about environmental issues as required by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
3. The duties imposed by regulation 26 of the EIA Regulations require the local planning authority to undertake the following steps:
 - a. To examine the environmental information;
 - b. To reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to at (a) above, and where appropriate, their own supplementary examination;
 - c. To integrate that conclusion into the decision as to whether planning permission is to be granted; and
 - d. If planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures.
4. The local planning authority must not grant planning permission unless satisfied that the reasoned conclusion referred to at paragraph 3(b) above is up to date.

The draft statement attached to this report at Appendix A sets out the conclusions reached on the matters identified in regulation 26. It is the view of the officers that the reasoned conclusions set out in the statement are up to date.
5. Representations made by anybody required by the EIA Regulations to be invited to make representations and any representations duly made by any other person about the environmental effects of the development also forms part of the environmental information before your Committee.
6. The Environmental Statement is available in the Members' Room, along with the application, drawings, relevant policy documents and the representations received in respect of the application.

Site and Surroundings

7. The proposal site comprises three buildings, 100, 106 and 107 Leadenhall Street. The site located on the northern side of Leadenhall Street, to the south of 30 St Mary Axe, to the east of St Andrew Undershaft Church, to the west of 88 Leadenhall Street and Cunard Place.

8. The existing buildings rise to nine storeys in height with additional basement levels across the three properties. These buildings are currently occupied by a mixture of office (Class B1), retail (Class A1-A3) and leisure uses (Class Sui Generis). The existing floorspace on the site is:
 - Offices (Class B1) – 28,093sq.m (GEA)
 - Retail (Class A1-A3) – 1001sq.m (GEA)
 - Mixed Leisure (Class Sui Generis) – 1612sq.m (GEA)
9. The buildings on the site are not listed and the site is not within in a conservation Area. The site is adjacent to the Grade I listed St Andrew Undershaft Church and to the south of the Grade II listed Holland House, and to the west of St Katherine Cree.

Relevant Planning History

100 Leadenhall

10. Planning permission was granted in January 1971 for the demolition of Leadenhall House and construction of a 7-storey office building including shops on the Leadenhall Street frontage and 3 residential units with car parking at basement level (CoL Ref: 4436K). It is understood that this is the permission, pursuant to which the building was erected. This followed a similar scheme, approved in September 1970, which did not include residential uses (CoL Ref: 4436J).
11. Planning permission was granted in May 1982 for change of use of one of the retail units (circa 90 sqm) to create an entrance hall serving the office use(s) on the site (CoL Ref: 4436Z).
12. Planning permission was granted in July 2000 for the comprehensive recladding of the front facade, along Leadenhall Street (CoL Ref: 4436AR).

106 Leadenhall Street

13. Planning permission was granted, albeit not implemented, in December 1990 for the demolition of the building and erection of a new office building (Ref: 3678B).
14. There have been some minor applications for alterations to the building as well as applications seeking to bring non-office uses to the building. This has included planning permission being granted in January 1996 for the change of use of lower levels from office (B1) to a wine bar/restaurant (A3) and/or shop (A1) (Ref: 3678G) and also in October 2006 for the change of use of some office floorspace at second floor level to provide flexible office / physiotherapy use for a temporary period of up to 5 years (Ref: 0600726/FULL).

107 Leadenhall Street ('Bankside House')

15. A number of applications have been made for changes of use primarily at lower levels (basement and ground floor). This has included planning permission being granted in June 1994 for a change of use of part of the basement and ground floor from offices (Class B1) to a wine bar (Class A3) (Ref: 1363AC); change from Class A2 space to a restaurant (Class A3) in August 1995 (Ref: 1363AF); and for the change of use from office (Class B1) to Class A3 use at basement level in May 2003 (Ref: 1363AU).
16. A change of use of the basement to a drinking establishment (Use Class A4) (Ref: 10/00343/FULL) was granted but this permission was not implemented. Planning permission was granted in December 2011, and later implemented, for a change of use of the basement from office (Use Class B1) to a gym (Use Class D2) (Ref: 11/00797/FULL).
17. Planning permission was granted in October 2015, and implemented, for the change of use of part of the ground floor and basement from office (Use Class B1) to a restaurant / drinking establishment / crazy-golf use (Sui Generis) and installation of a mezzanine floor (Ref: 15/00891/FULL).

Proposal

18. The proposed development is for a tower comprising 56 storeys above ground (263.4m AOD/ 248.2m AGL) with 3 basements.
19. The building would provide offices, retail (ground), a publicly accessible viewing gallery (levels 55 and 56) and ancillary basement cycle parking, servicing and plant.
20. The gross floor area would be 122,091sq.m (GEA), comprising:
 - 102,043sq.m offices
 - 882sq.m retail (Class A1, A2, A3)
 - 1943sq.m public viewing gallery (sui generis) (levels 55 and 56)
 - 17,232sq.m ancillary areas and plant

Consultations

21. A Statement of Community Involvement has been submitted with the application outlining the developer's engagement with the statutory authorities, other interest groups and with residents, building owners and occupiers in the surrounding area. A public exhibition was held at St Helen's Church, close to the site, on 17th and to 18th November 2017 attended by approximately 30 people.
22. A consultation website was launched on 2nd November 2017 (www.100LeadenhallStreet.co.uk), which presented full details of the proposed development and allowed people to submit comments and ask questions online. Since being live the website has attracted 542 users.

23. Following receipt of the application a further residents drop-in session was held at St Katherine Cree Church on 21st March, and five residents and a daylight and sunlight consultant appointed by the residents of 4-8 Creechurch Lane attended this session.
24. Following receipt of the planning application by the City the application has been advertised and widely consulted upon. Copies of all letters and e-mails making representations are attached.
25. The views of other City of London departments have been taken into account in the preparation of this scheme and some detailed matters are addressed by the proposed conditions and the Section 106 agreement. These include matters relating to environmental controls such as noise, fume extract and ventilation, controls during construction activities, and security matters.
26. Historic England have commented on the application and states that the redevelopment of this site for a tall building in the City's Eastern Cluster is not contentious in principle. Any harm caused to London's heritage by the existing Eastern Cluster will not be increased by the proposal, although views towards it from various points within London will change making the cluster appear potentially more prominent in the skyline.
27. Historic England refers the City of London to the formal pre-application advice provided to the applicant in 2017 and states that the proposals have not changed in any substantive way since this advice was issued, so the pre-application advice letter is valid for the current application.
28. Historic England state in their pre-application letter that in the view of St Paul's Cathedral from Fleet Street, the proposed tower is designed to angle away from the dome of the Cathedral, thus deferring to its prominence. The design of the tall building at No. 122 Leadenhall Street largely maintains the generous sky space between it and the Cathedral. Whilst the proposed development will be slightly visible beyond the current outline of No. 122 Leadenhall Street, the encroachment on the sky space is minimal and does not challenge the dominance of the Cathedral in this view. The pre-application letter also states that The London Advisory Committee of Historic England formally considered the proposal at their meeting on 29th June 2017.
29. In addition to the points made in the pre-application letter Historic England raise the following points: (1) should the City be minded to grant planning permission; the City of London are urged to ensure that local policies safeguard the view from Fleet Street towards St Paul's Cathedral from any future incursion; (2) ensure that the impact of the proposals on the Tower of London is in line with ICOMOS guidance.
30. The Ministry of Housing, Communities and Local Government has not responded.
31. A letter of objection has been received from the London Sephardi Trust raising concerns that the development will have unacceptable impacts on the setting of the Grade I listed Bevis Marks Synagogue and the daylight and sunlight received to the adjoining Courtyard.

32. The London Sephardi Trust raise concerns that the only assessment of impact on the heritage significance of the Synagogue is based from the rear entrance to the Synagogue on Heneage Lane and the objector suggests that this is an error by the applicants as the heritage significance of the setting of the Synagogue is largely experienced from completely different locations in the Synagogue Courtyard. Concerns are raised that the new building would loom in the background to the Synagogue's historic setting. It is requested that the applicants carry out and submit a proper assessment of the impact on the Synagogue's setting and significance from the Courtyard locations.
33. The overshadowing assessment submitted with the application shows that in Spring, Summer and Autumn, the proposed building would cast a shadow over all or part of the Synagogue and courtyard between 2pm and 4pm. Objections are raised to the overshadowing on the grounds that: (1) it will impact on the interior of the Synagogue and (2) the reduction in natural light will reduce the attractiveness of the Courtyard.
34. Concerns are raised that the application does not include an assessment of the impact of the reduction in natural light on the Synagogue and courtyard. It is requested that the applicants carry out and submit such an assessment.
35. In response to the concerns raised by the Sephardi Trust, the applicants have submitted supplementary information on the historic significance of the Synagogue and its setting and a supplementary note in relation to the Daylight, Sunlight and Overshadowing to address the concerns raised.
36. In response to the supplementary information provided by the applicants, the London Sephardi Trust have submitted a further representation letter on 12 June 2018 (this includes a letter prepared by Caroe Architecture responding to the supplementary information on the historic significance of the Synagogue).
37. With regards to the heritage impact, the response letter states that the Sephardi Trust maintains its objections on the grounds that the proposed development would harm the historic significance of the Grade I listed Synagogue and its setting and that they do not concur with the applicants' conclusion that the historic significance of the Synagogue would not be harmed by the proposed development. These issues are addressed in the 'Impact on significance and setting of listed buildings' part of the report at paragraphs 198-241.
38. With regards to overshadowing, the supplementary daylight, sunlight and overshadowing assessment now provides an assessment of the reduction in natural light to the Synagogue and courtyard that would be caused by the scheme. The response letter states that the Synagogue have had the supplementary daylight and sunlight information reviewed by their own independent consultant and they do not take issue with the GIA's calculations in relation to BRE guidelines. The Caroe report refers to the effects of the overshadowing and reduced light levels on the character and experience of being in the Synagogue along with the reduced amenity and atmospheric qualities of the Synagogue, courtyard and Annex building. The Sephardi Trust remain concerned that the development would remove

direct sunlight and would reduce light levels that have been part of the Synagogue/Courtyard experience for over 300 years. These issues are addressed in the Daylight and Sunlight section of the report.

39. The applicants provided a further response to the Sephardi Trust and the Sephardi Trust state that they are continuing discussions with the applicants to see if they can assist in providing measures that would mitigate the alleged harm the development would cause to the heritage significance and amenities of the Synagogue and courtyard.
40. An objection has been received from Tavor Holdings Ltd on behalf of Valiant House (4 Heneage Lane) raising concerns that the proposed development would have adverse impacts on the light levels and associated amenity currently enjoyed by Valiant House, which is located north of the application site. Concerns are raised with specific reference to the overshadowing assessment submitted with the application which shows that in Spring, Summer and Autumn, the proposed building would cast a shadow over all or part of the Synagogue and courtyard between 2pm and 4pm and this would have an impact on office workers. The objector states that the cumulative impact of tall buildings should be taken into account of all the schemes which have been consented.
41. A letter of objection has been received from The Wardens and Society of the Mystery or Art of the Leathersellers'. Concerns are raised about the Impact of the proposed development on the St Helen's Place Conservation Area and the setting of nearby heritage sites and listed buildings by virtue of its height and form and the increasing perception of the conservation area being hemmed in by tall buildings. The submitted Townscape Visual Impact Assessment appears to underplay the impact of the proposed development on the setting of the Tower of London, St Paul's Cathedral, Tower Bridge, St Andrew Undershaft Church, Leadenhall Market and Leadenhall Conservation Area. Concerns are raised that the proposed development risks diluting the special architectural qualities of the City's characteristic network of streets and alleyways.
42. The Leathersellers' raise concerns about the impact on the Daylight to one window at 33 Great St Helens which is not expected to meet the BRE guidelines. Furthermore, there are concerns about cumulative impact on the daylight to 33 Great St Helens. The objection letter states that they are yet to conclude its impact on daylight and reserves its position in relation to these issues. The objector also raises concerns about the impact of the increased pressure on Public Transport as well as the impact on the pedestrian and road network as a result of the increase in the number of workers and suggests that the Environmental Statement understates the impacts on traffic levels which the construction of the proposed development will have.
The letter states that the Environmental Statement does not consider the impacts of the proposed development on waste and recycling facilities.
43. The Environment Agency have no comments to make as there are no environmental constraints that fall under their remit.
44. The Port of London Authority has no comment to make in response to this submission.

45. Natural England has no comments to make on this application and that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes.
46. Thames Water has recommended a number of conditions and informatives to be attached to the planning permission if approved.
47. London Heathrow Airport have assessed the application against the safeguarding criteria and can confirm that they have no safeguarding objections to the proposed development. Heathrow Airport advises that given the nature of the development it is possible that a crane may be required during its construction and draws the applicants attention to the requirement within the British Standard Code of Practice for the safe use of crane and for crane operators to consult the aerodrome before erecting a crane.
48. London City Airport have assessed the application and has no safeguarding objection to the building's completed structure. London City Airport requests to be consulted and allowed to comment on the construction methodology and crane plan when this information has been provided to the City.
49. Assessment by the National Air Traffic Services (NATS) indicates that the proposed development has been deemed to be acceptable and no mitigation is required. NATS has no concerns around the impact of cranes on its infrastructure. However, it recommends engagement with London City Airport and advises that an impact on airspace may exist for cranes above 300m AOD, in which case liaison with the Civil Aviation Authority is advised.
50. The London Borough of Hackney advises it has no objection.
51. Royal Borough of Greenwich advises it has no objection.
52. The London Borough of Lambeth advises it has no objection.
53. The London Borough of Tower Hamlets advises they do not wish to comment on this application.
54. The City of London Police have commented that they have reviewed the public realm amendments covering Hostile Vehicle Mitigation and public access and are happy with the proposals and have no issues.
55. Transport for London (TfL) has provided comments specifically addressing the transportation aspects of the scheme. TfL comments on access and public realm, cycling, trip generation, walking, servicing and freight, construction, Travel Plan and Planning Obligations and Section 278 works. TfL acknowledges and supports that the public realm around the site will increase by approximately 1000sq.m and permeability and pedestrian connectivity will improve both in and around the site and within the wider Eastern Cluster.
TfL is satisfied the number of long stay cycle parking spaces would meet London Plan requirements and the provision of long stay cycle parking spaces should be secured by condition.
TfL accepts that 25% of short stay cycle parking spaces would be provided and that they would be located in the basement. Whilst this is not preferable, TfL accept that due to the need for increased pedestrian

circulation at ground floor level and the unique characteristics of the local context, this is acceptable, and the provision of short stay cycle parking spaces should be secured by condition.

TfL is satisfied that London's strategic walking, cycling, public transport and highways networks are likely to be able to cope with the new demand generated by the proposed development.

TfL have reviewed the Pedestrian Comfort Level (PCL) analysis supplied in the Transport Assessment which shows baseline levels of local pedestrian congestion, compared to a future baseline. Increasing the public realm around the site with the creation of the new north-south route through the building and setting the building back from Leadenhall Street would result in a minimum Pedestrian Comfort Level score of B- on all adjacent footways around the site and this would be acceptable.

TfL suggest seeking S278 funds for cycling improvements along Bury Street, in particular the potential for widening and segregating the contraflow lane.

TfL strongly supports the proposal for delivery consolidation. It advises that the draft servicing, delivery management and construction management and, logistics approaches should be secured in detail through a condition.

TfL seeks a S106 contribution towards future provision of cycle hire in the vicinity given the size of the scheme and for a proportion of CIL to be allocated towards London Underground mitigation. S106 considerations are addressed in the Planning Obligations and Community Infrastructure Levy section of this report.

56. The Greater London Authority (GLA) have commented on the application and the Mayor supports the proposed development. It would respond to established demand for office space within the CAZ, and support London's continuing function as a World City. The proposed development is considered to be in an appropriate location for a tall building, and the high architectural quality proposed is fitting for a development of this scale. Further detail is requested regarding the elevational treatment of the lower floors and public connections around the site. The applicant has provided this additional information and the GLA have considered this additional information acceptable.

The Mayor does not consider that the development would compromise the ability to appreciate the Outstanding Universal Value of World Heritage Sites and would cause not harm to the historic environment.

The GLA requests the applicant explores the potential for connection to the City 2 district heat network. Additional information relating to the light transmittance of the proposed glazing, the use of two plant rooms as opposed to one and the full 'be lean' and 'be green' BRUKL sheets must be submitted. This further information has been submitted by the applicant and the GLA have considered this additional information to be acceptable.

The GLA recommends conditions and section 106 obligations to secure the following; formal consultation of TfL on the Section 278 agreement; post-occupation trip generation monitoring contribution; Crossrail

contribution; cycling improvements contribution; legible London signage contribution; Cycle Hire contribution; public realm access; restrictions to delivery and servicing times; 24-hour access to blue badge parking; details of cycle parking; travel plan; delivery and servicing plan; and construction and logistics plan.

57. Historic Royal Palaces (HRP) objects to the planning application. HRP considers that the proposed development is likely to have a significant effect on the setting of the adjacent Tower of London World Heritage Site (WHS).

In reviewing the Heritage Impact Assessment (HIA) HRP does not consider that the proposed development 'would consolidate the shape of the Eastern Cluster' in a manner appropriate to its relationship to the Tower but would create a vertical wall on the eastern edge of the Cluster and the building's assertive form would have an overbearing effect on the setting of the WHS.

HRP does not consider that the dominance of the White Tower will be maintained and considers that the relationship with the World Heritage Site changes to one of increased visual dominance and confrontation by the Cluster.

HRP analysed London Views Management Framework 2012 view 10A.1 (Tower Bridge/North Bastion). HRP agrees with the HIA assessment of the magnitude of change in this view as very major; but disagrees with the assessment of the significance of the likely cumulative effect as 'major, beneficial'. HRP are of the opinion that the outcome would be 'very major adverse' rather than beneficial.

HRP analysed London Views Management Framework 2012 view 25A.1-3 (from the Queen's Walk) HRP agrees with the HIA assessment of the magnitude of change in this view as major in these three views, but strongly disagrees with the assessment of the significance of likely cumulative effect as beneficial. HRP are of the opinion that the effect would be extremely visually intrusive and 'major adverse'.

HRP does not agree with the concluding statement of the HIA that 'The likely long-term significant effects of the completed proposed development on the setting of the Tower of London WHS would be 'major, neutral', with 'negligible' effect on the elements of setting that contribute to the relevant attributes of 'OUV' [Outstanding Universal Value]. HRP consider that the long term significant effects would not be 'negligible' but 'major' and 'adverse'

HRP believe that if the proposed development proceeds, its cumulative effect could put the WHS status at risk and asks the City Corporation to refuse the application in its current form.

58. The Surveyor to the Fabric of St Pauls Cathedral objects to the application which centres on the impact on the view of St Paul's Cathedral via Fleet Street and Ludgate Hill. The Surveyor states that the applicant has not adequately researched, understood and stated the significance of this view and considers that the application should not therefore be determined without this research, which should be subject to public consultation.

The Surveyor objects to the continuing encroachment on the sky-space around the dome of the cathedral and states that it should not be eroded further, because the absolute limit of harm was set by 122 Leadenhall (the Cheesegrater). It is not acceptable to further chisel-away at the setting of the Cathedral dome.

The Surveyor suggests that there has been insufficient examination by the applicant of the history and terms of the debate that led to the "Cheesegrater line. The Surveyor argues that because there is now an approved application for 6-8 Bishopsgate for a scheme that marginally breaks the '122 Leadenhall line', it is not a justification for another building which further harms the view.

59. The City's assessment of the impact on St Paul's Cathedral and the Tower of London is outlined at paragraphs 158-170 and 174-185 of this report.
60. A letter of objection has been received by Meron Holdings Ltd (on behalf of 18 Bevis Marks) raising concerns about the potentially adverse impacts of the proposed development on the light levels and associated amenity currently enjoyed in John Stow House. Of particular concern are the results of the Overshadowing Assessment which states that in spring, summer and autumn, the proposed building would cast a shadow over all or part of John Stow House.
61. Comments have been received from Anstey Horne (Daylight and Sunlight consultants) who have been appointed by residents of 4-8 Creechurch Lane to advise them on the impact of the proposed development on light. Residents of 4-8 Creechurch are concerned that various consented schemes are damaging their light and the Proposed Development could make a further material difference.
62. The consultant raises concerns that the submitted Daylight and Sunlight Report undertaken by GIA does not include the plans showing the daylight distribution results but provides numeric data only and has requested these plans are provided.
63. The consultant requested that a third assessment which builds in all of the consented schemes (including those commenced) in to a notional existing condition and then separates out 100 Leadenhall Street as the proposed condition, to understand the extra impact of 100 Leadenhall Street.
64. In response to the concerns raised by Anstey Horne on behalf of the residents of 4-8 Creechurch Lane, the applicants have submitted supplementary daylight and sunlight information (which includes a third assessment building in all of the consented schemes (including those commenced) into a notional existing condition and then separates out the proposed development). These issues are addressed in the Daylight and Sunlight section of the report.
65. A representation has been received from the PCC of St Helen Bishopsgate, which is responsible for both St Helen Bishopsgate and St Andrew Undershaft Church raising three principal issues; impact of the wind changes on the physical fabric of St Andrew Undershaft and St Helen Bishopsgate, noise from the site during demolition and construction, and use of the new 'pocket park' open space to the east of St Andrew Undershaft.

With regards to wind, concerns are raised that the rate of erosion to the stonework has increased in recent years due to changes in wind speeds and wind directions as a result of new high rise buildings that have been constructed in the vicinity of the church. The PCC of St Helen Bishopsgate have requested that the applicant commission a separate wind study to assess the impact of the external pressures acting on the church buildings and the applicants have commissioned this study. The PCC of St Helen comment that they are awaiting the outcome of the study and if the study shows no significant impact on either of the two church buildings then their concerns will be resolved.

With regards to noise, concerns are raised that noise during demolition and construction would disrupt St Andrew Undershaft Church. The applicants have agreed to enclose the windows on the Church's east elevation and selected windows on the north and south elevation in order to provide mitigation during the works. These would be in the form of internal window boxing. The Church therefore has no concerns about the operational noise levels from the development.

With regards to the open space to the east of the Church, the PCC requests that the following points are addressed in any planning conditions of S106 obligations in a section 106 agreement;

- hours of public access to the open space to be open between 0600 – 2100 hours
- applicants to consult with the PCC with regards to the detailed design of the open space including hard and soft landscaping, street furniture, lighting, drainage and related construction details
- restrictions on the use of the open space – through a management regime in place to control the retail uses and associated tables and chairs
- arrangements to manage and maintain the open space, the routes through it including security cleansing insurance etc.

All the matters raised by the PCC of St Helens Bishopsgate (including securing the necessary consents and permission of the internal window boxing) will be covered within a separate neighbourly agreement between the applicants and the PCC of St Helen's Bishopsgate. Conditions are also recommended by the City of London to mitigate the impacts on neighbouring occupiers from construction noise and disturbance.

66. A letter of objection was received from the Georgian Group raising concerns about the impact of the Proposed Development on the Bevis Marks Synagogue and the courtyard. The Group consider that the courtyard surrounding Bevis Marks synagogue forms an extension to the synagogue itself and the impact of 100 Leadenhall, and the consented schemes of 1 Undershaft and 40 Leadenhall, would represent a significant increase in the visual intrusion of substantial modern buildings from within the courtyard, especially from the perspective of the access to the courtyard from Bevis Marks.

The Group assert that the visibility of 100 Leadenhall would compromise the setting of Bevis Marks Synagogue, and would have a negative impact

on views from within the courtyard and on the character and experience of the space. The Group state that given the essential relationship between the courtyard and Synagogue, this would cause harm to the significance of the Grade I-listed building. This harm, to a heritage asset, has not been sufficiently acknowledged by the applicant, and is therefore not adequately balanced against the benefits of the scheme, as outlined in paragraph 134 of the National Planning Policy Framework.

67. A total of 63 representations have been received regarding the impact on the Bevis Marks Synagogue and 11 representations have been received raising other planning issues such as the impact on daylight to neighbouring residential properties and the Bevis Mark Synagogue, impact on the heritage assets including nearby listed buildings and conservation areas, noise and disturbance as a result of the proposed development. The objections and the responses to these issues are summarised in the table below:

Representations Received	Number of Responses	Response
The proposed building is too large and objects to the proposed development	3	Addressed in paragraphs 119-128
Object to the demolition of the existing building as they are buildings of relative historic merit and they should be retained	3	Addressed in paragraphs 250-255
Building detracts from the character of the area/detracts from nearby Conservation Areas (including Bank and Lloyds Avenue)	4	Addressed in paragraphs 242-249
Detracts from the Setting of the Synagogue	17	Addressed in paragraphs 210-214
Detracts from the Setting of nearby listed buildings	2	Addressed in paragraphs 197-241
Impacts on local and strategic views	1	Addressed in paragraphs 129-197
Proposed tower impacts on the views of Tower of London	2	Addressed in paragraphs 174-185

Building obscures views from public viewing galleries	2	Addressed in paragraphs 171-173
Poor Relationship with the surrounding buildings and public realm	1	Addressed in paragraphs 119-128
Loss of daylight in nearby flats in Creechurch Lane	2	The applicants provided further information and is addressed in paragraphs 351-366
Impact on the Synagogue/Loss of natural light to the Synagogue and the Courtyard	56	The applicants provided further information and is addressed in paragraphs 369-374
The Application does not appear to include an assessment of the impact of the reduction in natural light on the Synagogue and courtyard	4	The applicants provided further information and is addressed in paragraphs 369-374
Applicants have not properly assessed the impact on the historic setting of the Bevis Marks Synagogue	4	The applicants provided further information and is addressed in paragraphs 210-214
Light Pollution	2	Addressed in paragraphs 417-421
Impacts on nearby residents from construction of the proposed development.	2	Addressed in paragraphs 441-447 and conditions 2,6,7 and 14
Security implications to the Synagogue and its worshipers	3	The City of London Police have reviewed the scheme and have no concerns regarding security. Addressed in paragraph 298-301
There is a surplus of office buildings in the area	2	Addressed in paragraphs 79-93
This area is already overpopulated	2	Addressed in paragraphs 99-104 and 280-291
Noise Pollution	2	Addressed in paragraphs 441-447 and conditions 2,6,7,14,21,29,30,31,33,34 and 48

Impacts on nearby residents from additional servicing traffic	1	Addressed in paragraphs 264-273 and the S106 agreement
Noise and disturbance from the proposed restaurants and bars	1	Addressed in conditions 21,29,30,31,33,34 and 48

Policy Context

68. The development plan consists of the London Plan and the Local Plan.
69. The Mayor of London has prepared a draft new London Plan which is a material consideration to be taken into account. The London Plan, draft 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.
70. There is relevant supplementary planning guidance in respect of the City of London's protected Views SPD of January 2012, Tower of London World Heritage Site Management Plan (2002), Tower of London Local Settings Study August 2010, Historic England Planning Advice Note 3, the Setting of Heritage Assets and Note 4, Tall Buildings, Fleet Street Conservation Area SPD, Historic England's Guidance 'Protection and Management of World Heritage Sites in England' and the Planning Obligations SPD. There is relevant Mayoral supplementary planning guidance in respect of Sustainable Design and Construction, London View Management Framework, Accessible London, Control of Dust and Emissions during Construction and Demolition, and Use of Planning Obligations in the funding of Crossrail and the Mayoral CIL.
71. Government Guidance is contained in the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG). A draft revised NPPF and draft revised PPG were published for consultation in March 2018.

Considerations

72. The Corporation, in determining the planning application has the following main statutory duties to perform:
 - To have regard to the provisions of the development plan, so far as material to the application, to any local finance considerations, so far as material to the application, and to any other material considerations (Section 70 Town & Country Planning Act 1990);
 - To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
 - For development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses

- (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990). When, as in this case, harm is caused to the significance of a listed building by reason of development within its setting, considerable importance and weight should be given to the desirability of preserving the setting of the listed building/s when carrying out the exercise of balancing public benefits and harm to significance.
73. The NPPF 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.
 74. Paragraph 14 states 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...”
 75. It states at paragraph 7 that sustainable development has an economic, social and environmental role.
 76. Paragraph 131 of the NPPF advises, in determining planning applications, local planning authorities should take account of:
 - the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable development;
 - communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.”
 77. In considering the planning application before you, account must be taken of the environmental information including the Environmental Statement, the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
 78. The Environmental Statement is available in the Members’ Room, along with the application, drawings and the representations received in respect of the application.
 79. The principal issues in considering this application are:
 - The extent to which the proposals comply with Government policy advice (NPPF).
 - The extent to which the proposals comply with the relevant policies of the London Plan and the Local Plan.
 - The impact of the proposals on neighbouring residential occupiers.
 - The impact of the proposals on heritage assets, including a world heritage site

- The impact on nearby buildings and spaces, including daylight/sunlight and amenity.
- The impact on pedestrian and vehicle movement

Economic Development

80. The National Planning Policy Framework establishes a presumption in favour of sustainable development and places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.
81. The City of London, as one of the world's leading international financial and business centres, contributes significantly to the national economy and to London's status as a 'World City'. Rankings such as the Global Financial Centres Index (Z/Yen Group) and the Cities of Opportunities series (PwC) consistently score London as the world's leading financial centre, alongside New York. The City is a leading driver of the London and national economies, generating ?45 billion in economic output (as measured by Gross Value Added), equivalent to 13% of London's output and 3% of total UK output. The City is a significant and growing centre of employment, providing employment for over 450,000 people.
82. London's status as a world city is founded to a substantial degree on its concentration of international service activities and, most noticeably, by the clustering of financial and business services in the City of London.
83. The City is the home of many of the world's leading markets. It has world class banking, insurance and maritime industries supported by world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and in recognition that physical proximity to business customers and rivals can still provide a significant competitive advantage.
84. The City's dense Financial Services (FS) business cluster allows firms to benefit from access to a large pool of specialist labour, skilled workers, and support services (accounting, legal services, actuarial etc), as well as supporting demand in those businesses.
85. In 2016 the FS Industry provided 182,000 FS jobs in the City with 60,000 of these being in Banking. Large FS firms in the City employ 75% of workers in the financial services sector compared to 25% in SMEs.
86. The City Supply Chains research, based on its important cluster of SMEs found that 63% of firms in the City buy from other firms within the City. Whilst a similar proportion (68%) sold to other firms in the City, highlighting the importance of those local trade relationships and the importance of the presence of large FS firms for other City firms and SMEs.
87. Some of the key reasons given for purchasing within the City included the proximity of businesses, speed of delivery and the expertise and reputation of the firms found in the concentrated industry clusters around the business district. The effect of sales to other City firms by SMEs surveyed showed that more than one third of SME respondents' sales to

City firms accounting for more than half of their annual trading income. (City of London and Bone Wells Urbecon, 2013, <https://www.cityoflondon.gov.uk/business/economic-research-and-information/research-publications/Pages/City-SME-supply-chains-.aspx>)

88. The importance that is attached to the maintenance and enhancement of the City's role as one of the world's leading financial and business centres is reflected in the policies of the London Plan and Local Plan.
89. The City of London lies within the Central Activities Zone (CAZ), which is London's geographic, economic and administrative core and contains London's largest concentration of financial and business services. The London Plan 2016 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and enhance it as a strategically important, globally-oriented financial and business services centre' (policy 2.10). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity and policies 2.11 and 4.3 provide for exemptions from mixed use development in the City in order to achieve this aim.
90. The London Plan projects future employment growth across London, projecting an increase in City employment of 151,000 between 2011 and 2036, a growth of 35.6%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.
91. Strategic Objective 1 in the City of London Local Plan is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. Local Plan Policy DM1.2 encourages the provision of large office schemes.
92. The scheme meets the aims of policy CS1 in delivering a significant growth in both office floorspace and employment. The current application provides for an additional increase in floorspace and employment in line with the requirements of the Local Plan. The proposed development would result in an additional 72,607sq.m (GIA) of Class B1 office floorspace consolidating the nationally significant cluster of economic activity in the City and contributing to its attractiveness as a world leading international financial and business centre. This amount of floorspace would contribute towards meeting the aims of the London Plan for the CAZ and deliver approximately 6.3% of the additional office floorspace sought in Local Plan policy CS1.
93. Using the London Plan's assumed density of one person per 12sq.m Net Internal Area (NIA) the number of office workers in the new building could be 6,312.
94. The proposed development includes large uniform floor plates maximising internal usable areas and addressing the needs of international business in accordance with Local Plan policy DM1.2 and could provide flexible floor space for a variety of occupiers.

Retail Provision

95. The site is not within a designated Principal Shopping Centre (PSC) or Retail Link as defined in Local Plan policy DM 20.1, however, Leadenhall Market PSC is located close by to the south-west of the site. The existing retail provision within the site comprises 913sq.m (GIA). A total of 811sq.m (GIA) of flexible retail floorspace (Class A1/A3/A4) is proposed across the four units on the east and west sides of the development. However, there is the potential to increase this with an additional 185sq.m to the mezzanine level (subject to an interior fit out) creating total retail floorspace (996sq.m GIA).
96. Two of the retail units would be in two separate buildings on the south side of the development fronting Leadenhall Street which has high footfall. The other two units would be located within the main part of the tower on the west and east sides.
97. The retail units would be serviced from the main servicing bay at basement level 2.
98. It is intended for levels 55 and 56 to become a restaurant/bar (Class A3/A4) outside of public viewing gallery hours. This would provide 1,855sq.m (GIA) of additional retail floorspace.
99. At ground floor level, there could be a minor net loss of retail floorspace, the supporting text of Local Plan Policy DM 20.3 states that when considering the loss of retail floorspace particular consideration will be given to the contribution that the individual retail units make to the locality having regard to the size of a unit and the length of its frontage as well as the location of the unit within the identified frontage. The length of the frontages of the proposed retail units are considered to be generous and two of the retail units would have multiple frontages (which front onto the new pedestrian routes through the building and Leadenhall Street) both of which would help to activate and enliven the public realm at street level. With the use of levels 55 and 56 as restaurant/bar (Class A3/A4), outside the public viewing gallery hours, the scheme would comprise an additional 1,855sq.m (GIA) of retail floorspace and the scheme is considered to comply with Local Plan policy DM 20.3

Public Realm

100. A series of new public routes and public realm spaces are proposed at ground floor level which will increase permeability through the Site and would help support the enhanced activity across the site. The proposals would result in a 1,050sq.m increase in publicly accessible space across the site and would be secured via a section 106 obligation.
101. A new north-south route with active retail frontages would be created linking Leadenhall Street and Bury Street. A new linear pedestrian route,

activated with retail units, would be created opening up at Cunard Place which will increase the porosity through the site. This route would remain accessible 24 hours a day (requiring 1 day out of 365 day closure).

102. An historic route off Leadenhall Street connecting to St Mary Axe would be created, providing an opportunity to reintroduce the Churchyard at the rear of St Andrew Undershaft. The Churchyard would be enhanced, and the rear facade of the Church and its stained glass windows would be revealed. This route is proposed to be open between 0600 and 2100 throughout the year.
103. The main building would be set back from Leadenhall Street and a new public realm would be created in front of the main entrance of the building. This space would incorporate seating with raised planters to encourage pedestrians to use the space and encourage pedestrian movement through the site.
104. The Bury Street frontage would replace an existing service yard and new hard landscaping and set steps are proposed to deal with the level changes to help integrate the site within its surrounding area and provide a seamless experience for pedestrians around the site. This area outside the Bury Street frontage would be referred to as the North Plaza and there are aspirations to extend the plaza to 30 St Mary Axe.
105. At the north east corner of the building raised reinforced planters and bollards are proposed to guide pedestrians along Cunard Place towards Bury Street, demarcating the area where vehicles will access the lifts. A logistics office and a banksman would be stationed at street level overseeing incoming and outgoing traffic to manage any pedestrian conflicts.

Public Viewing Gallery

106. A significant contribution towards the public benefit would be the provision of a public viewing gallery at levels 55 and 56 of the building which would be accessible at no charge. The viewing gallery would provide 1,855sq.m (GIA) of floorspace and would provide 360 degree panoramic views across London.
107. Access would be from the ground floor via a dedicated vestibule for viewing gallery visitors, including a sheltered security and queuing space. This access would be created off the proposed new public route though the site.
108. Two dedicated express lifts would travel between the ground floor and terminate at level 56. For visitors leaving the viewing gallery, the lifts would discharge at ground floor level within the dedicated viewing gallery vestibule; exiting the building onto the proposed new public route though the site.
109. The proposed opening hours of the viewing gallery would be 10.00 to 18.00 hours Monday to Sunday including Bank Holidays (and closed on Christmas Day, Boxing Day and New Year's Day). 7 closure days per calendar year would be permitted. Access would be permitted to a maximum of 360 members of the public at any one time during the opening hours.

110. The provision of a free public viewing gallery would accord with London Plan policy 7.7 and is regarded as an essential element of the proposed development. Given the building's significant impact on its environs, the provision of freely accessible public realm space at the top of the building is a necessary public benefit. The gallery would improve the accessibility and inclusivity of the building for members of the public and deliver a new space and unique vantage point for London's residents, workers and visitors.
111. It is proposed to use the spaces at level 55 and 56 for a bar/restaurant outside of public viewing gallery hours to ensure the full utilisation of this space.
112. The provision of the public viewing gallery and the details of its operation would be secured by the S106 agreement in accordance with details set out in the S106 section of this report. Detailed matters such as internal layout; extent of catering facilities, the look and feel of the interior and the reception areas, and visitor management are reserved for future approval to ensure an inclusive space for the public.

Private Amenity Space

113. Two open podium terraces are proposed at level 4 on the east and west side of building providing private amenity space accessible by the tenants of the building. The terraces would be beneficial for the office workers as it would provide access to outdoor space and would contribute to improving the health and wellbeing of occupants. Details of design and landscaping of the outdoor terraces would be secured by condition. A condition is recommended to restrict the hours of use to minimise any disruption to nearby occupiers.

Height and Bulk

114. The tower is located on the eastern side of the Eastern Cluster. The City of London Local Plan identifies the Eastern Cluster policy area as the preferred location for siting tall buildings where deemed appropriate. The principle of a new tower at this location in the eastern part of the cluster is acceptable in broad policy terms in particular Local Plan Policy CS7, CS14 and London Plan Policy 7.7.
115. The proposed tower would rise to 263.4m and would be the third tallest tower in the City cluster. As a comparison, the following list outlines the heights of existing and permitted towers in the City cluster (in descending AOD height order):

- 1 Undershaft: 305.9m
- 22 Bishopsgate: 294.94m
- 122 Leadenhall Street: 239.40m
- 110 Bishopsgate (former Heron Tower): 217.80m
- 52-54 Lime Street: 206.50m

- Tower 42: 199.60m
 - 30 St Mary Axe: 195m
 - 6-8 Bishopsgate: 185.10m
 - 1 Leadenhall Street: 182.7m
 - 100 Bishopsgate: 184m
 - 40 Leadenhall Street: 170m
 - Leadenhall Street: 165m
 - 150 Bishopsgate: 151m
 - Willis Building / 51 Lime Street: 138m
 - 99 Bishopsgate: 118m
116. The proposed tower would have a significant and far reaching impact on London wide views as well a substantial impact on local townscape views.
117. A tower would appear within the visual centre of the cluster of towers in some key views such as from Waterloo Bridge. In these views the cluster (both in terms of existing and consented towers) rises up from St Paul's Cathedral to the approved Undershaft tower before dropping down in height towards the south. In these views, the tower will mediate between the height of Undershaft tower (the apex of the cluster) and the Scalpel to consolidate the cluster's profile.
118. In views from the east, north and south, the tower will define a strong eastern bookend of the cluster consolidating the dynamic profile of the cluster and in many of the views will provide a counterbalance to the height of 22 Bishopsgate to the west, both buildings framing the apex of the cluster, the Undershaft Tower.
119. The tower's height and striking appearance would enhance and consolidate the dynamic profile of the cluster on London's skyline.

Design Approach

120. The design approach to the tower is to a significant extent a consequence of the need to address the visual impact of the tower in views of St Paul's Cathedral from Fleet Street as well as the setting of the Tower of London World Heritage site, views along Leadenhall Street and other views. Given these considerations, the design has been significantly amended to address these views.
121. In particular, the tower slopes back from the Leadenhall Street frontage to minimize its impact on views along Fleet Street in the backdrop to St Paul's Cathedral. This angled façade assists in minimizing the impact of the building in views along Leadenhall Street as well as offering a recessive south facing plane sloping away from the Tower of London in views on the south bank of the river and its bridges.
122. Despite the iterative design process resulting from views considerations, the design is considered convincing to have a strong sense of integrity, dynamism and is of high quality and a convincing and a worthy architectural addition to the cluster. The design approach would introduce a new architectural form to the cluster enabling the tower to

aesthetically hold its own alongside the very different architectural approaches of other towers in the cluster. Given the dense relationship of the towers in the Eastern Cluster, the need for the towers to appear architecturally distinctive is a key consideration.

123. The façades are richly modelled by crystalline, angled diamond shaped facets of 3m folding pleats. This will have a dynamic quality both in street level views and afar and will create a rich degree of modelling and shadow effects which will change throughout the day. The uppermost storeys will taper in an elegant manner and will incorporate a free public viewing gallery with a 12m internal height which will appropriately visually terminate the tower. The roof of the tower is designed in a convincing manner creating an acceptable fifth elevation which is important given it will appear in views from two consented public viewing galleries.
124. The Leadenhall Street frontage of the scheme consists of limestone streetblock facades providing, a more contextual response which reflects the tight urban grain of the stone frontages characterising Leadenhall Street. The proposed facades are a contemporary interpretation of this character and reflect the solid to void proportions of the facades, the materials, the architectural datum lines of cornices and string courses and the vertical hierarchy of the facades. The facades are considered to be an appropriate contextual design and the angled splayed stonework will animate oblique views along Leadenhall Street as well as creating a depth of modelling with a coherent base, middle and top proportions to the façade. A glazed canopy required for wind mitigation bridges between the two masonry facades above a small pocket park.
125. The recessed pocket park in the centre of the Leadenhall Street frontage connects to the two new routes proposed to the east and west. These two new routes respond convincingly to the character of the townscape. Two new passages are created accessing a small new triangular pocket park adjoining St Andrew Undershaft and connecting to the existing passage to the north of the Church. The scale and more intimate character of these new routes are appropriate to the setting of the Church and will open up new views of the east elevation of the Church as well as providing retail frontages to enliven the space.
126. The new route provided to the east which connects to Cunard Place is of more generous width and gravitas appropriate to its more principal role in the townscape, especially leading to the ground floor entrance to the new public viewing gallery and flanked by retail units. The scale of this route allows ease of pedestrian access and open views between Leadenhall Street and Bury Street.
127. In the townscape, in the case of the Cunard Place and north elevation, the glazed tower comes to ground. This is of an appropriate design with the angled façade of the tower merging in to vertical plane of glazing but with the framing of the diamond shaped facets continuing to ground resulting in a convincing base to the tower.

128. The tower has double skin glazed facades with a solar and low-E coated glazing framed by 200mm exposed metal framing. The result is a convincing façade which will be subject to conditions on detailing, material and finishes. Louvres are discreetly integrated in to the glazed facades. The masonry facades are proposed to be in a Roche de Valanges limestone. Details requiring the submission of samples are reserved by condition.
129. The Maintenance and cleaning equipment for the tower provides two cleaning cradles at the roof level accessed at level 56. These units, when parked, would be below the roof line and concealed from view. A davit cleaning system is proposed for the masonry buildings on Leadenhall Street which are dismantled when not in use. The lighting strategy (which will be conditioned) is discreet and seeks to be sympathetic to the surroundings.

London Views Management Framework

130. The London View Management Framework (LVMF) is a key part of the Mayor's strategy to preserve London's character and built heritage. It explains the policy framework for managing the impact of development on key panoramas, river prospects and townscape views. The LVMF provides Mayoral Supplementary Planning Guidance (SPG) on the management of 27 strategically important views designated in the London Plan. It elaborates on the policy approach set out in London Plan policies 7.10, 7.11 and 7.12 and came into effect on 16 March 2012. London Plan policy requires that development should not cause adverse impacts on World Heritage Sites or their settings and that new development should not harm and where possible should make a positive contribution to the characteristics and composition of strategic views and their landmark elements.
131. The site falls outside all of the Protected Vistas of the LVMF but impacts on a number of the identified Assessment Points. These have been assessed and the impact on the following assessed points are of particular significance:

Tower Bridge: (10A.1)

132. This LVMF view is identified also as a key view in the Tower of London World Heritage Site Local Setting Study. Its focus is on the Tower of London with the cluster of towers in the City a distinctive element to the west of the Tower. The application includes an Historic Impact Assessment in accordance with the ICOMOS guidance for assessing the impact of proposals affecting the World Heritage Site.
133. From this viewpoint, the proposed tower will appear as a significant tower on the eastern edge of the cluster of existing and permitted towers within the Eastern Cluster policy area. The lower half of the tower will be obscured by the consented 40 Leadenhall Street tower whereas the top half will step down in height from the approved Undershaft Tower and will define a strong eastern bookend to the cluster. At no point will the tower rise above or appear alongside the White Tower in this view.

134. Although the proposed tower will appear as a significant and eye-catching feature in the skyline, it will be visually integrated within the cluster of towers, located between the 40 Leadenhall Street and 30 St Mary Axe towers. The proposal will therefore consolidate the cluster of towers and form a dynamic profile to the cluster by visually terminating the eastern end of the cluster but not in a manner which breaches the easternmost building line of the 110 Bishopsgate tower.
135. The proposal will result in a more vertical eastern edge to the cluster which will have a more abrupt and more assertive visual impact on the skyline to the west of the Tower of London. However, in this view the proposed tower will mediate the height difference between the taller Undershaft Tower to the west and the lower scale of 30 St Mary Axe and the former Heron Tower to the east. In this manner the proposal will consolidate the stepping vertical hierarchy of the cluster rising in height from the east to its apex at the Undershaft Tower to the west.
136. The vertical eastern face of the tower when viewed alongside the other towers will not appear unduly over-bearing on the Tower of London in this view. In particular, in this view the height of the tower will appear to counter balance the height of 22 Bishopsgate to the west resulting in a more coherent relationship of both buildings framing the apex of the cluster, the Undershaft Tower. The result is a convincing and dynamic profile to the cluster. The angled southern façade of the building will be sloping away from the Tower of London in a recessive manner reducing its visual impact in this view.
137. The proposed tower is not considered to harm the view. It will, alongside the consented towers assist in consolidating and pulling the cluster together as a coherent single urban form on the skyline to the left of the tower, providing a clarity and coherence in the relationship between the cluster and the Tower maintaining the relationship of the City cluster to the Tower of London. The proposal is a significant distance from the White Tower on the eastern side of the view. The White tower and its walls of the tower would remain the dominant focal point in the foreground.
138. Therefore, the proposal in the context of the towers of the Eastern Cluster does not dominate the Tower of London or compromise the ability to appreciate the Outstanding Universal Value of the World Heritage Site and would relate satisfactorily to existing skyline features in consolidating the City cluster of towers. The proposal would not breach the skyline of the four towers of the White Tower or its castellations and would retain visual separation between the upper parts of the White Tower and the tall building cluster. As such the proposal is in accordance with the guidance for this view (paragraphs 183 to 187 of the LVMF).

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

139. While outside the Protected Vista, the proposal would affect the views from, and between the three Assessment Points (25A.1, 25A.2 and 25A.3). The City cluster of towers is a characteristic element in these views. The site falls outside the Protected Vista from City Hall focusing on

the Tower of London. However, the proposal would affect the views from the three assessment points.

140. The principal focus of all three views is the strategic landmark of the Tower of London. The proposed tower would appear as a prominent feature on the skyline on the eastern side of the cluster of towers and would reinforce and consolidate the profile of the cluster with its highest point being 1 Undershaft and other towers diminishing in height eastwards towards the Tower of London. The tower will read as the eastern bookend of the cluster and will create a more vertical edge to the cluster but not in a manner which would harm the setting of the Tower of London. This is an appropriate relationship to the Tower of London which is a significant distance to the east in these views. At no point in the three Assessment viewpoints would the proposed tower appear directly over the Tower of London and its curtain walls. The Tower of London to the east of the cluster would continue to dominate the lower scale of the townscape in this part of the view. The Outstanding Universal value and setting of the Tower of London World Heritage Site would not be compromised.
141. Therefore, the proposal is considered to be in accordance with the guidance for this view (paras 414 to 415 and 418 to 419 of the LVMF) and Policy 7.10B of the London Plan, in particular by virtue of the proposal's height, scale, massing and materials and its relationship to other buildings in this view and the quality of design. The proposal would not compromise the viewer's ability to appreciate the Outstanding Universal Value, integrity, authenticity or significance of the World Heritage Site, does not dominate the World Heritage Site and relates positively to the Tower of London. Consequently, the World Heritage Site would continue to dominate its surroundings.

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

142. The proposed tower would be seen as a transition between The Scalpel and the consented Undershaft and 22 Bishopsgate towers when viewed from and between assessment points 15B.1 and 15B.2. the tower would consolidate and enhance the dynamic profile of the City cluster, pulling the towers together visually, creating a more coherent urban form and a better sense of vertical emphasis and hierarchy to the cluster . Unifying the cluster as a clear urban form separate from St. Paul's would assist in clarifying the cluster's relationship with the Cathedral and would not detract from the Cathedral as a Strategically Important Landmark (SIL).
143. The proposal is considered to accord with the guidance for this view (para 262 to 267 of the LVMF). The proposal would assist in consolidating the cluster in to a unified urban form on the skyline behind the buildings and spaces fronting the river. Its height and architectural design would not draw the cluster closer to St. Paul's Cathedral ensuring the Cathedral's continued visual prominence.

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

144. The impact on the eastern views from Hungerford Bridge is very similar to that from Waterloo Bridge. The proposal would be a significant feature on the skyline from, and between assessment points 17B.1 and 17B.2 and would appear between The Scalpel and the approved Undershaft towers and will consolidate the cluster's profile and would not harm the appreciation, views or setting of St. Paul's Cathedral.
145. The proposal is considered to be in accordance with the guidance for this view (paras 301 to 305 of the LVMF). In particular, the setting of St Paul's Cathedral is preserved while the tower strengthens the composition of the existing cluster of tall buildings with a high quality tower.

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

146. The tower would be almost wholly concealed behind 20 Fenchurch Street tower from and between Assessment Points 11B.1 and 11B.2. It would consequently not harm the setting of the Tower of London World Heritage Site, which is in the extreme east of the view and would not harm the wider settings of the listed Adelaide House, Custom House, St Magnus the Martyr or Billingsgate Market.
147. The proposal is considered to be in accordance with the guidance for this view (paras 202 to 205 of the LVMF). Tower Bridge would remain the dominant structure in the view and the viewer's ability to easily recognize its profile and the Outstanding Universal Value of the World Heritage Site would not be impacted.

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

148. The proposed tower would appear as a prominent feature on the skyline from and between assessment points 16B.1 and 16B.2 and would be seen between The Scalpel and the consented Undershaft tower. The tower would consolidate the profile of the cluster as a coherent urban form and clarify the cluster's relationship with St Paul's cathedral. The views and setting of St Paul's Cathedral or other Heritage Assets in this view would not be harmed.
149. The proposal is considered to be in accordance with the guidance for this view (paras 280 to 283 of the LVMF). In particular, the proposal would preserve the townscape setting of St. Paul's Cathedral by being located within and contribute to the existing eastern cluster. The prominence of St Paul's Cathedral would not be reduced or compromised.

St James' Park (26A)

150. The proposed tower would be almost entirely concealed by the mature tree canopy on Duck Island during the summer months. During the winter months the top storeys of the tower would be visible through the branches to the right of 1 Undershaft and 22 Bishopsgate. Numerous tall buildings have been permitted (some of which are under construction) in both Lambeth and Southwark. These would be visible alongside the proposed tower from Duck Island. The result would be a backdrop of taller buildings to this view.

151. The proposal is in accordance with the guidance for this view (para 431 of the LVMF). In particular, the proposal is of a scale, mass and form that does not dominate, overpower or compete with the existing two groups of buildings or the landscape elements between and either side of them. In addition, the proposal in terms of its roofline, materials, shape and silhouette would be of appropriate design quality and would not harm the view.

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

152. In each of these views the proposed tower would be located well to the left of the protected vista of St Paul's Cathedral and would not diminish the appreciation of or the setting of the Cathedral. The tower would be seen on the eastern side of the cluster and would consolidate the cluster in accordance with the Visual Management Guidance for these views in the LVMF.

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

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

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

Lambeth Bridge (19A.1, 19A.2)

155. The proposed tower would be visible rising above the mature tree canopy between St Thomas' Hospital and Lambeth Palace alongside the other towers of the City Cluster. Combined with the other consented towers, the proposal would assist in consolidating and pulling together the Cluster of towers as a coherent single urban form on the distant skyline. The setting of Lambeth Palace would not be harmed. In this respect, the proposal is in accordance with the guidance for this view (paras 334 to 339 of the LVMF).

156. In conclusion the proposal is in relation to the London Views Management Framework is in accordance with Local Plan Policy CS13 and London Plan Policies 7.7 and 7.11.

Other Key Views (non LVMF)

157. Given the scale of the proposed tower, its impact on surrounding townscape views is widespread and the key views impacted upon are discussed in turn:

Monument

158. The proposal falls outside the identified viewing cones from the Monument and would not harm or conceal views of important heritage assets in the view. The proposed tower is almost wholly concealed by 20 Fenchurch Street, but its western side will be visible where it would appear alongside the cluster of tall buildings which characterise views to the north. The proposal would not harm or obstruct important views of the Monument from afar or in local views.

Fleet Street / Ludgate Hill

159. The key element in informing the design of the building is the impact of the tower on the view of St Paul's Cathedral from views along Fleet Street eastwards towards Ludgate. This view is identified as a Viewing Point of St Paul's in the City of London's protected Views SPD of January 2012. Local Plan Policy CS13 aims to protect and enhance local views, setting and backdrop of St Paul's Cathedral. These views are of key significance where along much of Fleet Street the Cathedral is viewed against a backdrop of open sky with the cluster of towers to the north. The gap of open sky between the Cathedral and the cluster is important in the views and setting of the Cathedral.
160. The application included a rigorous visual assessment of the proposal on views along Fleet Street, sufficient for the visual impact to be understood.
161. The proposed tower projects southwards beyond the raking profile of the Leadenhall Building in this view. The angled, raking form of the Leadenhall Building (The Cheese Grater) is a site specific design response to minimize the tower's impact on St Paul's in the Fleet Street view. In terms of its proximity and difference, the Planning report for the scheme (04/0111) reported to the Planning and Transportation Committee on 26th October 2004 did not state that the massing and building line of the scheme represented a line in the sand in this view. The report concluded that the 122 Leadenhall tower would not have a significant adverse impact on the important views or the setting of St. Pauls
162. Para 2.18 of the protected Views SPD (adopted in 2012) sets out the sensitivity of the Fleet Street view and offers guidance on a number of views of St Paul's, including Fleet Street and states within these views, new development and the redevelopment of existing tall buildings should aim not to worsen and, where possible, to improve the backdrop to the views “
163. The proposal encroaches to a limited degree in to the existing open sky between the Leadenhall Building and the Cathedral therefore there is a degree of worsening. Given the importance of this view to the setting of St Paul's, this is of concern. The minor erosion of the open sky to the north of the Cathedral in these views would cause a degree of harm to the significance and setting of the Cathedral as a heritage asset by diminishing the breathing space between the Cathedral and the cluster of tall buildings. However, this harm is considered minor.

164. The tower's design was the subject of extensive design amendments, reducing its bulk and massing to minimize its impact on the view. The tower is angled away from the Cathedral in a deferential way in the same manner as the Leadenhall Building though rising slightly greater in height. It is considered that the resulting minor diminishment in the open sky to the north of the Cathedral resulting from the proposal is acceptable.
165. A significant area of open sky remains, sufficient for the Cathedral's dome and drum to remain generously framed by a backdrop of open sky. In these views, the proposed tower will not overpower the Cathedral and the Cathedral's dome and drum will remain the prominent and iconic focal point in the view and therefore this defining characteristic of the view will remain intact. It is not considered therefore that the proposal will cause significant harm to the view or setting of St Paul's from Fleet Street.
166. The proposed tower will be some 80m further to the east of the Leadenhall Building in this view, appearing as a backdrop and the lighter, glazed faceted elevations will appear less prominent in the view than the darker Leadenhall Building. The proposal will be viewed as consolidating the emerging cluster of towers.
167. On balance, the benefits of the scheme in terms of providing additional commercial floorspace for wider economic benefit, the tower's high quality design, the provision of a new route through the building and improved public realm as well as the provision of a free public viewing gallery at the upper levels of the tower represent substantial wider public benefits and while giving very considerable importance and weigh to the desirability of preserving the setting of St Paul's are considered to outweigh, the minor harm to the setting and significance of St Paul's in these views.

Bank Junction

168. Looking eastwards at Bank Junction, the tower will be viewed to the right of the Leadenhall Building where it will appear to consolidate the emerging cluster of towers which is developing as a characteristic backdrop to the Royal Exchange and other historical buildings around the junction. In this respect, the proposal is not considered to harm this view

St. Paul's Cathedral

169. The proposal does not fall within the St. Paul's Heights policy area.
170. Exceptional public views of London are afforded from the Golden gallery of St. Paul's, and from here the tower would be partly concealed behind 122 Leadenhall Street as an integral part of the cluster of tall buildings. From St. Paul's Churchyard, the tower is almost wholly concealed, but the upper storeys would be visible above the foreground roofline alongside the upper storeys of existing and consented towers and is not considered to harm this view.
171. The proposal is not considered to harm views within and out of or the setting or significance of the St. Paul's Conservation Area.

Views from other publicly accessible elevated viewing areas

172. The City cluster is a key element in a number of elevated views from the upper storeys of other buildings to which there is free public access. In particular, the cluster of towers forms a dynamic element in views from the Sky garden in 20 Fenchurch Street and New Change roof terrace. The impact of the proposal has been assessed on both of these and the proposal would contribute positively to the dynamic qualities of these views. The proposal would not harm future views from the roof terrace of 120 Fenchurch Street. From this public roof garden, the views northwards (where the proposed tower will appear) is dominated by consented and existing towers and the main focus of the views from this vantage point is south, east and west.
173. The proposed tower would to a degree obscure the views eastwards from the viewing galleries of 1 Undershaft and 22 Bishopsgate. However, the impact is not considered to substantially adversely affect the viewing experience as the Thames, the Tower of London and extensive views westwards will not be obscured.
174. The proposal would appear as a prominent and dynamic element in the heart of the City cluster of towers from the viewing gallery of Tate Modern on Bankside. In this view, the proposed tower would consolidate the form of the cluster and would not harm this elevated view.

Tower of London World Heritage Site

175. The Tower of London World Heritage Site Management Plan (2007) provides an agreed framework for long-term decision-making on the conservation and improvement of the Tower and sustaining its outstanding universal value. The Plan embraces the physical preservation of the Tower, protecting and enhancing the visual and environmental character of its local setting, providing a consideration of its wider setting and improving the understanding and enjoyment of the Tower as a cultural resource. The local setting of the Tower comprises the spaces from which it can be seen from street and river level, and the buildings that provide definition to those spaces. Its boundary is heavily influenced by views across the Thames.
176. The Tower of London Local Setting Study, produced in 2010, describes the current character and condition of the Tower's local setting and sets out aims and objectives for conserving, promoting and enhancing appreciation of the Outstanding Universal Value of the Tower. It recognises and identifies the City of London Local Plan Policies CS12 and CS13 and on Policies Map A.
177. The application has provided a Historic Impact Assessment in accordance with the ICOMOS guidance for assessing the impact of proposals affecting a World Heritage Site as well as Historic England's guidance 'Protection and Management of World Heritage Sites in England'
178. The Tower of London World Heritage Site is located a significant distance to the east of the site. The proposal has been assessed from all

recognized key views of the World Heritage Site identified in the adopted Local Setting Study. Many of these views from the South Bank (25A) and Tower Bridge (10A) are LVMF views and have been discussed in preceding paragraphs in terms of their impact on the World Heritage Site. It is concluded the proposal does not cause adverse impact on the World Heritage Site or its setting in these views or compromise a viewer's ability to appreciate its Outstanding Universal Value, integrity, authenticity or significance. Therefore, the proposal accords with Policy 7.10 of the London Plan.

179. Other views listed within the Local Setting Study include views from the Inner Ward, Inner Wall and near the Byward Tower entrance. These have been assessed in turn.
180. From the Scaffold Site viewpoint in the Inner Ward, the proposal will be concealed behind the parapet of the Chapel Royal of St Peter ad Vincula. The proposal from this view would therefore not detract from the scale of the buildings of the Inner Ward or the sense of place of the Inner Ward and, would ensure the buildings surrounding the Inner Ward remain the focus of the view in accordance with the guidance for this view in the Local Setting Study.
181. The Local Setting Study acknowledges that there is a range of views within the Inner Ward. A more detailed and comprehensive assessment of the visual impact on the Inner Ward was required as part of the submission. It is clear that the cluster of towers represent a prominent backdrop to views within the Inner Ward. It is only as one approaches the Chapel on the northern side of the Inner Ward that most of the towers are concealed by the Chapel and stepping forwards towards the Chapel the proposed tower and the rest of the cluster are concealed from view.
182. From the identified viewpoint from the Inner Wall looking northwards, the proposal would rise to the right of the Undershaft tower and its lower half will be concealed by the 40 Leadenhall Street tower. The proposed tower would introduce a further element on the eastern side of the cluster but not in a manner that would harm views out of the World Heritage Site. From this viewpoint, the proposed tower would sit comfortably within the City cluster and would consolidate it as a coherent unified form on the skyline.
183. In the view from the Byward Tower entrance, the proposed tower would similarly consolidate and add to the profile of the cluster rising behind the 40 Leadenhall Street tower and would not harm views out of the World Heritage Site from this point.
184. Although clearly visible, the proposed tower would appear as a peripheral feature on the skyline a considerable distance from the World Heritage Site. The emerging City cluster of towers to the west of the Tower of London is an integral part of the setting and views of the World Heritage Site. The proposal would assist in consolidating this cluster as a coherent, unified urban form and create an eastern bookend to the cluster and would not harm the setting or Outstanding Universal value of the World Heritage site in any of these views.

185. The Planning and Transportation Committee were informed on 26th April 2016 that the Department of the Built Environment is undertaking three-dimensional (3D) computer modelling of the City's eastern cluster to understand better the effect of existing planning policies for that area and its relationship to its environs and other parts of the City. This work is providing confidence that the cluster can evolve while taking account of key protected views and the wider setting of the Tower of London World Heritage Site. The height and massing of the proposed tower is not considered to fundamentally conflict and is largely in line with the initial findings of the 3D model in terms of the relationship with the Tower of London World Heritage Site.
186. Therefore, in terms of the impact on the World Heritage Site the proposal is considered to be in accordance with London Plan Policy 7.10 and Local Plan Policies CS12 and CS13.

Other Local Views

187. Given the scale of the proposed tower, it would have a considerable impact on other views both in the City and in the wider area of central London. These have been assessed in detail.
188. The tower would appear as a prominent element towards the eastern edge of the established City Cluster not only signifying the cluster of towers as a key part of London's skyline but also playing a key visual role in complimenting and consolidating the profile of the City cluster as a coherent urban form in views.
189. In views west from Aldgate and the junction of Leadenhall Street and Fenchurch Street the development would have a significant presence. It would rise opposite the 52 Lime Street tower, in the foreground of the 122 Leadenhall Tower. From closer viewpoints the street block elements would maintain and reinforce the existing townscape, while the tapering form of the tower would have a deferent relationship to the street, with its richly detailed elevations adding a new layer to the established cluster.
190. In views east from streets including Threadneedle Street and Cornhill, the tower would be viewed alongside the 122 Leadenhall tower, as well as existing and consented towers to the north and south. Being further to the east it would appear to descend in height in comparison to other towers, with the tapered form reducing its dominance in these viewpoints.
191. Local views from the west along Leadenhall Street would reveal the tower's tapered form rising behind St Andrew Undershaft and the lower street block buildings. The tower would be viewed between the existing Lime Street, Leadenhall Street and St Mary Axe towers, adding a new layer to the established townscape character. The architectural quality of the tower would be fully appreciated in these views, and there would be no harm caused.
192. In views south from Bishopsgate the tower would sit alongside the cluster of existing and approved towers, rising above the lower-rise buildings of the Bishopsgate Conservation Area. The building would form part of the

established cluster and would not have a harmful visual impact. A similar impact would be seen in wider views from Shoreditch High Street, Finsbury Square and the Artillery company grounds to the north to Whitechapel Road, Altab Ali Park and Commercial Road in the east.

193. The tower would prominently appear in local views along Bury Street Billiter Street, Lloyds Avenue and Fenchurch Place, where the building would form a substantial new addition to the townscape. The overall scale of the tower would be broken up by the richly faceted elevations and dynamic geometry. Streets in the immediate area are partly characterised by the contrasts in scale and architecture, and it is not considered that harm would be caused by the proposed development.
194. From Butler's Wharf the proposed tower would appear as a prominent feature on the skyline at the eastern edge of the City cluster to the right of the northern tower of Tower Bridge. From the eastern end of Butler's Wharf, where the bridge is viewed virtually head on, Tower Bridge would remain visible against clear sky with the emerging City cluster of towers consolidated as a more coherent urban form to its north. This view would not be harmed.
195. From the river terrace of Somerset House, the proposal would be located behind the mature tree canopy in the foreground to the south of existing and approved City cluster towers. The proposal would be a significant distance to the south of St Paul's and would not harm its setting when viewed throughout the year as it would be largely concealed by the mature tree canopies.
196. In other views such as from Finsbury Circus, Bunhill Fields and the Geffrye Museum, the proposal would consolidate the City cluster of towers albeit through mature tree canopies which would largely conceal the tower during the summer months and would not harm to these views.
197. In the case of the impact on the Artillery Company grounds and Finsbury Square, the proposal would be seen alongside the existing towers of the City cluster and alongside permitted towers, the proposal would consolidate the cluster of tall buildings. Therefore, the proposal would not harm the quality of these views.

Impact on significance and setting of listed buildings

198. A large number of listed buildings are located in close proximity of the site. In addition, by reason of the scale and height of the development it would affect the setting of a number of other listed buildings further afield. The impact on the setting of St Paul's Cathedral (Grade I) is considered above. Other listed buildings will be discussed in turn:

Church of St Andrew Undershaft, grade I

199. Church dating to the 12th century, rebuilt in the 16th century with a 15th century tower. It has exceptional architectural and historic significance as a surviving pre-fire building. The small surviving churchyard to the north, including its walls and railings, contributes to the building's setting and significance.

200. A group of small and medium sized 19th and 20th century buildings adjacent to the church on Undershaft and Leadenhall Street provide an appropriate townscape setting, with tall buildings of the City cluster in close proximity to the north, south and west.
201. The church lies in very close proximity to the proposed building which would have substantial impact on its setting. The proposed footprint of the tower and street block would be set further away from the east side of the church than the existing building, opening up a new publicly accessible space and revealing the church's east elevation.
202. One of the distinctive characteristics of the townscape of the City cluster is the striking and dynamic contrast in scale between the historic buildings such as the churches and the new towers. In other townscapes in London, such a contrast in scale would be uneasy in terms of the setting of historic buildings, whereas in this small part of the City it has become a defining characteristic between the old and new. From most vantage points, the church is already seen against a backdrop of towers. Within this specific context, the proposed tower is not considered to harm the setting or significance of St. Andrew Undershaft.
203. Given the proximity of the west elevation of the existing building on site, the proposed re-development will not result in a diminishment of daylight to the point where the appreciation of the historic interior will be compromised.

Church of St Helen Bishopsgate grade I

204. 13th century church with additions from the 14th-20th centuries. As one of the City's few surviving pre-fire buildings, the building has exceptional architectural and historic interest. The churchyard contributes to the building's significance.
205. The church's immediate setting comprises a group of 19th and 20th century buildings, with the tall buildings of the City Cluster providing a long-established dramatic contrast in scale immediately to the south and west.
206. The church would be largely shielded from the proposed development by the existing Aviva tower or approved 1 Undershaft tower and 10 Undershaft, and the relationship between the two sites would be less pronounced than with other towers of the cluster.
207. Views of the tower in the context of the church would be limited to glimpses from its churchyard, and it is not considered there would be a harmful impact on the setting or significance of the listed building.

Guild Church of St Ethelburga the Virgin, grade I

208. Dating to the 14th and 15th centuries with significant 20th century phases, built of ragstone and brick. Exceptionally significant as a pre-fire building. The church's modest scale is contrasted greatly by the neighbouring tall buildings.
209. The proposed development would be seen as part of the established cluster in the background of the church and would not result in any harm to its significance or setting.

Bevis Marks Synagogue, Heneage Lane, grade I

210. Following concerns raised by objectors, the applicant has submitted supplementary information on the historic significance of the Synagogue and its setting.
211. Synagogue of 1701 with associated buildings and courtyard. Of very high architectural and historic significance and importance reflecting the area's associations with the Jewish community. The synagogue forms a group with adjacent unlisted buildings facing Bury Street and Heneage Lane, which reflect the historic built-up nature of its setting.
212. The synagogue has large windows to the north, east and west, resulting in a well illuminated space during daylight hours, contributing to the quality and appreciation of the exceptional interior. Artificial light within the building is minimal and largely restricted to historic fittings. Given the large double height windows, the enclosed nature of the Synagogue's setting and the presence of numerous existing and consented tall buildings as a backdrop, the proposal will not diminish daylight to a degree that would harm the appreciation of the historic interior.
213. The forecourt is a remnant of the historic street pattern which has a long association with the use of the synagogue, and now forms a private, gated and enclosed space used in conjunction with the building and for events. The courtyard provides an ability to view the north and west elevations of the synagogue. From within the courtyard tall buildings, including 30 St Mary Axe, 52 Lime Street and 6 Bevis Marks are viewed in each direction.
214. The proposed tower would have an impact on views from the courtyard. It would appear in the view south-west, concealing 52 Lime Street tower and rising alongside 30 St Mary Axe. Although it would have a degree of prominence in the context of the established townscape, including existing and consented tall buildings, it is not considered that the proposal would harm the setting or significance of the synagogue.

Church of St Katherine Cree grade I

215. Church of 1631 with a tower of c.1504. A rare date for a City church and the building is a unique example in the City of the early use of classical architectural motifs alongside the perpendicular gothic features. The building is of exceptional architectural and historic significance, with the enclosed churchyard to the north-east contributing to this significance.

216. The church sits within a street block, and its setting is complemented by moderately-scaled masonry warehouse and office buildings which buffer the building from tall buildings further to the west.
217. The proposed development would result in a closer relationship between the cluster and the church, while the new street block would reinforce the Leadenhall Street townscape. However, it is not considered that there would be harm to the setting or significance of the church.

Lloyd's Building grade I and grade II

218. The 1986 High Tech building by Richard Rogers Partnership and the retained 1928 Portland stone frontage to Leadenhall Street. The building is highly significant as an example of its date and type, utilising high quality materials and innovative construction techniques. The building's setting has evolved since its completion and it sits comfortably amongst the taller buildings of the cluster, whilst providing a mediation in scale to the lower rise buildings to the west.
219. The proposed tower and street blocks would form a complimentary relationship with the Lloyd's building diagonally across the junction and would not harm the setting or significance of the listed buildings.

Church of St Botolph, Aldgate, grade I

220. The church of St Botolph Aldgate dates to 1741-4 in brick with classical stone detailing and a distinctive obelisk tower. The churchyard and railings to the south and west contribute to the building's setting and significance. The church's setting enhanced by the open space to its west, with a group relationship to the Sir John Cass School. The setting is otherwise characterised by modern commercial buildings of medium scale in the City and Tower Hamlets, with tall buildings of the cluster set some distance away to the west.
221. The proposed tower would be seen in the backdrop of the church as part of the established cluster and would not be harmful to its setting or significance.

Holland House, Bury Street, grade II*

222. Grade II* listed offices of 1914-16, built to designs by H.P. Berlage for a Dutch shipping company. The building is a striking landmark and singular in its use of grey-green faience materials. It has a very high quality of detailing and execution.
223. The building stands in close proximity to 30 St Mary Axe and as such has a well-established relationship with the tall buildings of the cluster. The proposed tower would have a similar relationship, to the south. The proposals would enhance the relationship between the rear elevations and service areas of the existing buildings on site. It is not considered that there would be any harm to the setting or significance of the listed building.

Leadenhall Market, grade II*

224. A market complex built in 1881 by the City Corporation to the designs of Horace Jones on the site of the Roman forum-basilica. The market is of

high architectural and historical significance and forms a key landmark in the City cluster.

225. The market is largely appreciated internally from within its covered arcades, with development at its perimeter having minimal impact on its character. A number of existing and consented tall buildings lie between the market and the proposed development. The development would not result in any harm to its setting or significance.

Lloyd's Register of Shipping, 71 Fenchurch Street, grade II*

226. Built between 1899 and 1901 to designs by the Victorian architect Thomas Edward Collcutt, the building is of very high architectural significance. The building has a strongly established relationship with modern tall buildings and has a substantial extension by Richard Rogers dating to 2001.
227. The proposed tower would form a prominent new element in the building's backdrop when viewed from Lloyd's Avenue, but set to the north behind the Fenchurch Street / Leadenhall Street block. The building would be highly visible in the context of the listed building but would not be harmful to its setting or significance.

Dixon House, 1 Lloyd's Avenue, grade II

228. A Portland stone classical building of 1900 which is of high architectural quality and has strong group value with Lloyd's Register and other buildings in the Lloyd's Avenue Conservation Area.
229. The proposed tower would form a prominent new element in the building's backdrop when viewed from Lloyd's Avenue, but set to the north behind the Fenchurch Street / Leadenhall Street block. The building would be highly visible in the context of the listed building but would not be harmful to its setting or significance.

Sir John Cass School, grade II*

230. Sir John Cass School of 1908 formerly located in the churchyard of St Botolph Aldgate and on Jewry Street. Now stands within the former Priory complex on the site of the priory garden; a sense of openness is retained in the playgrounds, formed on the sites of buildings demolished in the 20th century.
231. The proposed tower would appear as part of the tall buildings cluster in the backdrop to the building when viewed from the east and south east but would be largely screened from view by 1 Creechurch Place. There would be no harm to the setting or significance of the school.

Nos. 46, 48, 52-58, 60-68, 70 Bishopsgate

232. This collection of grade II listed buildings on Bishopsgate defines the western boundary of the St Helen's Place Conservation Area. The proposed tower would appear as part of the backdrop to these listed buildings in views southwards along Bishopsgate where the view is characterised by tall buildings, in particular 22 Bishopsgate immediately to

the south. Therefore, the proposed tower would not harm the setting or significance of these listed buildings.

38 St Mary Axe, grade II

233. The Baltic Exchange is, significant for its architectural quality. The tower of 30 St Mary Axe is located between the listed building and the proposed tower, and as such the development would not be detrimental to its significance or setting.

139-144 Leadenhall Street, grade II

234. A Lutyens Portland stone bank building of 1929. Significant for its architectural and townscape quality. The building is immediately adjacent to 122 Leadenhall Street. The proposed development would reinforce the listed building's existing context and would not be harmful to its significance or setting.

147 and 148 Leadenhall Street

235. A Portland stone bank building of 1927. Significant for its architectural and townscape quality. The building has an existing close relationship with cluster's tall buildings. The proposed development would reinforce the listed building's existing context and would not be harmful to its significance or setting.

2-16 Creechurch Lane, grade II

236. A former tea warehouse faced in brick and stucco, dating to 1885. The building sits within a group of warehouse buildings that form a coherent townscape setting. The proposed development would be located to the west, slightly closer than 30 St Mary Axe.
237. The listed building would be largely shielded from the proposed tower by No 88 Leadenhall Street which is a substantial modern masonry block, and when glimpsed from the west along Bury Street its foreground setting would be enhanced by public realm works. There would be no harm to its setting or significance.

19-21 Billiter Street, grade II

238. A Victorian commercial building in a classical style dating to 1865. The building is embedded within a modern office development and its context will be further altered when these buildings are replaced by the 40 Leadenhall Street development. The proposed tower would be seen in the backdrop of the listed building in views north along Billiter Street. The tower would add to the existing cluster of tall buildings and would not cause harm to its setting or significance.

The Setting of other Listed Buildings

239. There are three small-scale listed structures in the vicinity of the site which would not be impacted by the development. These are the Aldgate Pump (grade II), former churchyard gateway to St Katherine Street Cree Churchyard (grade II) and the former archway between Nos 39 And 40, And Nos 72 And 73 Leadenhall Street (grade II)

240. There are a cluster of listed buildings on Cornhill, the northern end of Gracechurch Street and Lime Street where in a limited number of views the proposed tower would appear as a new element in their backdrop. However, these views are characterised by the cluster of tall buildings (both completed and consented) and the proposed tower is not considered to harm the setting of these listed buildings in these views.
241. St Magnus the Martyr Church, Custom House, Billingsgate Market and Adelaide House are significant listed buildings which line the riverside from London Bridge eastwards. In the key views of the proposed tower from the southern bank of the Thames and from London and Tower bridges all three buildings are seen in the foreground of the river view with the emerging City towers as their distinctive backdrop. The proposed tower would assist in consolidating the cluster of the towers on the skyline and would not harm the setting or significance of any of these listed buildings.

Impact on the significance of conservation areas

242. The site is adjacent or in close proximity to a number of conservation areas. The proposal would also affect more distant conservation areas within and outside the City. These include conservation areas in the London Borough of Islington, Tower Hamlets, Westminster and Southwark and other boroughs which were assessed, and no harm was identified. The impact of the proposal on nearby conservation areas within the City is set out below:

St. Helen's Place Conservation Area

243. To the north of the site lies the St. Helen's Place Conservation Area which comprises a compact group of historic buildings around St Helen's Church and the Place. The St. Helen's Place Conservation Area, more so than any other, is surrounded by the tall buildings of the City cluster which define its setting. The proposed tower would have a moderate impact on views in to, out of and within the conservation area and its setting. The proposed tower would be viewed from the conservation area between the closer tall buildings of 30 St Mary Axe and 1 Undershaft. In the context of its existing character and setting, the additional impact of the development would not be harmful to the significance of the conservation area.

Bank Conservation Area

244. To the west, the Bank Conservation Area includes all of the west side of Bishopsgate from Gibson's Hall to 8 Gracechurch Street. Views of and from within this conservation area are characterised by the backdrop of tall buildings in the City cluster on the north and east side of Bishopsgate. The view from Bank junction, the centre piece of the conservation area is discussed in more detail in preceding paragraphs.
245. The proposed tower would be visible in a number of and would appear alongside the existing Leadenhall Building and 6-8 Bishopsgate. However, as stated above they would be seen against the backdrop of the completed and consented towers. In this respect, the proposal is not considered to harm the significance of the Bank Conservation Area

Leadenhall Market Conservation Area

246. Some distance to the south of the site is the Leadenhall Market Conservation Area. The proposed tower would appear alongside the Leadenhall Building tower in views northwards along Gracechurch Street above the western entrance to the market. Leadenhall Market is characterised by the presence of tall buildings as a backdrop to the north and east and, in this respect, the proposal would not harm views in to or the significance of the conservation area.

Bishopsgate Conservation Area

247. This conservation area lies a significant distance to the north of the site. However, by reason of the substantial scale and height of the proposed tower it would have an impact on the setting and in views southwards from the conservation area. The conservation area is characterised by an extensive grouping of historic masonry buildings around Liverpool Street Station, with a backdrop of towers in the City cluster.
248. In views south from the conservation area, the tower would be seen alongside existing and consented towers including, 1 Undershaft, the Heron Tower, 100 Bishopsgate, 22 Bishopsgate and the 150 Bishopsgate towers on the east side of Bishopsgate and No 99 Bishopsgate and Tower 42 to the west of Bishopsgate. The tower would contribute to the dynamic quality of the tall buildings cluster, consolidating the established character of the area. The proposal is not considered to harm the significance of the Bishopsgate Conservation Area.

Lloyd's Avenue Conservation Area

249. The conservation area lies to the south east of the site and comprises a significant group of Edwardian and later buildings. The area is focused on the Lloyd's Avenue thoroughfare, with the view north terminated by 105 Fenchurch Street, and flanked by Lloyd's Register (GII*) and Dixon House (GII). 30 St Mary Axe is glimpsed in the background, and the proposed tower would rise above the roof line to a greater height. The tower would form an imposing new element in the townscape but due to the enclosed character of the conservation area there would be no harm caused to its significance.

Non-designated Heritage Assets

250. The proposed development would impact on the significance of non-designated heritage assets within the site boundary and in its vicinity. These are identified in turn:

Within the site

107-112 Leadenhall Street (Bankside House)

251. The building dates from 1931 and was designed in-house for the Bankside Investment Trust. It is a Portland stone office building with deeply modelled classical features, built in two sections stepping down towards St Andrew's Church. The front elevation is well composed and robustly detailed, and the building is considered a non-designated heritage asset for the positive contribution it makes to the townscape. Along with 113-116 Leadenhall Street, the building reinforces the street block and forms an

appropriate setting for the church. The utilitarian west and north brick elevations are exposed in local views, forming a regrettable visual backdrop to the church.

104-106 Leadenhall Street

252. Designed in 1924 and largely reconstructed in the 1990s, the building is Art Deco in style with strongly vertical Portland stone framing details around large areas of glazing and metal spandrels. It has a deeply projecting stone cornice with additional floors and plant set above. The building facade is refined in its composition and detailing and is considered a non-designated heritage asset for the positive contribution it makes to the townscape and has group value with its neighbours to the west.

100 Leadenhall Street

253. The building dates to 1975 and was re-clad in 2002. The building continues the scale and general materiality of the adjoining buildings on the north side of Leadenhall Street but is not considered to be a non-designated heritage asset, or to be of particular value in design or heritage terms.
254. 100, 104-106 and 107-112 Leadenhall Street would be demolished as part of the proposed development. Paragraph 135 of the NPPF advises that in weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. The loss of 107-112 and 104-106 is considered harmful due to the total loss of these attractive non-designated heritage assets. Though the significance of these buildings is considered low.
255. In accepting their loss, the proposals are considered to replace the non-designated heritage assets with a building offering an equivalent contribution to the townscape and the setting of the church. The proposed western street block would have a robust masonry character, while the existing utilitarian rear sections of 107-112 would be replaced with a new open space and the high quality elevations of the tower. The rear of the existing building would be replaced by new public realm and an activated tower elevation. The benefits of the scheme as a whole are considered to outweigh the loss of the non-designated heritage assets.

Outside the site

256. A number of unlisted historic buildings in immediate setting of the proposed development are considered non-designated heritage assets.
257. 113-116 Leadenhall Street is an attractive stone bank dating to 1891 with refined detailing. As the only surviving Victorian building on Leadenhall Street, the building is a valuable element of the townscape and particularly reinforces and contributes to the setting of St Andrew's Church.
258. 33-34 Bury Street is an office building of 1912, built for Messrs Burge, grain dealers. The building is a characterful survival of a small-scale early 20th-century office building, once a common type in the City. It has good

quality carved stone detailing and makes an effective contrast with Holland House adjacent.

259. To the east of Creechurch Lane, north of the church are a group of high quality 19th century former warehouse buildings. Each is considered a non-designated heritage asset for the positive contribution it makes to the townscape and setting of the church. The buildings form a strong group and are a valuable section of surviving historic townscape at the eastern edge of the City cluster. The buildings are 18-20 Creechurch Lane (Cree House), 24 Creechurch Lane (Fibi House), 12-14 Mitre Street (Mitre House), 27-31 Mitre Street.
260. The proposed development would impact on the setting of the above non-designated heritage assets due to its scale and proximity. However, the historic buildings have a well-established relationship with the tall buildings of the City cluster and it is not considered that the impacts of the scheme would be harmful to their significance.
261. The proposal has been assessed in relation to the relevant heritage policies of the London Plan and Local Plan. It is considered that the proposed development would be in accordance with Local Plan policies CS7, CS12, DM10.1, DM12.1, CS13 and CS14 and would safeguard the setting and significance of heritage assets, with the exception of the setting of St Paul's Cathedral which would be impacted in views from Fleet Street, causing a degree of harm. The proposal would have an impact on the setting of the Tower of London World Heritage Site but would not affect its outstanding universal value. The proposal would accord with London Plan policy 7.8 and would conserve the significance of heritage assets by being sympathetic to their form, scale, materials and architectural detail.
262. The proposal has been assessed against national policy and guidance including the NPPF, its accompanying Planning Practice Guidance, and Historic England Planning Advice Note 3, the Setting of Heritage Assets and Note 4, Tall Buildings.
263. When considering the impact on the impact on heritage assets, including any harm or public benefit, considerable weight has been given to the desirability of preserving the setting of listed buildings. It is concluded that the proposal would cause less than substantial harm to the setting and significance of St Paul's Cathedral, but this harm would be outweighed by the public benefits of the scheme which are set out in the report. With the exception of St Paul's Cathedral, it is concluded that the proposal would not cause harm to the setting and significance of listed buildings or the significance of conservation areas. It would cause harm to the non-designated heritage assets proposed to be demolished but would not be harmful to the setting or significance of those others identified. This harm would be outweighed by the overall benefits of the scheme.

Transport, Servicing, Parking and Impact on Public Highways

Servicing

264. The scale of the proposed development is such that unregulated deliveries to and collections from the site would have a major detrimental impact on the surrounding area, particularly at peak periods. A servicing consolidation strategy is proposed to reduce and manage the number of vehicle movements travelling to the site as well as manage the vehicle type and size requiring consolidation. The reduction in service vehicle movements in the immediate locality would mean less potential conflict with residents and cyclists particularly during peak times and deliveries and collections from the site can take place without significant queuing of servicing vehicles on Bury Street together with a reduction in noise and air pollution levels.
265. Vehicle deliveries would be made to an off-site logistic centre, where freight would be consolidated and then transferred to the basement of the Site.
266. The use of an off-site logistics centre and consolidated servicing system would have a number of benefits:
- Reduction in the number of service deliveries by at least 50%;
 - Scheduled deliveries in accordance with times to be agreed by the City of London and controlled by a delivery management system;
 - Use of the optimal type of vehicle for the specific journey and load and driven by a regular team of drivers;
 - Associated environmental benefits:
267. There would also be a number of security benefits;
- All delivery vehicles from the consolidation centre would be expected;
 - Vehicle contents could be security checked and vehicles sealed at the consolidation centre;
 - Drivers would be security vetted.
268. Servicing is proposed from Bury Street via two lorry lifts that are located to the northeast of the building. The lifts would provide access to loading bays at basement level 2. There are five servicing bays, four proposed for 8m vehicles and one proposed for 6m vehicles. A parking space for longer stay maintenance vehicles is also provided at basement level 2.
269. Considering the nature of the street environment surrounding the site, the vehicle size would be limited to 8m length. The applicants' consultants have shown that the vast majority of supplies could be delivered through a consolidated system. There would be some exceptions, for example very specialist food or deliveries originating in or close to the City. The consolidation and logistics system would be applied to all occupiers of the building including the restaurant and retail occupants. It is envisaged that 10% of vehicle deliveries would be direct to Site and not consolidated.
270. It is estimated that up to 138 vehicles a day would service the building. Included in this number would be non-consolidated vehicles which would

deliver directly to the site under the control of the logistics centre. Under this system no unscheduled deliveries to the site would be accepted.

271. Except in emergency (lift repairs, etc.) and in order to relieve pressure on the City's streets and to avoid conflict with pedestrians and cyclists at peak times, it is intended that the City would prohibit delivery vehicles servicing the site at peak periods; between 7am-10am, 12pm – 2pm and 4pm-7pm. This means that night-time servicing would be a pre-requisite of the development. A high proportion of deliveries (on average 9 vehicles per hour) would arrive during night-time hours; the type of vehicles used, routes used and quick entrance into the building would need to be carefully controlled in order to minimise noise disturbance to the surrounding area.
272. The reduction in the number of delivery vehicle trips by the provision and use of the offsite logistics centre is critical to the acceptability of the scheme and as such must be fully operational before any occupation of the development. The provision of such a facility at all times must be guaranteed for the life of the building. Provision of the off-site logistics and consolidation centre and review procedures would be secured by S106 and would include details of numbers and timings of daily deliveries and numbers of non-consolidated deliveries, both of which would be capped. A Delivery and Servicing Management Plan would be required under the S106 agreement.
273. Facilities would be provided at street level adjacent to the lorry lifts for cycle and motorcycle couriers within the servicing bay at ground floor level.

Parking

274. The only car parking on site would be at basement level 2 where two spaces for disabled car parking would be provided. No motorcycle spaces are provided.

Bicycle spaces

275. A total of 1,362 cycle parking spaces are proposed. These would comprise 1339 long stay (commuter) spaces at basement level 1 and basement level 1 mezzanine which would be policy compliant with London Plan Standards.
276. The London Plan requires the provision of 80 short stay (office visitor) spaces, however a total of 23 short stay spaces are provided (which is 29% of the total short stay provision) at basement level 1 and basement level 1 mezzanine, which would not be compliant with London Plan Standards. It has been acknowledged due to the site constraints around the curtilage of the building, these spaces would not be able to be provided at ground floor level and the provision of 29% short stay spaces is considered to be adequate.
277. A total of 136 showers are proposed at basement level 1 and basement level 1 mezzanine. This equates to one shower per ten spaces which would meet the recommendations of the development plan.

278. A total of 1362 lockers are proposed in the same locations as the showers. This equates to one locker per cycle parking space which would meet the recommendations of the development plan.
279. The number of long stay cycle spaces proposed accords with the London Plan Standards. It is considered that the proposal achieves a significant provision of cycle spaces together with associated facilities which is acceptable for the development. The details of the provision, range, type and location of the cycle spaces, showers and lockers would be dealt with under planning conditions to ensure general compliance with policy.

Public Transport

280. The development site is highly accessible by public transport and records the highest possible Public Transport Access Level (PTAL) of 6b. Bank, Monument and Liverpool Street Underground Stations are all within a five minute walk from the site. Liverpool Street, Moorgate, Fenchurch Street, and Cannon Street Mainline Stations are all within a twelve minute walk and 27 bus services are available within 640m of the site.
281. It is predicted that the proposed development is likely to accommodate 6,312 office workers and that 2,854 office employees and visitors would travel to the development in the AM peak hour and 2,629 from the development in the PM peak hour.
282. Additionally, the proposed public viewing gallery and retail uses would generate an estimated 382 people during the AM peak hour and 384 in the PM peak hour.
283. A total of 3,236 trips during the AM and 3,013 trips during the PM, from office workers and visitors, the viewing gallery and the retail units, are forecast; creating 650 additional trips during the AM and 776 additional trips during the PM over the existing baseline scenario.
284. The trips have been measured against the existing baseline and split between the different predicted modes of transport; the majority of journeys would be undertaken by train or Underground and DLR, with the remaining smaller percentage by bus, taxi, bicycle or foot. It is estimated that the proposed development would increase the number of national rail passengers by about 0.4% in the AM and PM peak hours respectively although this would not be distributed evenly across the network. It is anticipated that the proposed opening of Crossrail in 2018 would go some way to alleviating the pressure on the rail services.
285. A total net increase in London Underground trips as a final mode (slightly reduced once Crossrail is open) is estimated to be 930 trips in the AM peak and 804 in the PM peak. Increases are predicted on the Central, District, Northern and Waterloo and City lines which already experience high levels of crowding in the peak times. However, a number of improvements are programmed that will improve capacity.
286. A total of 262 AM peak hour trips (238 inbound) and 244 PM peak hour trips (220 outbound) are forecast on the bus network.

Pedestrian movements

287. Pedestrian comfort assessments have been undertaken at footways and crossings surrounding the site. The assessments take account of forecast employment growth and are based on the proposed development layout, which would create new pedestrian space and new routes thereby changing existing patterns of movement.
288. The proposed development and public realm will create and cater for important pedestrian desire lines that are currently unavailable or indirect, in particular:
- A new north-south pedestrian route will be created connecting Leadenhall Street and Bury Street which would be 5m wide.
 - A new pedestrian connection is proposed between Leadenhall Street and a new public space to the rear of St Andrews Church.
 - The main building would be set back from Leadenhall Street creating a new public realm in front of the main entrance of the building.
289. The new north-south pedestrian route and the new route and public space created to the rear of St Andrews Church would enable easier pedestrian movement around and through the site.
290. In the future scenario most footways would experience acceptable or comfortable Pedestrian Comfort Levels (PCL). Pedestrian comfort along the northern footway of Leadenhall Street would be changed from PCL B+ to B- as a result of the Proposed Development. Based on TfL guidance this is an acceptable level of comfort for an office environment and identifies that normal walking speed is still possible. The new north-south pedestrian connection would achieve a PCL A indicating there is space for people to walk at the speed and the route they choose, and there is space to accommodate any increases in pedestrian flows. The PCL along Cunard Plane would improve from A- to A+.
291. As a result, it is envisaged the pedestrian trips generated by the proposed development and the committed developments, would not have a significant impact on the pedestrian network surrounding the proposal site.

Stopping up/Dedication of land as public highway

292. There is no intended permanent stopping up.
293. The north side (pavement) of Leadenhall Street is proposed to be temporarily used as a layby for construction vehicles. Details of this will be secured via a s106 agreement and construction management and logistics plans.

Section 278 Works

294. Section 278 works are considered necessary to mitigate the impacts of the increase in the potential number of cyclist and pedestrian trips generated to and from the site. Section 278 works include but are not limited to:
- Improvements to Bury Street (raising level of carriageway to the level of footway to slow vehicles down and give pedestrians more priority).

This would help the pedestrian conflict at the servicing bay which would also support the aspirations of the forthcoming Eastern Cluster Strategy and Transport Strategy.

- Widening the footways and Improvements along Leadenhall Street
- Improvements to surrounding junctions to improve cycling safety based on the increased number of cyclists expected as a result of the proposed development.

Any works would be the subject to a separate Section 278 agreement which will be secured via the Section 106 agreement.

Waste Management

295. A centralised waste storage area is located at Basement Level B2. This area would provide four compactors for refuse and recycling and 240 litre wheeled bins for glass and food wastes.
296. There would be minimum headroom of 5m within the service area and lifts.
297. The proposed Waste Management Strategy meets the City's requirements.

Security

298. A number of internal and external security measures would be employed to address security issues which arise with a development of this size, location and nature.
299. Externally, perimeter protection would be achieved by the installation of bollards and by the facade construction. These bollards would all be on the development site.
300. The City of London Police have commented that they have reviewed the public realm amendments covering Hostile Vehicle Mitigation and public access and are happy with the proposals and have no issues.
301. Details of the security measures would be sought by condition. Any alterations on the highway would be secured through a Section 278 agreement.

Aviation

302. The scheme would not impact on the radar operations for air traffic movements at Heathrow and London City Airport.
303. Heathrow and NATs have however advised that operation of cranes above 300m AoD may have an impact on the airspace. A Crane Operation Plan would be required to be submitted for approval in consultation with NATS in order to safeguard aviation routes at Heathrow and London City Airport.

Environmental impact of proposal on surrounding area

304. The impact of the scheme on the amenity of the surrounding area has been assessed taking into account Development Plan policy and relevant guidance.

Wind Microclimate

305. The likely effect of the development on wind microclimate in the immediately surrounding area has been assessed using two methodologies and the results considered against the policy requirements of policies 7.6 and 7.7 of the London Plan and DM10.1 of the Local Plan. The assessment has been undertaken using a boundary layer wind tunnel and computer-based technologies to simulate the wind microclimate conditions and the likely effects on sensitive receptors have been assessed for suitability using the widely accepted Lawson Comfort Criteria.
306. For a mixed use urban site such as the proposed development and surrounding area the desired wind microclimate would typically have walking during the windiest season on pedestrian thoroughfares, standing conditions at main entrances, sitting conditions at outdoor seating and amenity areas during the summer season.
307. The assessment, using wind tunnel tests, provides details of the average and gust wind conditions around the existing site and the proposed development and assesses the cumulative impact with other proposed developments including 22 Bishopsgate, 1 Undershaft, 1 Leadenhall Street, 6-8 Bishopsgate, 40 Leadenhall Street, 60-70 St Mary Axe, 52-54 Lime Street. Assessments are given for both the summer season and the windiest season. Wind speeds were measured at 245 locations for 36 wind directions at 10° intervals. The measurements covered ground and terrace level locations along the building facades and at corners, thoroughfares within open amenity spaces and on pedestrian routes within and around the site.
308. The methodology adopted to carry out the wind assessment combined the use of Computational Fluid Dynamics (CFD) and physical model-based wind testing using a boundary layer wind tunnel testing. Both studies were carried out independently from one another. The combination of the two methods of assessment provides a comprehensive understanding of wind effects around the site.
309. Windspeeds across the site were tested under a number of different configurations to demonstrate a robust assessment of the wind environment, assessing the existing site with the existing surrounding buildings, the Proposed Development with the existing surrounding buildings, the Proposed Development with future consented buildings (cumulative scenario) and six further scenarios capturing the phasing of consented developments within the eastern cluster.

310. The design of the development has been amended to incorporate a number of wind mitigation features in order to address potential areas of concern around the site. The presence of these measures is included in the final wind assessment results.

Existing Baseline Scenario

311. The baseline assessment scenario has wind conditions ranging from being suitable for 'sitting' use to 'walking' use during the windiest season. The wind conditions to the east of the site are generally suitable for 'sitting' use with localised areas of conditions suitable for 'standing' use on Mitre Street. To the west of the Site, wind conditions in St Mary Axe and south of 122 Leadenhall Street, are generally a mix of 'standing' use and 'walking' use, acceptable for the intended pedestrian uses.

312. In the summer season, wind conditions to the east of the site are suitable for 'sitting' use. To the west of the site, wind conditions within 30 St Mary Axe public realm are suitable for a mix of 'sitting' and 'standing' use, the public realm to the south of 1 Undershaft is suitable for 'standing' use while conditions in the 122 Leadenhall amenity space are suitable for a mix of 'sitting' and 'standing' use. However, it is noted in the baseline configuration, there are two measurement locations with windspeeds exceeding 15 m/s for more than the approx. 2.2 hours per annum.

Proposed development with existing surrounding buildings

313. Wind conditions are windier than the baseline configuration by up to one category immediately east of the Proposed Development during the windiest season. To the west of the Proposed Development wind conditions are similar to those in the baseline conditions.

314. During the summer season wind conditions surrounding the site range from being suitable for 'sitting' use to 'standing' use at ground level and at terrace levels with conditions in ground level amenity spaces generally similar to those in the baseline configuration.

Thoroughfares

315. Wind conditions on Leadenhall Street and St Mary Axe, south and west of the Proposed Development, range from being suitable for 'sitting' use to 'walking' use. All thoroughfare locations would be suitable for the intended pedestrian uses during the windiest season.

Entrances

316. Entrances to the proposed development are suitable for 'standing' use or calmer during the windiest season, acceptable for the intended pedestrian use. The existing entrance at 10 St Mary Axe would be suitable for 'walking' use, one category windier than the baseline configuration and one category windier than suitable for an entrance location. This entrance is a mix of swing doors recessed by approximately 1m and a revolving door would provide a transition area

around the entrance resulting in conditions suitable for the intended pedestrian use.

Ground Floor Amenity Spaces

317. Amenity and public realm space around St Mary Axe, north of the Proposed Development, south of 1 Undershaft and around 122 Leadenhall has wind conditions suitable for a mix of 'sitting' and 'standing' use largely similar to that in the baseline configuration during the summer season. Conditions are windier than those in the baseline configuration by one category, changing from being suitable for 'sitting' use to 'standing' use which would be windier than acceptable for outdoor café seating. Localised screening against the seating furniture is recommended to improve the wind conditions. In order to be expected to provide adequate shelter, wind breaks should be no less than 1.1m in height and no more than 50% porous and the details of these would be secured via a S106 obligation which will require the developer to provide details of the proposed mitigation measures (outside the site boundary) and require them to secure the necessary consents, permissions and licenses to implement the mitigation measures. The applicants are in discussions with the owners/developer of 1 Undershaft to agree the proposed mitigation measures.

Terrace Level Amenity Space

318. During the summer season, when amenity space is most frequently expected to be suitable for use, podium roof terrace amenity space at level 4 is suitable for 'standing' use on the western side of the terrace and 'sitting' use on the eastern side of the terrace. Conditions on the western terrace would be one category windier than suitable for an amenity space during the summer season. Wind mitigation measures would be required on the western terrace in the form of dense hedging or shrubs approximately 1.5m in height or greater distributed around the terrace space and details of these would be secured via a condition. Details of the appearance of all wind mitigation features would be required by condition.

319. As noted in the baseline configuration, two locations would experience windspeeds exceeding 15 m/s for more the approx. 2.2 hours per annum. These conditions are present in the baseline, indicating that this is not an effect of the Proposed Development and mitigation measures would not be considered to be required at these two locations.

Proposed Development with Future Consented Buildings (Cumulative scenario)

320. Wind conditions are windier than the baseline configuration by up to one category immediately east of the Proposed Development during the windiest season. To the west of the Proposed Development wind conditions between the existing building at 10 St Mary Axe and the consented 1 Undershaft development are one category windier than in the existing baseline scenario.

321. During the summer season wind conditions surrounding the Site range from being suitable for sitting use to standing use at ground level and at terrace levels, with conditions in ground level amenity spaces similar to, or calmer than those in the existing baseline scenario.

Thoroughfares

322. Wind conditions on Leadenhall Street and thoroughfares to the east of the Proposed Development are suitable for a mix of standing use, similar conditions to those in the existing baseline condition. Wind conditions on St Mary Axe between 10 St Mary Axe and 1 Undershaft are one category windier than the existing baseline scenario, being suitable for walking use. All thoroughfare locations would be suitable for the intended pedestrian uses during the windiest season.

Entrances

323. Entrances to the Proposed Development are suitable for standing use or calmer during the windiest season. The existing entrance at 10 St Mary Axe would be suitable for walking use, one category windier than is suitable for an entrance location. This entrance is a mix of swing doors recessed by approximately 1m and a revolving door would provide a transition area around the entrance resulting in conditions suitable for the intended pedestrian use.

Ground Floor Amenity Spaces

324. Amenity and public realm space around St Mary Axe, would have wind conditions calmer than those in the existing baseline scenario during the summer season. Public realm and amenity spaces south of 1 Undershaft and around 122 Leadenhall would have wind conditions suitable for 'sitting, calmer than in the existing baseline scenario. Conditions would be windier than those by one category to the east of 1 Undershaft, which would be windier than acceptable for the outdoor café seating area and localised screening and localised screening would be required to improve the wind conditions for outdoor café seating.

Terrace Level Amenity

325. During the summer season when amenity space is most frequently expected to be suitable for use, the podium roof terrace amenity space at level 4 is suitable for standing use on the eastern terrace and sitting use on the western terrace. Conditions on the eastern terrace would be one category windier than suitable for amenity space during the summer season. Wind mitigation measures would be required on the terrace to improve wind conditions at this location.

Conclusion

326. Of all the configurations tested the changes in the wind conditions would not be significantly worsened and in most cases would remain suitable for their intended uses. Where there are minor to moderate impacts caused by the Proposed Development, mitigation measures such as localised landscaping may be implemented to improve wind conditions, and these would be secured via a condition or S106 obligations.

Daylight and Sunlight

327. 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. Policies 7.6 and 7.7 of the London Plan provide further guidance. Policy 7.6B(d) states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings. Policy 7.7D states that tall buildings should not affect their surroundings adversely. 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 and should be applied flexibly.
328. 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.
329. It should be noted that where there are existing low levels of daylight in the baseline figures any change in the measured levels has been

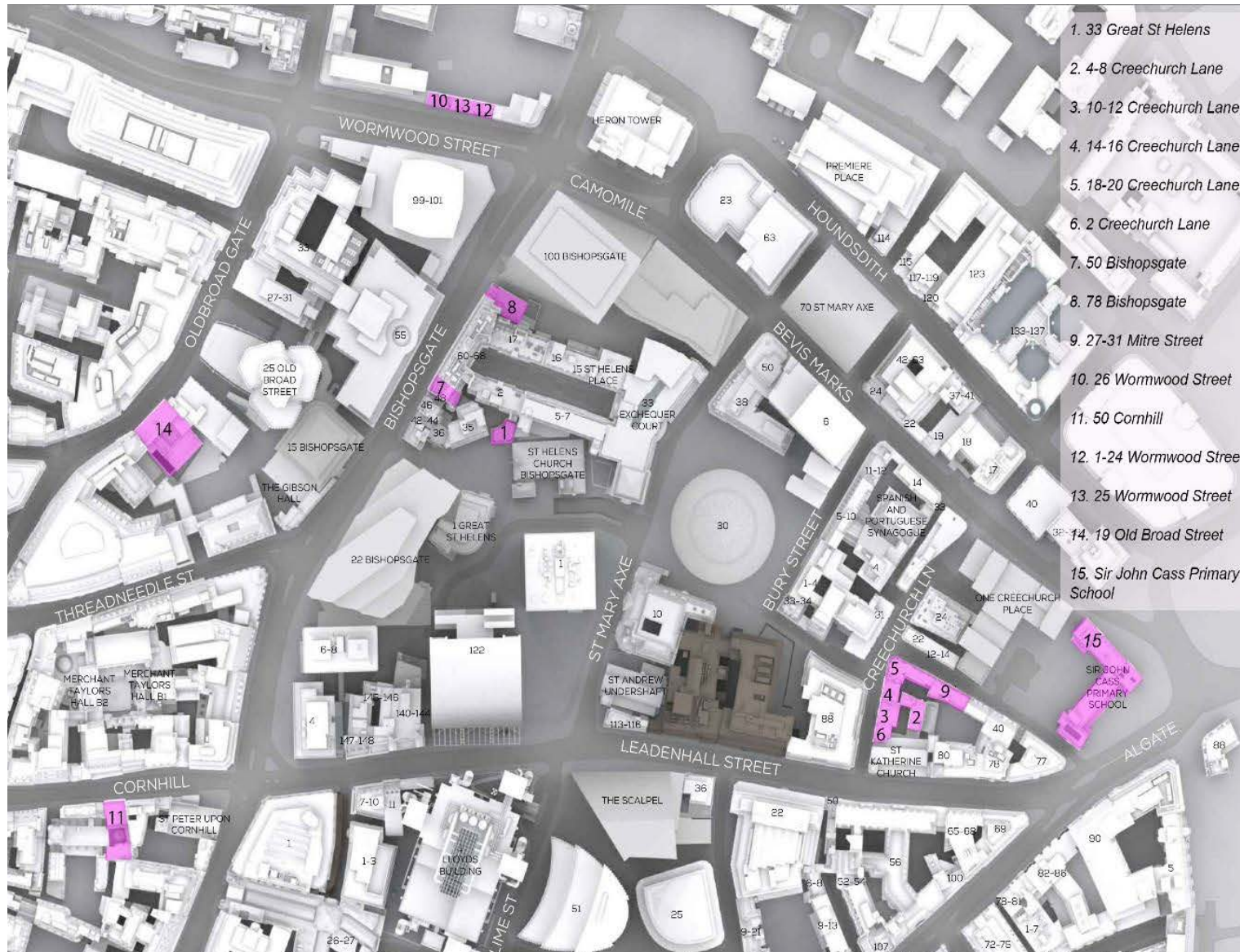
generally described in two ways to give a more complete picture. These are:

Percentage change (10% reduced to 8% = 20% reduction); and

Actual/Absolute change (10% reduced to 8% = 2% change).

330. The main assessment for loss of daylight and sunlight considers the proposals in the context of the existing scenario, where the proposed scheme is the only change and consented buildings which are not yet constructed are not included in the assessment model. Where buildings are already under construction, they have been included in the existing scenario. This is referred to as the existing vs proposed scenario.
331. 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.
332. The applicants have carried out a further cumulative assessment to address the impact of the proposals together with consented buildings. This is one which compares the existing scenario to a proposed scenario and includes all the consented buildings as well as the proposed scheme.
333. An additional analysis has been undertaken by the applicants in response to concerns raised by Anstey Horne (on behalf of the residents at 4-8 Creechurch Lane). The additional scenario assesses the impact on the residential properties at 2, 4-8, 10-12, 14-16 and 18-20 Creechurch Lane. This is a worst-case scenario which assumes all of the neighbouring consented developments (either under construction or not) are completed and this forms the existing baseline condition. This baseline is assessed and then re-assessed with the proposed 100 Leadenhall scheme in place, so that the additional over-impact by 100 Leadenhall is isolated and can be understood.
334. The daylight, sunlight and overshadowing assessment submitted by the applicant as part of the Environmental Statement, has been independently assessed by BRE to review the scope, methodology and conclusions of the report.
335. While the assessment has been carried out for the surrounding buildings including commercial offices, only those considered as sensitive in terms of daylight and sunlight are evaluated in this report.

336. The map below shows the location of the sensitive residential receptors in relation to the proposed development.



Daylight Assessment Results

Impact of the Proposed Development on Daylight

337. In terms of the impact on daylight, the assessment shows, that for seven of the properties that have been identified as being sensitive, the effect of the proposed development would be minor where the proposed development could be expected to result in a small but barely noticeable effect and are therefore considered appropriate. One property would experience a moderate impact.

33 Great St Helens (residential)

338. It should be noted that the overnight accommodation within this property is considered ancillary to the Leathersellers' office space and, therefore, is less sensitive.

339. There are 19 windows within this property servicing seven rooms. 18 windows would meet the BRE criteria for VSC and therefore experience a negligible impact. The remaining window would experience a change of 23.86%, however this window has a low existing level of VSC in the baseline and any change could result in a high level of change when expressed as a percentage. The absolute alterations to this window equates to 2.1% VSC.

340. The effect of the proposed development on this property is considered to be minor adverse impact.

341. In the cumulative assessment, the impact would be major adverse, however, the majority of the effect would be caused by the approved 1 Undershaft building which lies directly to the south west of the Site.

St Helens Church Bishopsgate (non-residential)

342. There are 49 windows within this property serving 13 rooms. 15 of these windows tested should be excluded as they face north and west and have no view of the development. Smaller rooms at the church, and their windows, would be unlikely to be covered by the BRE guidelines.

343. 11 of the remaining 34 windows in this location would have a loss of daylight, 40% or more. Some of them are very large losses, 88.89%, 69.49% and 60.87%. Three more windows would have a moderate loss and two more would be minor and only marginally outside the guidelines. The main windows to the church are among the windows with a very large loss of daylight. The main room would also have a change to its daylight distribution which would be marginally outside the guidelines.

344. All windows have low existing levels of VSC in the baseline as they are surrounded by a number of tall buildings and any change could result in a high level of change when expressed as a percentage. The main religious space is likely to be already dependent on electric light when services are taking place.

345. The effect of the proposed development on this property is considered to be moderate adverse impact.
346. In the cumulative scenario the impact would be major adverse rather than moderate as is suggested by the applicants, however, the majority of the effect would be caused by the approved 1 Undershaft building which lies directly to the south of this property.

St Andrew Undershaft (non-residential)

347. This church is immediately to the west of the site. There are 85 windows within this property serving three rooms. 23 of these windows face west and would not have a view of the proposed development.
348. The east elevation of the church, which directly faces the site, would receive slightly more daylight than previously. This is because the proposed building would be further away than the existing building, allowing the windows to receive some daylight from the sides. The south facing windows which would have a view of the site would also receive slightly more daylight. The impact on windows on the north elevation would be minor to moderate adverse, so the main room would have a mixture of windows some receiving more light and some receiving less, and some, the lower windows on the south elevation, being unchanged. Given that the windows all serve the same room, it is reasonable to offset the gains against the losses to some extent. The daylight distribution results show that the change in the distribution of light in the room would be negligible. It is notable that most of the windows have very low existing VSCs. As with St Helens Church, the space is likely to be already dependent upon electric light. The church may also normally use electric light when services are taking place.
349. The effect of the proposed development on this property is considered to be minor adverse impact.
350. In the cumulative scenario, the impact would be moderate adverse. There would be some windows with major losses, but they serve the same space as other windows with smaller losses.

2 Creechurch Lane (residential)

351. All the windows assessed at this location would be within BRE guidelines in the existing v proposed scenario.
352. In the cumulative scenario the impact would be moderate adverse, however, a degree of light loss would be attributable to the consented 40 Leadenhall Street development which lies to the south-west of this property.
353. In the future baseline scenario, one window on each floor of this building would be marginally outside the BRE guidelines for loss of daylight.

However, it is one pane of two in a set of glazed doors. The two panes taken together are smaller than the other four windows lighting the same room and would be considered secondary windows. Secondary windows are not covered by the BRE guidelines. The impact on the other windows would be negligible. Changes to daylight distribution would also be negligible.

354. The future baseline assessment confirms that the consented developments are responsible for most of the impact on these properties.

4-8 Creechurch Lane (residential)

355. This location would be minimally affected by the proposals. There are already a number of existing tall buildings in the direction of the site, and much of the light which would be blocked by the proposals is already blocked by the existing buildings. One bedroom window would be marginally outside the BRE guidelines for loss of daylight. The bedroom in question, F03/R6, also has another window which would be within the guidelines for loss of daylight.
356. The effect of the proposed development on this property is considered to be minor adverse impact in the existing vs proposed scenario.
357. In the cumulative scenario, the impact is considered to be moderate to major adverse rather than minor to moderate as the applicants have assessed. However, this is principally due to the consented properties rather than the proposed one.
358. In response to the comments received from Anstey Horne (Daylight and Sunlight consultants who have been appointed by residents of 4-8 Creechurch Lane), the applicant has completed a further daylight and sunlight assessment referred to as Future Baseline v Proposed, which includes building in all of the consented schemes (including those not yet commenced) into a notional existing condition and then separate out the proposed development, to understand the additional impact the proposed development creates.
359. In the additional future baseline assessment, the impact would be slightly smaller than it is in the main existing vs proposed assessment. The same bedroom window would have a minor adverse impact but by a smaller margin. The other windows would have a negligible impact. Changes to daylight distribution would be negligible for all of the rooms assessed. Therefore, in the future baseline scenario, the losses to this building could be considered to be negligible overall. Some of the light which would be blocked by the proposed development will already be blocked by consented developments.

14-16 Creechurch Lane (residential)

360. In the existing v proposed scenario, there are 19 windows within this property which would experience a loss of daylight outside of the BRE criteria. Three of these losses would be moderate adverse and the rest would be minor. The applicants have reached a conclusion of minor adverse impact. While it is agreed that most of the impact would be minor adverse, it is notable that all of the windows with a moderate adverse result, (W6, W7 and W8 on the top floor), serve the same room, together with another window which would have a minor adverse impact. To have so many windows to the same room affected to that extent would be indicative of a moderate adverse impact on that particular room.
361. The effect of the Cumulative scenario regarding Daylight is considered to be moderate to major adverse impact. However, it is acknowledged that the majority of effect would come from the Leadenhall Island Site at 40 Leadenhall Street.
362. In the additional future baseline scenario, the impact is considered to be moderate adverse overall.

18-20 Creechurch Lane (residential)

363. A number of windows in this location would be unaffected and have no loss as a result of the proposal. This is because they face Mitre Street and would not be able to see the proposed development. All of the windows which face the site would have impacts in the minor to moderate range in the proposed vs existing scenario. One bedroom, would have a change to its daylight distribution which would be moderate adverse. One of its windows would have a minor adverse impact at 29.68% and the other moderate at 31.82%. This room would therefore be substantially affected. However, BRE guidelines state that daylight distribution to bedrooms is less important than to living rooms. The effect of the proposed development on this property is considered to be moderate adverse in the existing vs proposed scenario.
364. In the cumulative scenario, the impact is considered to be moderate to major adverse.
365. In the future baseline assessment, the impact on windows at this property varies depending on the orientation of the window. The windows facing onto Mitre Street would not be affected at all. Other consented developments will have already blocked the daylight those windows. All of the windows facing on to Creechurch Lane would have a moderate adverse impact. The windows on the corner would have a negligible or minor adverse impact depending on whether they faced Mitre Street more than Creechurch Lane or vice versa. The living rooms

in this building have either all or some of their windows on the Mitre Street elevations, which would reduce the overall impact to the corner rooms as they have some unaffected windows. This can be seen in the negligible change to daylight distribution in those rooms.

366. All of the windows facing onto Creechurch Lane would have a moderate adverse impact. These windows light bedrooms and small kitchens. Three bedrooms have a moderate to major change to their daylight distribution and the BRE guidelines state that that daylight distribution to bedrooms is less important than to living rooms. Overall, in the future baseline scenario, the impact would be minor adverse for the living rooms and moderate adverse for the bedrooms and kitchens.

27-31 Mitre Street (residential)

367. In the proposed v existing scenario, one window on each floor of this building would be outside the BRE guidelines. Window maps were not available, but this is likely to be the column of windows at the rear, facing west and obstructed to a large degree to the north by the main part of the terrace. By the building's own design, this column of windows would receive less daylight. The type of room served by these windows varies. On the lowest floor with the worst result, a major loss of 41.18%, it is a bedroom. On the next two, with a moderate loss of 35.51% and minor loss of 28.57%, it is a living room. On the next, with a minor loss of 22.22%, it is a bedroom. On each floor, the room in question has three windows, and the affected window already receives much less daylight than the other two windows. This would reduce the impact of the losses. Overall, the effect of the proposed development on this property is considered to be minor adverse in the existing vs proposed scenario.
368. The major losses in this location would get slightly larger in the cumulative scenario. Some other windows would have a minor adverse impact which were not affected in the cumulative vs proposed scenario. We would agree with GIAs conclusion of minor adverse overall, due to the mitigating factor above. Overall, the effect of the proposed development on this property is considered to be minor adverse in the cumulative scenario and this is due to the presence of other substantially sized, almost unaffected windows serving the same rooms.

The Spanish and Portuguese Synagogue (non-residential)

369. A number of objections have been received raising concerns that the Proposed Development will impact on daylight from within the Synagogue.
370. One window at the Synagogue would have a minor adverse impact. It is one of a number of windows serving the same space, and already receives very low levels of daylight. The actual degree of change is very small, which shows as a larger percentage loss because the existing VSC is very low. Overall, the effect of the proposed development on this property is considered to be minor adverse in the proposed vs existing scenario.

371. In the cumulative scenario three windows would have a major adverse impact for the first time. Another two would have a moderate adverse impact, and three would have a minor adverse impact all of which serve the main religious space. These are in addition to the one window which would have a minor adverse impact in the existing vs proposed scenario; this particular result would be unchanged. There are still windows which would have a negligible impact. The windows already have very low levels of vertical sky component. Overall, the effect of the proposed development on this property is considered to be minor adverse in the cumulative scenario and most of it attributable to the consented developments rather than the proposed development.

Rabbi's House (4 Heneage Lane) (residential)

372. Following objections received, the applicants have been asked to consider what the impact of the Proposed Development would be to the Rabbi's house, which is adjoined to the north of the Synagogue.

373. The floorplans of the Rabbi's house have been provided to the applicants in order for an accurate assessment to be undertaken.

374. There are 6 windows serving 5 rooms within this building which are relevant for assessment (three bedrooms, one living room and one kitchen). All six windows would meet the BRE criteria for VSC.

375. Loss of daylight to the following buildings have been assessed and they would be within the BRE guidelines for all windows in the proposed/existing scenario:

- 10-12 Creechurch Lane
- 2 Creechurch Lane
- The Gibson Hall
- 50 Bishopsgate
- 78 Bishopsgate (St Ethelburgas Centre)
- Sir John Cass primary school
- St Katherine Cree Church
- 26 Wormwood Street
- Cornhill-St-Peter upon Cornhill Church
- 50 Cornhill
- 1-24 Wormwood Street
- 25 Wormwood Street
- 19 Old Broad Street (City of London Club)
- Drapers Hall
- Merchant Taylors Hall

376. While some of these would have adverse impacts in the cumulative scenario, the results demonstrate that the impact would be principally due to the consented buildings and not the proposed one.

Conclusion

377. The applicants have identified all of the locations in the vicinity of the development which would have a requirement for daylight and sunlight, and have been comprehensive in this respect, by including a number of commercial properties.

Residential properties

378. The residential properties whose daylight would be most affected by the proposed development are 14-16 Creechurch Lane and 18-20 Creechurch Lane.

379. All of the windows at 14-16 Creechurch Lane directly face the site. The development would have a minor adverse impact on most of the building, but a larger, moderate adverse impact on one room on the top floor. When the impact of other consented properties is included in a cumulative assessment, this would increase to a moderate to major adverse impact to the building as a whole. However, most of the additional impact is attributable to the consented developments rather than the proposed development. In the future baseline scenario, which assumes the worst-case scenario if all the consented schemes are built the impact would be moderate.

380. 18-20 Creechurch Lane has windows facing towards Mitre Street and windows facing towards Creechurch Lane. The windows which face Mitre Street would be unaffected. The windows which face the site, which light bedrooms and kitchens, would have a minor to moderate adverse impact in the proposed v existing scenario. When the impact of other consented properties is added in, the overall impact increases from a moderate to major adverse impact however most of the impact is attributable to the consented developments rather than the proposed development. In the future baseline scenario, which assumes the worst-case scenario if all the consented schemes are built the impact would be minor adverse for the living rooms and moderate adverse for the bedrooms and kitchens. The BRE guidelines state that bedrooms could be viewed as having less of a requirement for daylight than living rooms.

381. Other residential buildings which would have an adverse impact are 27-31 Mitre Street and 33 St Helens, There are some mitigating circumstances to consider for Mitre Street, and 33 Great St Helens would be only marginally affected.

382. One column of windows at 27-31 Mitre Street would have a minor to major loss, depending on the floor, but the room served by the window also appears to have two other substantial windows, which would mitigate the impact. The building's design also limits the amount of daylight these particular windows can receive. This impact would remain minor in the cumulative assessment.

383. The impact on 33 Great St Helens would be only marginally minor adverse, and the relevant room has another window with a negligible impact, which would mitigate this further. Although the cumulative impact would be major, this would be mainly due to the consented developments, not the proposed one.

Non-residential properties

384. The most affected non-residential building would be St Helens Church. This would see a large impact on its main windows, which we would consider major adverse, and an even larger impact in the cumulative assessment. However, the windows already receive very low levels of daylight due to surrounding tall buildings. It is likely that the main religious space is already dependent on electric light.
385. The Synagogue would have a minor adverse impact, but only to one window, which is one of many serving the same space. In the cumulative assessment, the losses of daylight are increased to an amount we would consider major adverse due to the impact of consented buildings, but the windows already receive very low levels of daylight. The change in sunlight provision to the courtyard would be very limited due to the amount of existing overshadowing.
386. St Andrew Undershaft Church would have a minor adverse impact, but the windows already have very low existing daylight levels. It is likely that the building is already dependent on electric light. The development would block light from reaching some of its windows but would allow more light to others, mitigating the impact.
387. In conclusion the assessment shows that the proposed development would not result in unacceptable adverse impacts. The residential properties whose daylight would be most affected by the proposed development are 14-16 Creechurch Lane and 18-20 Creechurch Lane, however this is largely due existing low levels of daylight and sunlight already experienced, which is not uncommon in a densely developed area such as the City where a number of properties experience daylight and sunlight levels below recommended BRE Guidelines. It is considered that the proposed development would not cause unacceptable harm to the amenity of surrounding land and buildings and complies with Local Plan Policy DM 10.7 and policies 7.6B and 7.7D of the London Plan.

Sunlight Assessment Results

388. The following residential locations which would have some minor losses of annual probable sunlight hours (APSH) but would be within the BRE guidelines in all cases:
- 4-8 Creechurch Lane
 - 18-20 Creechurch Lane
 - 50 Bishopsgate
 - 27-31 Mitre Street
 - 26 Wormwood Street

- 1-24 Wormwood Street
- 25 Wormwood Street
- Drapers Hall
- 33 Great St Helens
- 50 Cornhill

St Helens Church Bishopsgate (non-residential)

389. A total of 32 windows have been assessed within this property for Sunlight as they face the site and are located within 90 degrees of due south. Out of these 32 windows, 28 would meet the BRE guidelines for both total and winter APSH and therefore the effect on these windows are considered to be negligible.
390. The four affected windows all experience alterations in excess of 40% in total APSH. In relation to winter APSH one of the affected windows would experience alterations between 30-40% and two windows would experience alterations in excess of 40% due to the low existing levels of winter APSH.
391. Overall, the effect on this property is considered to be minor adverse.

The Spanish and Portuguese Synagogue (non-residential)

392. A number of objections have been received raising concerns that the Proposed Development will cause an impact on sunlight within the building.
393. There are 16 windows which face within 90° due south of the development and all the windows have been assessed. All 16 windows would meet BRE criteria for sunlight. Overall, the effect on this property is considered to be negligible and mitigation is not considered necessary.

Conclusion

394. In conclusion the proposed development would not cause unacceptable harm to sunlight levels to the properties identified as sensitive and the impact on residential properties would be acceptable. There would be an instance of minor adverse impact to St Helens Bishopsgate Church however this is largely due to existing low levels of daylight and sunlight already experienced, which is not uncommon in a densely developed area such as the City where a number of properties experience daylight and sunlight levels below recommended BRE Guidelines. It is considered that the proposed development would not cause unacceptable harm to the amenity of surrounding land and buildings and complies with Local Plan Policy DM 10.7 and policies 7.6B and 7.7D of the London Plan.

Transient Overshadowing

395. The assessment of the impact of transient overshadowing was undertaken according to the BRE Guidelines in respect of several key amenity areas identified in proximity to the site and considered having regard to Policies 7.6 and 7.7 of the London Plan.

396. On March 21st no shadow from the Proposed Development would be cast on the amenity spaces within Sit John Cass's Foundation Primary School and the parish of St Andrew Undershaft Church.
397. Marginal overshadowing would occur on the parish of St Helen's Bisphosphate amenity area between 9.00am and 10.00am. However, from 10.00am the amenity area is no longer affected by the Proposed Development throughout the remainder of the day.
398. On June 21st, no shadow from the Proposed Development would be cast on the amenity spaces within Sir John Cass's Foundation Primary School and the parish of St Helen's Bishopsgate.
399. Marginal overshadowing would occur on the parish of St Andrew Undershaft Church amenity area from 9.00am to 11.00am.
400. On December 21st no shadow from the Proposed Development would be cast on the amenity spaces within Sit John Cass's Foundation Primary School and the parish of St Andrew Undershaft Church
401. A number of objections have been received raising concerns that the Proposed Development will cause overshadowing to the Synagogue Courtyard.
402. The submitted daylight and sunlight assessment includes a transient overshadowing assessment. A further assessment was carried out by GIA in response to the concerns raised by objectors to assess the impact on the Synagogue Courtyard.
403. The existing and proposed SHOG levels were tested for the Synagogue Courtyard. In the existing scenario, 0% of the courtyard would enjoy 2 hours or more of direct sunlight on March 21st. As a direct result 0% of the courtyard would enjoy 2 hours or more direct sunlight in the proposed scenario and so there is no material change with reference to the BRE criteria for overshadowing.
404. It is evident that the Synagogue Courtyard does not meet BRE guidance on the 21st of March in the existing scenario and is therefore unable to do so in the proposed scenario. The further objection from the Synagogue shows that there are times when the Synagogue Courtyard can receive sun, which would be blocked by a new tall building. The example uses July 2nd at 14.45. However, this is one specific time and one specific position of the sun. It would be difficult to take a transient incident such as this as evidence of a significant impact. The detailed analysis by GIA for the 21 June, the summer solstice, looks at the whole day and shows that the change would be limited, even in the summer and in the context of the BRE Guidelines, it would be considered to achieve them. Whilst the building itself will experience a limited degree of transient overshadowing, the additional shadow resulting from the proposed redevelopment would not be considered to unduly compromise the current enjoyment of these spaces, would not cause unacceptable

harm to the amenity of the surrounding land and buildings, and complies with policies 7.6 and 7.7 in the London Plan.

Solar Glare

405. The BRE Guidelines recommend that solar glare analysis be carried out to assess the impact of glazed facades on road users in the vicinity. In this case, viewpoints for the analysis were positioned at points before a signalised road junction or pedestrian crossings where a distraction to motorists may occur.
406. A total of 87 viewpoints from 45 junctions on the nearby roads and railways were assessed. The assessment considered the potential occurrence of solar reflections from the Proposed Development, their duration and proximity to a driver's line of sight.
407. Out of the 45 sensitive locations tested, the building is not visible from 19 of them and the effects on these locations are considered to be negligible. At six of these junctions, only a portion of the facade of the Proposed Development is visible and the distance is greater than 15° of a driver's line of sight and the effects on these six locations are considered to be negligible.
408. Fourteen junctions would experience minor adverse impacts. The reasons for the minor adverse impact would be due to solar reflections occurring within 30° to 10° or between 10° and 5°, reflections occur from a small section of the facade, potential reflections occur over a short period of time, traffic signals remain unaffected and the ability to deploy a cars visor which would shield the majority of the reflections.
409. The remaining five viewpoints would experience minor to moderate adverse impacts.
410. At Viewpoint W7 looking east along Cornhill and Leadenhall Street viewpoint W12 looking east along Cornhill at the junction with Bishopsgate, periods of solar reflection may occur within the driver's line of sight on 14th October visible for six minutes and 23rd February visible for three minutes respectively. Overall owing to the serrated nature of the facade, brief periods of solar reflection, the sunshine probability that further reduces the likelihood of solar reflections occurring, and the presence of multiple traffic signals, the effect of solar glare at these junctions are considered to be minor to moderate adverse.
411. At viewpoint 13 looking east at very close proximity to the Proposed Development, periods of solar reflection may occur within the driver's line of sight on 4th May between for a period of 23 minutes between 15.15 and 15.38. Although this seems a long period of time, the solar reflections would only be picked up on one panel at any given time limiting this effect. Overall owing to the brief periods of solar reflection, the sunshine probability that further reduces the likelihood of solar

reflections occurring, and the presence of multiple traffic signals, the effect of solar glare at this junction is considered to be minor adverse.

412. At viewpoint NE2 looking southwest along Mile End Road, periods of solar reflection may occur within the driver's line of sight in the early morning only, more specifically between 05.00 to 06.00 from mid-April to mid-August. The probability of sunshine is approximately between 30-40%, reducing the likelihood of instances of solar reflection visible from the driver's line of sight. Overall owing to the small section of facade affected by potential solar reflections, very brief periods of solar reflections, the sunshine probability that further reduces the likelihood of solar reflections occurring due to overcast skies, and the presence of multiple traffic signals, the effect of solar glare at this junction is considered to be minor adverse.
413. At viewpoint SE1 looking northwest towards Tower Hill, periods of solar reflection may occur within the driver's line of sight on 21st February between 13.34 and 13.47 and last for 13 minutes during the entire day. The probability of sunshine is approximately between 20-50%, reducing the likelihood of instances of solar reflection visible from the driver's line of sight. Overall, owing to the serrated nature of the facade, brief periods of solar reflections, the sunshine probability that further reduces the likelihood of solar reflections occurring, and the presence of multiple traffic signals (which are all fitted with sun visors or louvres) and the considerable distance between the building and the viewpoint, the effect of solar glare at this junction is considered to be Minor Adverse.
414. The assessment undertaken for solar glare is a worst-case scenario and assumes clear skies. Overall due to the serrated and broken up nature of the facade, it is unlikely that a full solar disc would occur during instances of solar glare reflection. Potential instances of solar reflection would be brief in duration, drivers would have use of visors and would be able to view multiple traffic signals from a single view therefore reducing its significance.
415. A S106 obligation will require a solar glare assessment to be submitted post completion but prior to occupation which would include details of any mitigation measures (if considered necessary).

Solar Convergence

416. Solar convergence is a geometric phenomenon related to concave facade design. The proposed development, with its flat vertical facades, would not give rise to solar convergence.

Light Pollution

417. The impact of light pollution has been considered in respect of the effect on nearby properties including 4-8, 10-12, 14-16, 18-20 and 2

Creechurch Lane, Great St Helen's Hotel, St Andrew Undershaft Church, St Helen's of Bishopsgate Church, St Katherine Church and 4 Heneage Lane (Spanish and Portuguese Synagogue).

418. Potential impacts have been identified for the residential properties at 18-20 Creechurch Lane and the Parish of St Andrew Undershaft.
419. Four windows within the Parish of St Andrew Undershaft would experience light pollution levels above those recommended during post curfew hours (11pm-7am). However, it is unlikely services within the church would be held after 11pm and it is considered that the impact would be of little significance.
420. For 18-20 Creechurch, the windows between 2nd and 5th floors would experience light pollution levels above those recommended during post curfew hours (11pm-7am). The assessment carried out assumes a worst case scenario that all the office areas within the proposed development would remain fully lit, however it is unlikely that the space would be entirely occupied and thus would not be fully lit at this time. It is considered that the impact would be moderate adverse.
421. The assessment undertaken is a worst-case scenario and assumes that all the lights on every commercial floor within the proposed development are switched on. Mitigation measures would be required as part of the detailed lighting design for the offices. The potential mitigation measures to reduce the effect to negligible would be to minimise the luminance levels to the south east end of the floor plan, dimming the lights at the perimeter of the floor plan post curfew and automatic blinds post-curfew.

Energy and Sustainability

422. The NPPF, London Plan and the Local Plan seek to ensure that sustainability is integrated into designs for all development.
423. A sustainability statement has been produced to demonstrate that the proposed development has been designed to take into account the likely impacts of climate change, that the materials specification would follow principles of lean design and use of environmentally friendly and responsibly sourced materials, that waste reduction measures would be incorporated, that pollution would be minimised, that sustainable travel methods would be promoted.

Energy consumption

424. The London Plan requires an assessment of energy demand that demonstrates the steps taken to apply the Mayor's energy hierarchy to achieve the reduction of energy consumption within buildings and to use renewable energy sources. London Plan policy requires non-domestic buildings to achieve a 35% carbon emissions reduction over Part L (2013) of the Building Regulations. Policy CS15 of the Local Plan supports this approach.

425. The proposed building has been designed to achieve optimum performance by a number of design features and the use of energy efficient building services plant.
426. The development would incorporate a double skin facade system with interstitial blinds which retain high levels of light transmittance and reflectivity which would help reduce cooling demands of the building.
427. The proposed building incorporates low energy LED/ fluorescent lighting with daylight and motion controls through the building.
428. The building would be served by a centralised heating and cooling system. All uses on site will be connected to the communal network and all retail units will be provided with capped connections to the centralised heating and cooling system.
429. Water source heat pumps supplemented by gas-fired boilers would provide space heating and domestic hot water. Comfort cooling would be provided by high efficiency water cooled chillers.
430. The applicant has investigated the feasibility of CHP. However, due the low anticipated heat loads and the nature of the building, CHP is not proposed. A condition has been recommended which requires details of potential connection opportunities to any district heating network outlining design proposals for future proofing arrangements.
431. The reduction in regulated carbon emissions following the energy demand reduction and with the proposed energy efficient measures in place would be 36.1%, in compliance with London Plan policy.

BREEAM

432. A preliminary BREEAM pre-assessment has been carried out which indicates that the building would achieve an 'excellent' rating with the potential to achieve additional credits above this. Areas which would be targeted to achieve further credits include water and waste management.

Water Management

433. The site is located in Flood Zone 1 and as such it is at a low risk of fluvial and tidal flooding. A Flood Risk Assessment has been carried out in accordance with Local Plan policy CS18 for major developments.
434. Runoff from the Site would be restricted by appropriate Sustainable Urban Drainage Systems (SuDS) measures such as providing rainwater harvesting tanks. Surface water flow would be restricted to no greater than 5 l/s from each outfall and from no more than three distinct outfalls.

435. A condition requiring further details of the proposed SuDs (including a lifetime maintenance plan) and the measures to be taken to prevent flooding during the course of the construction works would be secured via a condition.

Air Quality

436. The EIA includes an assessment of the likely changes in air quality as a result of the construction and operational phases of the development and has been considered having regard to Policies 7.14 of the London Plan and CS15 of the Local Plan.
437. During construction dust emissions would increase and would require control through the implementation of good practice mitigation measures in the Construction Method Statements to be approved under conditions attached to the planning permission.
438. The report states that the number of additional vehicles during the construction phase would lead to a small increase in the number of vehicles on the local highway network. The overall impact would not be considered sufficient to cause a significant effect at any of the nearby local air quality receptors.
439. An air quality neutral assessment has been submitted with the application. The assessment has found that the transport elements of the proposed development will be better than air quality neutral and no mitigation measures would be required.
440. During operation the proposed development will have a negligible effect on pollutant concentrations at sensitive receptors and is in compliance with Development Plan requirements.

Noise and Vibration

441. The EIA assesses the impact from noise and vibration on the surrounding area and in particular in relation to noise sensitive receptors around the site such as residential properties on Creechurch Lane and Mitre Street, St Andrew Undershaft and St Katherine Cree churches and a number of educational buildings and commercial and office premises in close proximity to the proposed development. The assessment has been considered having regard to policies 7.15 of the London Plan and DM15.7 of the Local Plan.
442. The noise environment present within the vicinity of the proposed development predominantly consists of road traffic noise on the local road network, fixed plant, delivery noise sources and noise associated with existing commercial premises surrounding the Site.
443. In most City redevelopment schemes most noise and vibration issues occur during demolition and early construction phases. The potential demolition and construction noise levels are predicted to have a high negative impact for a short to medium term.

444. Noise and vibration mitigation, including control over working hours and types of equipment to be used, would be included in a Construction Management Plan, a Construction Logistics Plan to manage all freight vehicle movements to and from the site and a scheme for protecting nearby residents, churches and commercial occupiers from noise, dust and other environmental effects attributable to the development to be approved under condition.
445. During the operational phase of the development it is predicted that that changes in predicted traffic flows would result in a negligible change in road traffic noise.
446. Noise levels from mechanical plant in the completed development would need to comply with the City of London's standard requirement that there would be no increase in background noise levels and approved under planning conditions to ensure there would not be an adverse effect on the surrounding area.
447. The impacts on noise and vibration would be managed through conditions and provisions in the S106 agreement to minimise adverse effects so as to ensure that no unacceptably adverse impact occurs.

Television and Radio (Electronic Interference)

448. A condition is recommended requiring the applicants to submit a baseline Terrestrial Television and Radio Interference Study prior to demolition. Once the development is completed but prior to occupation, the applicants would be required to submit a post construction Terrestrial Television and Radio Interference Study to assess any deterioration (if any) attributable to the proposed development and detail any mitigation measures, to ensure that there are no unacceptably adverse impacts as a result of the proposed development.

Archaeology

449. The site is in an area of archaeological potential, in the centre of the Roman and medieval City where remains from all periods may be expected to survive. There is potential for Roman and medieval periods to survive and some potential for survival of prehistoric remains.
450. The site is within the Roman city wall and early defences, and close to Roman east-west and north-south roads. Structural remains of buildings and foundations including mosaic floors have been recorded in the vicinity. In the medieval period evidence of occupation and industrial activity, including bell foundry remains have been recorded.
451. The existing buildings on the site have basements which has affected the extent of archaeological survival. The areas of highest potential are in the south-east and south -west buildings which have single basements, that is, on the southern side of 100 Leadenhall Street and

the west side of 107 Leadenhall Street and low or moderate potential below the double basements of these two buildings. There is no potential below 106 Leadenhall Street as this site was archaeologically excavated prior to construction of the existing building. Any potential impact outside the existing building basements would affect areas of high archaeological potential.

452. The proposed development would have an impact on archaeological remains through the construction of three basement levels across the majority of the site and new piled foundations. There may be further archaeological impacts from new services or drainage.
453. An Archaeological Desk Based Assessment has been submitted with the application. Archaeological evaluation is required in the areas of potential survival to provide further information on the nature, character and date of archaeological remains, and to design an appropriate mitigation scheme to record those remains. It has not been possible to carry out evaluation to date as the existing basement areas are tenanted.
454. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and details of new foundations.

CIL and Planning Obligations

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

Mayoral CIL and planning obligations

Liability in accordance with the Mayor of London's policies	Contribution	Forwarded to the Mayor	City's Charge for administration & Monitoring
Mayoral Community Infrastructure Levy payable	£4,392,300	£4,216,608	£175,692
Mayoral planning obligation net liability*	£7,822,530	£7,822,530	£3,500
Total liability in accordance with the Mayor of London's policies	£12,214,830	£12,039,138	£175,692

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

City CIL and S106 Planning Obligations

Liability in accordance with the City of London's policies	Contribution	Available for allocation	Retained for administration and monitoring
City CIL	£6,588,450	£6,259,028	£329,423
City Planning Obligation Affordable Housing	£1,756,920	£1,739,351	£17,569
City Planning Obligation Local, Training, Skills and Job Brokerage	£263,538	£260,903	£2,635
City Planning Obligation Monitoring Charge	£2,750		£2750
Total liability in accordance with the City of London's policies	£8,615,658	£8,259,281	£356,377

City's Planning Obligations

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

- Highway Reparation and other Highways obligations
- Delivery and Servicing Management Plan
- Travel Plan
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Local Procurement
- Carbon Offsetting
- Utility Connections
- Public Realm Access
- Public Viewing Gallery Management and Access
- Legible London Signage Contribution TfL
- Cycle Hire Contribution (?200,000) TfL
- Post-occupation trip monitoring either carried out by TRICS or specifying that survey results must be shared with TRICS for their national and London-wide database
- S278 Agreement in consultation with TfL
- Solar Glare
- Wind mitigation measures (outside the site boundary)

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

Monitoring and Administrative Costs

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

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

Site Specific Mitigation

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

Conclusions

463. The proposal accords with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre and with the strategic objective to focus and promote a significant increase in office floorspace in the Eastern Cluster. The building would deliver approximately 6.3% of the additional office floorspace sought in Policy CS1 to meet the needs of projected long term economic and employment growth.
464. The scheme would provide 811sq.m (GIA) of new retail floorspace with potential for 996sq.m in total. That provision would replace the existing 913sq.m of retail floorspace. It is proposed to use levels 55 and 56 as a bar/restaurant (Class A3/A4), outside of public viewing gallery hours, and would provide an additional 1,855sq.m (GIA) of retail floorspace. It is the view of officers that policy DM20.3 is complied with.
465. The design approach is dynamic and of the highest quality and the proposed tower would complement other tall buildings in the cluster. The scale and height of the proposal is appropriate and would assist in consolidating the cluster enhancing its profile on the skyline.
466. With the development of a cluster of high buildings it is inevitable that some distant and local views will change and that the setting of heritage assets will be altered. The proposal, due to its scale and height, would be visible in a large number of views but, as outlined in the report, would not cause harm to these views. The exception is the minor diminishment to the view and setting of St Paul's Cathedral from Fleet Street. It is considered that, whilst giving very considerable importance and weight to the desirability of preserving the setting of St Paul's, the public benefits of the proposal outweigh that less than substantial harm to the significance of the listed building.
467. The proposal would not cause harm to views, the setting or the significance of the Tower of London World Heritage Site.
468. The development would impact on the setting of a number of designated and non- designated heritage assets but would not cause harm to their significance or settings and as a result their settings would be preserved (except less than significant harm to the setting of St Paul's Cathedral from Fleet Street). The existing towers in the cluster provide a striking contrast in scale when seen in relation to the historic buildings and areas around them and are a defining characteristic of this part of the City. The proposed development would be in accordance with Local Plan policy C12 and policy 7.8 of the London Plan and would safeguard the setting and significance of heritage assets.
469. The scheme would deliver a significant public viewing gallery which would be free of charge and would be an important contribution to the public benefit of the scheme in compliance with policy 7.7h of the London Plan.

470. The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free except for two disabled parking spaces. 1362 bicycle spaces with associated facilities would be provided in accordance with latest Development Plan standards. The servicing logistics strategy which would be incorporated in the Delivery and Servicing Management Plan would half the number of service deliveries normally expected for a development of this size and would reflect servicing measures sought for other major developments in the City. The proposal would be in compliance with Local Plan Policies DM16.1, DM16.3, DM16.5 and policies 6.9 and 6.13 of the London Plan.
471. The impact on pedestrian and vehicle movement has been assessed and the scheme would result in additional pedestrian trips to and from the site. However, the new north south route through the building, setting the building back from Leadenhall Street would cater for important pedestrian desire lines that are currently unavailable or indirect thus enabling easier pedestrian movement around and through the site. As a result, it is envisaged that the pedestrian trips generated by the development and the nearby committed developments, would not have a significant impact on the pedestrian network surrounding the proposal site and would introduce new routes to provide an improved pedestrian environment which would be in compliance with Local Plan Policies DM16.1, DM16.2 and policies 6.3 and 6.10 of the London Plan.
472. The impact on neighbouring residential occupiers and nearby buildings and spaces has been considered. The scheme would not result in unacceptable environmental impacts in terms of noise, air quality wind and daylight and sunlight and overshadowing. The impact of daylight and sunlight has been thoroughly tested and has been independently reviewed. It is not considered that the impacts would cause unacceptable harm such as to warrant a refusal of planning permission. The proposal would be in compliance with Local Plan Policies DM 10.7 and DM21.3 and policies 7.6 and 7.7 of the London Plan.
473. The scheme would provide significant benefits through CIL for improvements to the public realm and funding for public transport, housing and other local facilities and measures. That payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general there would be site specific measures sought in the S106 Agreement. Together these would go some way to mitigate the impact of the proposal.
474. With regards to the six principal issues identified at the beginning of this report and considering all other material considerations, the proposal has been assessed in accordance with the relevant statutory duties and having regard to the development plan and other relevant policies, and relevant advice including the NPPF including the a draft NPPF and the draft London Plan. Virtually no major development proposal is in complete compliance with all policies and in arriving at a decision it is necessary to assess all the policies and proposals in the plan and to

come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.

475. In this case I am of the view that the proposal accords with the Development Plan as a whole, and that other material considerations and local finance considerations indicate that planning permission should be granted, and as a result it is my view that planning permission should be granted as set out in the recommendation and the schedules attached.

Background Papers

Internal

Memo Air Quality Officer 20 March 2018

Memo Lead Local Flood Authority 12 April 2018

Email City of London Police dated 30 May 2018

External

Online	Mr Peter Kelly	19 March 2018
Online	Mr Kieran Wardle	19 March 2018
Email	Nick Pope	19 March 2018
Online	Mr Yarema Ronish	20 March 2018
Online	Mr Eitan Goury	27 March 2018
Online	Mr Xavier Tzinmann	27 March 2018
Online	Mr Xavier Maer	27 March 2018
Online	Mrs Rachel Levy	27 March 2018
Online	Miss Karla Macias	27 March 2018
Online	Mr Darren Hill	27 March 2018
Online	Mr Steven Wolfinger	27 March 2018
Online	Mrs Sara Jackson	28 March 2018
Online	Mrs Melody Salem	28 March 2018
Online	Mr David Ereira	28 March 2018
Online	Mrs Joyce Misraho	29 March 2018
Online	Dr Richard Dawood	28 March 2018
Online	Mr Robert Yentob	27 March 2018
Online	Mr Howard Martin	27 March 2018
Online	Ms Anna Albright	27 March 2018
Online	Mrs Anna Sanders	27 March 2018
Online	Mr Richard Sopher	27 March 2018
Online	Mr Michael Brandon	27 March 2018
Online	Mr Freddy Salem	27 March 2018
Online	Mr Maurice Martin	27 March 2018
Online	Mr Allan Howard	27 March 2018
Online	Dr Stuart Morganstein	27 March 2018
Letter	Mrs Gillian Beauchamp	28 March 2018
Online	Mr Caline Chazan	17 April 2018
Online	Mr Marcos Chazan	17 April 2018
Online	Mr Albert Hay	17 April 2018
Online	Mr Ezra Aghai	17 April 2018
Online	Mr Brian Duffus	17 April 2018
Online	Mrs Patty Ladow	17 April 2018
Online	Mr Norman Dawood	17 April 2018
Online	Mrs Jewel Scott	17 April 2018
Online	Mrs Jill Ruddock	17 April 2018
Online	Mrs Ayelet Elstein	17 April 2018
Online	Mr Michael Webber	17 April 2018
Online	Mr Lee Whitbread	17 April 2018
Online	Mr Harry Handelsman	17 April 2018
Online	Miss Olivia Horton	17 April 2018
Online	Mr Laurent Zmiro	17 April 2018

Online	Ms Sandra Shashou	17 April 2018
Online	Mrs Lina Ofer	17 April 2018
Online	Mr Charles Jacob	17 April 2018
Online	Miss Nina Appleby	09 April 2018
Online	Mrs Lesley Arkin	09 April 2018
Online	Dr Simon Gabbay	28 March 2018
Online	Mr Loiuise Obadia	28 March 2018
Online	Ms Vicky Album	30 March 2018
Online	Mr Lawrence Salem	03 April 2018
Online	Mr Solly Levy	03 April 2018
Online	Mrs Hazel Collins	03 April 2018
Online	Mrs Muriel Salem	03 April 2018
Online	Mr Ilan Kreiger	04 April 2018
Online	Mr Charles Teacher	04 April 2018
Online	Ms Rebecca Krechman	04 April 2018
Online	Me Daniel Zubaida	04 April 2018
Online	Mr Nick Balcombe	05 April 2018
Online	Mr Michael Keats	05 April 2018
Online	Ms Hilary Blume	05 April 2018
Online	Mrs Jessica Tricot	06 April 2018
Online	Mr David Hoffman	06 April 2018
Online	Mr Anthony Tricot	06 April 2018
Online	Ms Cathy Wills	23 April 2018
Online	Mr Jack Bekhor	22 April 2018
Online	Mr Charles Shamash	18 April 2018
Online	Mr Lloyd Hunt	18 April 2018
Email	Malena Schmool	03 April 2018
Online	Mr Darren Smith	18 April 2018
Online	Mr Jack Basrawy	04 April 2018
Online	Mr Alex Gruca	03 April 2018
Online	Mr Jonathan Whitbr	04 April 2018
Online	Mr Frank Martin	27 April 2018

Letter The S&P Sephardi Community dated 27 March 2018

Letter J Watson Consulting Ltd (on behalf of Tavor Holdings Ltd (Valiant House, 4 Heneage Lane) dated 4 April 2018

Letter Eversheds Sutherland (on behalf of The Wardens and Society of the Mistery or Art of the Leathersellers) dated 26 March 2018

Letter Environment Agency dated 27 March 2018

Email Port of London Authority dated 26 March 2018

Email Natural England dated 26 March 2018

Email Thames Water dated 16 March 2018

Email Heathrow Airport dated 26 March 2018

Email London City Airport dated 20 March 2018

Email National Air Traffic Services (Technical and Operations Assessment (TOPA)) dated 16 March 2018

Letter London Borough of Hackney dated 09 March 2018

Letter Royal Borough of Greenwich dated 21 March 2018

Letter London Borough of Lambeth dated 03 April 2018

Letter London Borough of Tower Hamlets dated 12 April 2018

Letter Transport for London dated 04 April 2018
Email City of London and GLA/TfL Transport Responses from DP9 dated 18 May 2018
Letter Historic England dated 27 March 2018
Letter Great London Authority dated 16 April 2018
Letter Historic Royal Palaces dated 22 May 2018
Letter Surveyor to the Fabric of St Paul's Cathedral dated 25 May 2018
Letter J Watson Consulting Ltd (on behalf of Meron Holdings Ltd 18 Bevis Marks) dated 4 April 2018
Letter St Helens Bishopsgate dated 14 June 2018
Letter J Watson Consulting Ltd (Further representation on behalf of London Sephardi Trust including Letter from Caroe Architecture re Heritage Impact of Proposed Development at 100 Leadenhall dated 8 June 2018) dated 12 June 2018
Letter DP9 in response to objection raised by Surveyor to the Fabric of St Paul's Cathedral dated 13 June 2018
Letter DP9 in response to objection raised by Historic Royal Palaces dated 13 June 2018
Email Zachary Osbourne - The Georgian Group dated 15 June 2018
Email DP9 in response to objection raised by Leathersellers dated 19 June 2018
Email Lance Harris (Anstey Horne) on Behalf of Residents at 4-8 Creechurch Lane dated 16 May 2018

Application Documents

Design and Access Statement prepared by SOM;
Planning Statement prepared by DP9;
Environmental Statement (Vol.1 Main Report; Vol.2 Technical Appendices; Vol.3 Townscape, Visual and Built Heritage Assessment; and Vol.4 Non-Technical Summary ('NTS')) prepared / coordinated by WSP Parsons Brinkerhoff ('WSP');
Transport Assessment (incl. Travel Plan; Outline Delivery & Servicing Plan; and Constructions Logistics Plan) – included as Appendix to ES - prepared by WSP;
Energy Statement prepared by WSP;
Sustainability Statement (incl. BREEAM pre-assessment) prepared by WSP;
Waste Management Strategy prepared by WSP;
Fire Strategy prepared by WSP;
Fa?de Access Strategy prepared by WSP;
Utilities Statement prepared by WSP; and
Statement of Community Involvement prepared by Templar Strategies
Heritage Impact Assessment of the Tower of London WHS' prepared by Tavernor Consultancy (April 2018).
GIA's note on Solar Glare matters – dated 20 June 2018

RWDI / WSP Joint Statement entitled 'Wind Assessment Approach' - 5 June 2018

RWDI Technical Note – Details of Wind Mitigation Measures dated 21 June 2018

DP9's Viewing Gallery Management Plan (Headlines) doc – email of 31 May 2018

Tavernor's 'Bevis Marks Synagogue: supplementary information on its historic significance and impacts on setting' note – email of 23 May 2018

GIA's letter on Daylight, Sunlight and Overshadowing in relation to Bevis Marks Synagogue – dated 3 May 2018

WSP's 'Initial Wind Assessment Results' dated October 2017

SOM's St Andrew Undershaft Interface design detail doc – May 2018

WSP's plans of subterranean services / utilities

Updated application form – changing address to 100, 106 & 107 Leadenhall St – in email of 6 April 2018

BRE Independent Review of Daylight and Sunlight Chapter on Behalf of City of London dated 22 June 2018

Email DP9 100 Leadenhall Pedestrian Access dated 01 June 2016

GIA Letter – Amendments Addressing Typographical Errors in Environmental Statement Chapter 14: Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution dated 20 June 2018

Email and Additional Daylight and Sunlight Analysis in response to Anstey Horne (on behalf of residents at 4-8 Creechurch Lane) dated 22 June 2018.

Email GLA – 100 Leadenhall Street – Response to GLA Energy/Sustainability Comments dated 21 June 2018

Appendix A

REASONED CONCLUSIONS ON SIGNIFICANT EFFECTS

Reasoned Conclusions

Following examination of the environmental information a reasoned conclusion on the significant effects of the proposed development on the environment has been reached and is set out in the report as summarised in the Conclusions section of the report.

Monitoring Measures

If planning permission were granted, it is considered that monitoring measures should be imposed to secure compliance with the cap on servicing trips and other elements of the Delivery and Servicing Management Plan as well as other measures to ensure the scheme is acceptable, which will be monitored by the S106 and recommended conditions.

Appendix B

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 2.11 Ensure that developments proposals to increase office floorspace within CAZ include a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in the plan.

Policy 2.18 Protect, promote, expand and manage the extent and quality of and access to London's network of green infrastructure.

Policy 3.1 Protect and enhance facilities and services that meet the needs of particular groups and communities.

Policy 3.2 New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles to help to reduce health inequalities.

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 would enhance the environment, improve housing choice and affordability and provide better quality accommodation for Londoners.

Policy 3.11 Maximise affordable housing provision and seek an average of at least 13,200 more affordable homes per year in London over the term of the London Plan.

Policy 3.16 Protection and enhancement of social infrastructure - additional and enhanced social infrastructure provision to meet the needs of a growing and diverse population.

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 4.2 Support the management and mixed use development and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of this Plan, including enhancing its varied attractions for businesses of different types and sizes.

Policy 4.3 Within the Central Activities Zone increases in office floorspace should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.

Policy 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 4.6 Support the continued success of London's diverse range of arts, cultural, professional sporting and entertainment enterprises and the cultural, social and economic benefits that they offer to its residents, workers and visitors.

Policy 4.8 Support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need and the broader objectives of the spatial structure of this Plan, especially town centres.

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 5.9 Reduce the impact of the urban heat island effect in London and encourage the design of places and spaces to avoid overheating and excessive heat generation, and to reduce overheating due to the impacts of climate change and the urban heat island effect on an area wide basis.

Policy 5.10 Promote and support urban greening, such as new planting in the public realm (including streets, squares and plazas) and multifunctional green infrastructure, to contribute to the adaptation to, and reduction of, the effects of climate change.

Policy 5.11 Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.

Policy 5.12 Development proposals must comply with the flood risk assessment and management requirements set out in PPS25 and address flood resilient design and emergency planning; development adjacent to flood defences would be required to protect the integrity of existing flood defences and wherever possible be set back from those defences to allow their management, maintenance and upgrading to be undertaken in a sustainable and cost effective way.

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

Policy 5.18 Encourage development waste management facilities and removal by water or rail transport.

Policy 6.1 The Mayor would work with all relevant partners to encourage the closer integration of transport and development.

Policy 6.3 Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed.

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

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

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

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

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

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

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

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 7.5 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 comprises details and materials that complement, not necessarily replicate, the local architectural character

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

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

- f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g be adaptable to different activities and land uses, particularly at ground level
- h meet the principles of inclusive design
- i optimise the potential of sites.

Policy 7.7 Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings. Applications for tall or large buildings should include an urban design analysis that demonstrates the proposal is part of a strategy that would meet the criteria set out in this policy and, incorporate publicly accessible areas on the upper floors, where appropriate.

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

Policy 7.10 Development in World Heritage Sites and their settings, including any buffer zones, should conserve, promote, make sustainable use of and enhance their authenticity, integrity and significance and Outstanding Universal Value.

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

Policy 7.13 Development proposals should contribute to the minimisation of potential physical risks, including those arising as a result of fire, flood and related hazards.

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

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.

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

Policy 7.19 Development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy 7.21 Trees should be protected, maintained, and enhanced. Existing trees of value should be retained and any loss as the result of development should be replaced.

Relevant Local Plan Policies

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.

DM1.5 Mixed uses in commercial areas

To encourage a mix of commercial uses within office developments which contribute to the City's economy and character and provide support services for its businesses, workers and residents.

DM2.1 Infrastructure provision

- 1) Developers will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity, both on and off the site, to serve the development during construction and operation. Development should not lead to capacity or reliability problems in the surrounding area. Capacity projections must take account of climate change impacts which may influence future infrastructure demand.
- 2) Utility infrastructure and connections must be designed into and integrated with the development wherever possible. As a minimum, developers should identify and plan for:
 - a) electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers, Temporary Building Supply(TBS) for the construction phase and the estimated load capacity of the building and the substations and routes for supply;
 - b) reasonable gas and water supply considering the need to conserve natural resources;

- c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;
- d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;
- e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.

3) In planning for utility infrastructure developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe subway routes wherever feasible. Sharing of routes with other nearby developments and the provision of new pipe subway facilities adjacent to buildings will be encouraged.

4) Infrastructure provision must be completed prior to occupation of the development. Where potential capacity problems are identified, and no improvements are programmed by the utility company, the City Corporation will require the developer to facilitate appropriate improvements, which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

DM3.1 Self-containment in mixed uses

Where feasible, proposals for mixed use developments must provide independent primary and secondary access points, ensuring that the proposed uses are separate and self-contained.

DM3.2 Security measures

To ensure that security measures are included in new developments, applied to existing buildings and their curtilage, by requiring:

- a) building-related security measures, including those related to the servicing of the building, to be located within the development's boundaries;
- b) measures to be integrated with those of adjacent buildings and the public realm;
- c) that security is considered at the concept design or early developed design phases of all development proposals to avoid the need to retro-fit measures that impact on the public realm;
- d) developers to seek recommendations from the City of London Police Architectural Liaison Officer at the design stage. New development should meet Secured by Design principles;

- e) the provision of service management plans for all large development, demonstrating that vehicles seeking access to the building can do so without waiting on the public highway;
- f) an assessment of the environmental impact of security measures, particularly addressing visual impact and impact on pedestrian flows.

DM3.3 Crowded places

On all major developments, applicants will be required to satisfy principles and standards that address the issues of crowded places and counter-terrorism, by:

- a) conducting a full risk assessment;
- b) keeping access points to the development to a minimum;
- c) ensuring that public realm and pedestrian permeability associated with a building or site is not adversely impacted, and that design considers the application of Hostile Vehicle Mitigation measures at an early stage;
- d) ensuring early consultation with the City of London Police on risk mitigation measures;
- e) providing necessary measures that relate to the appropriate level of crowding in a site, place or wider area.

DM3.4 Traffic management

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

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

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.

DM10.3 Roof gardens and terraces

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

- 2) Public access will be sought where feasible in new development.

DM10.4 Environmental enhancement

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

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

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.

DM12.1 Change affecting heritage assets

1. To sustain and enhance heritage assets, their settings and significance.

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

DM12.4 Archaeology

1. To require planning applications which involve excavation or ground works on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.
2. To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to seek a public display and interpretation, where appropriate.
3. To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.

DM15.1 Sustainability requirements

1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.
2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:
 - a) BREEAM or Code for Sustainable Homes pre-assessment;
 - b) an energy statement in line with London Plan requirements;
 - c) demonstration of climate change resilience measures.
3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance

in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.

4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.
5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

DM15.2 Energy and CO2 emissions

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

DM15.3 Low and zero carbon technologies

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.
2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered

3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

DM15.4 Offsetting carbon emissions

1. All feasible and viable on-site or near-site options for carbon emission reduction must be applied before consideration of offsetting. Any remaining carbon emissions calculated for the lifetime of the building that cannot be mitigated on-site will need to be offset using "allowable solutions".
2. Where carbon targets cannot be met on-site the City Corporation will require carbon abatement elsewhere or a financial contribution, negotiated through a S106 planning obligation to be made to an approved carbon offsetting scheme.
3. Offsetting may also be applied to other resources including water resources and rainwater run-off to meet sustainability targets off-site where on-site compliance is not feasible.

DM15.5 Climate change resilience

1. Developers will be required to demonstrate through Sustainability Statements that all major developments are resilient to the predicted climate conditions during the building's lifetime.
2. Building designs should minimise any contribution to the urban heat island effect caused by heat retention and waste heat expulsion in the built environment.

DM15.6 Air quality

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

assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.

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

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

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.

2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.

3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.

4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.

5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

DM16.1 Transport impacts of development

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

a) road dangers;

- b) pedestrian environment and movement;
- c) cycling infrastructure provision;
- d) public transport;
- e) the street network.

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

DM16.2 Pedestrian movement

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

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

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

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

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

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

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

DM16.3 Cycle parking

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

2. On-street cycle parking in suitable locations will be encouraged to meet the needs of cyclists.

DM16.4 Encouraging active travel

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

DM16.5 Parking and servicing standards

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

7. Taxi ranks are encouraged at key locations, such as stations, hotels and shopping centres. The provision of taxi ranks should be designed to occupy the minimum practicable space, using a combined entry and exit point to avoid obstruction to other transport modes.

DM17.1 Provision for waste

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

DM17.2 Designing out construction waste

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

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

DM18.2 Sustainable drainage systems

1. The design of the surface water drainage system should be integrated into the design of proposed buildings or landscaping, where feasible and practical, and should follow the SuDS management train (Fig T) and London Plan drainage hierarchy.
2. SuDS designs must take account of the City's archaeological heritage, complex underground utilities, transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.
3. SuDS should be designed, where possible, to maximise contributions to water resource efficiency, biodiversity enhancement and the provision of multifunctional open spaces.

DM19.1 Additional open space

1. Major commercial and residential developments should provide new and enhanced open space where possible. Where on-site provision

is not feasible, new or enhanced open space should be provided near the site, or elsewhere in the City.

2. New open space should:

- a) be publicly accessible where feasible; this may be achieved through a legal agreement;
- b) provide a high quality environment;
- c) incorporate soft landscaping and Sustainable Drainage Systems, where practicable;
- d) have regard to biodiversity and the creation of green corridors;
- e) have regard to acoustic design to minimise noise and create tranquil spaces.

3. The use of vacant development sites to provide open space for a temporary period will be encouraged where feasible and appropriate.

DM19.2 Biodiversity and urban greening

Developments should promote biodiversity and contribute to urban greening by incorporating:

- a) green roofs and walls, soft landscaping and trees;
- b) features for wildlife, such as nesting boxes and beehives;
- c) a planting mix which encourages biodiversity;
- d) planting which will be resilient to a range of climate conditions;
- e) maintenance of habitats within Sites of Importance for Nature Conservation.

DM20.4 Retail unit sizes

1. Proposals for new retail uses should provide a variety of unit sizes compatible with the character of the area in which they are situated.

2. Major retail units (over 1,000sq.m) will be encouraged in PSCs and, where appropriate, in the Retail Links in accordance with the sequential test.

DM21.3 Residential environment

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

- a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
- b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.

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

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.

CS2 Facilitate utilities infrastructure

To co-ordinate and facilitate infrastructure planning and delivery to ensure that the functioning and growth of the City's business, resident, student and visitor communities is not limited by provision of utilities and telecommunications infrastructure.

CS3 Ensure security from crime/terrorism

To ensure that the City is secure from crime, disorder and terrorism, has safety systems of transport and is designed and managed to satisfactorily accommodate large numbers of people, thereby increasing public and corporate confidence in the City's role as the world's leading international financial and business centre.

CS4 Seek planning contributions

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

CS7 Meet challenges of Eastern Cluster

To ensure that the Eastern Cluster can accommodate a significant growth in office floorspace and employment, while balancing the

accommodation of tall buildings, transport, public realm and security and spread the benefits to the surrounding areas of the City.

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.

CS11 Encourage art, heritage and culture

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

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.

CS13 Protect/enhance significant views

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

CS14 Tall buildings in suitable places

To allow tall buildings of world class architecture and sustainable design in suitable locations and to ensure that they take full account of the character of their surroundings, enhance the skyline and provide a high quality public realm at ground level.

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.

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).

CS18 Minimise flood risk

To ensure that the City remains at low risk from all types of flooding.

CS19 Improve open space and biodiversity

To encourage healthy lifestyles for all the City's communities through improved access to open space and facilities, increasing the amount and quality of open spaces and green infrastructure, while enhancing biodiversity.

CS20 Improve retail facilities

To improve the quantity and quality of retailing and the retail environment, promoting the development of the five Principal Shopping Centres and the linkages between them.

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.

SCHEDULE

APPLICATION: 18/00152/FULEIA

100, 106 & 107 Leadenhall Street London EC3A 3BP

Demolition of the existing buildings and construction of a ground plus 56 storey building (263.4m AOD) for office use (Class B1) [102,043sq.m GEA], retail use (Class A1/A3/A4) [882sq.m GEA] at lower levels, a publicly accessible viewing gallery (Sui Generis) and after hours Restaurant/Bar (Sui Generis) [1,934sq.m GEA] at levels 55 and 56, new and improved Public Realm, ancillary basement cycle parking, servicing area and plant. [Total Scheme Area: 122,091sq.m GEA]

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 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.
- 3 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.

- 4 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.

- 5 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.

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

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

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

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

8 No work except demolition to basement slab level shall take place until an investigation and risk assessment has been undertaken to establish if the site is contaminated and to determine the potential for pollution in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. 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.

- 9 Within five working days of any site contamination being found when carrying out the development hereby approved the contamination must be reported in writing to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.
REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. 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.
- 10 Before any works including demolition are begun a site survey and survey of highway and other land at the perimeter of the site shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces. The development shall be carried out in accordance with the approved survey unless otherwise agreed in writing by the local planning authority.
REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order that a record is made of the conditions prior to changes caused by the development and that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 11 Before the development hereby permitted is begun a detailed site investigation shall be carried out to establish if the site is contaminated and to determine the potential for pollution of the water environment. The method and extent of this site investigation shall be agreed in writing with the Local Planning Authority prior to commencement of the work. Details of measures to prevent pollution of ground and surface

water, including provisions for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before the development commences. The development shall proceed in strict accordance with the measures approved.

REASON: To prevent pollution of the water environment in accordance with the following policy of the Local Plan: DM15.8. 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.

- 12 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

- 13 No development including demolition shall take place until the developer has secured the completion of a Base-Line Terrestrial Television and Radio Interference Study ("the Base-Line Study") to assess terrestrial television and radio reception to residential properties in the vicinity of the site. The Base-Line Study shall be carried out in accordance with a Base-Line Study Scheme first submitted to and approved in writing by the Local Planning Authority, and which shall include details of the residential properties to be surveyed.

REASON: To ensure that the existing television reception at other premises is not significantly affected by the proposed development. These details are required prior to commencement in order to create a record of the conditions prior to changes caused by the development.

- 14 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.

- 15 Details of connection opportunities to any district heating network outlining design proposals for future proofing arrangements shall be submitted to and approved by the Local Planning Authority prior to any demolition taking place on site.
REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policies of the Local Plan: DM 15.1, DM15.3 and London Plan Policy 5.5
- 16 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: attenuation systems, rainwater pipework, pumps, design for system exceedance, design for ongoing maintenance; surface water flow rates shall be restricted to no greater than 5 l/s from each outfall and from no more than three distinct outfalls, provision should be made for an attenuation volume capacity capable of achieving this as outlined in the Flood Risk Assessment and Outline Drainage Strategy ;
(b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.
(c) Evidence that Thames Water have been consulted and consider the proposed discharge rate to be satisfactory.
REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 17 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.
- 18 No construction of basements shall take place until it has been demonstrated that there would be no unacceptable risk to below

ground utilities infrastructure, details of which shall be approved in writing by the Local Planning Authority in liaison with Thames Water before such works commence and the development shall be carried out in accordance with the approved details.

REASON: To ensure that below ground utilities infrastructure is protected in accordance with the following policy of the Local Plan: DM2.1.

- 19 Prior to any works commencing on site the developer shall consult with National Air Traffic Services (NATS) En Route PLC and the relevant airport authorities on the following:

(a) The date construction is due to start and end; and
(b) The maximum height and location of all construction equipment rising above
150m Above Ground Level (AGL).

REASON: In the interests of the safe operation of Heathrow Airport, London City Airport and of NATS En-route PLC.

- 20 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: CS15.

- 21 (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 measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. 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.

(b) 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: CS15, CS21.

- 22 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.

- 23 No construction work involving the erection of any permanent or temporary structures or cranes that would breach a datum height of 126 metres above ground level (AGL) shall commence on site until the Developer has agreed a "Crane Operation Plan" which has been submitted to and approved in writing by the Local Planning Authority in consultation with the Air Traffic Operator (National Air Traffic Services). Construction at the site shall thereafter be operated strictly in accordance with the approved "Crane Operation Plan".
REASON: In the interests of the safe operation of Heathrow Airport, London City Airport and of NATS En-route PLC.
- 24 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
 - (b) details of the proposed new facade(s) including typical details of the fenestration and entrances;
 - (c) details of a typical bay of the development;
 - (d) typical details of stonework;(e) details of ground floor elevations;
 - (f) details of the ground floor office entrance(s);
 - (g) details of the flank wall(s) of the proposed new building;
 - (h) details of windows and external joinery;
 - (i) details of soffits, hand rails and balustrades;
 - (j) details of all alterations to the existing facades;
 - (k) details of junctions with adjoining premises;
 - (l) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level
 - (m) details of the integration of cleaning equipment, cradles and the garaging thereof;
 - (n) details of plant and ductwork to serve the [A1] [A3] [A4] use(s);
 - (o) details of ventilation and air-conditioning for the [A1] [A3] [A4] use(s);
 - (p) details of all ground level surfaces including materials to be used;
 - (q) details of walkway surfaces including materials to be used;
 - (r) details of external surfaces within the site boundary including hard and soft landscaping;

(s) measures to be taken during the period of demolition and construction for the protection of the trees to be retained and details of any pruning of the trees;

(t) 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.

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

- 25 All unbuilt surfaces (including podium terraces at level 4) shall be treated in accordance with a landscaping scheme to be submitted to and approved in writing by the Local Planning Authority before any landscaping works are commenced. All hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the development. Trees and shrubs which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority seriously damaged or defective within 5 years of completion of the development shall be replaced with trees and shrubs of similar size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.

REASON: In the interests of visual amenity in accordance with the following policies of the Local Plan: DM10.1, DM19.2.

- 26 No part of the building shall be occupied until the details of wind mitigation measures on the western terrace at level 4 have been submitted, approved and implemented. The said wind mitigation measures shall be retained in place for the life of the building unless otherwise agreed by the Local Planning Authority.

REASON: In order to ensure that the proposed development does not have a detrimental impact on the amenities of the area in accordance with the following policies of the Local Plan: DM10.1, DM16.1, DM16.2.

- 27 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works thereby affected are begun. The said measures shall be retained in place for the life of the building unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Local Plan: DM3.2.

- 28 Before any works thereby affected are begun details of the entrance and ground floor lobby of the public viewing gallery shall be submitted to and approved by the Local Planning Authority. Such details shall be

implemented prior to the occupation of the building unless otherwise approved in writing by the Local Planning Authority.

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

- 29 There shall be no promoted events on the premises. A promoted event for this purpose, is an event involving music and dancing where the musical entertainment is provided at any time between 23:00 and 07:00 by a disc jockey or disc jockeys one or some of whom are not employees of the premises licence holder and the event is promoted to the general public.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 30 The (A1/A3/A4) (use/premises) hereby permitted shall not be open to customers 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.
- 31 Self-closing mechanisms must be fitted on the doors of all the retail units at ground floor level before the retail uses commences and shall be retained for the life of the premises. The doors must not be left open except in an emergency or for maintenance purposes.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 32 The podium roof terraces level 4 hereby permitted shall not be used or accessed between the hours of 22:00 on one day and 07:00 on the following day other than in the case of emergency.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 33 No amplified or other music shall be played on the roof terraces.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 34 No live or recorded music shall be played that it can be heard outside the premises or within any residential or other premises in 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.

- 35 No cooking shall take place within any Class A1, A3 or A4 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Any works that would materially affect the external appearance of the building will require a separate planning permission.

REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.

- 36 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. The details approved must be implemented before the Class A use takes place.

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

- 37 Before any works thereby affected are begun, a scheme in the form of an acoustic report compiled by a qualified specialist shall be submitted to and approved in writing by the Local Planning Authority specifying the materials and constructional methods to be used demonstrating that there is adequate sound proofing to both airborne and structure borne noise transmission between the Class A use and the surrounding offices in the building. The development pursuant to this permission shall be carried out in accordance with the approved scheme and so maintained thereafter.

REASON: To protect the amenities of commercial occupiers in the building in accordance with the following policy of the Local Plan: DM15.7.

- 38 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority specifying the kitchen extract arrangements, materials and construction methods to be used to avoid noise penetration to the upper floors from the Class A use. The details approved must be implemented before the Class A use commences and so maintained thereafter.

REASON: To protect the amenities of commercial occupiers in the building in accordance with the following policy of the Local Plan: DM15.7.

- 39 Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development

pursuant to this permission shall be carried out in accordance with the approved details:

(a) A Lifetime Maintenance Plan for the SuDS system to include:

- A full description of how the system would work, its aims and objectives and the flow control arrangements;
- A Maintenance Inspection Checklist/Log;
- A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.

REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.

- 40 Before any works thereby affected are begun details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces (as approved in accordance with details submitted pursuant to Condition 4) and all development pursuant to this permission shall be carried out in accordance with the approved details.

REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2.

- 41 No occupation of the development shall take place until the developer has secured
- (i) the completion of a Post Construction Terrestrial Television and Radio Study ("the Post-Construction Study") to assess any significant deterioration to terrestrial television and radio reception attributable to the development. The Post-Construction shall be carried out in accordance with a Post-Construction Study Scheme first submitted to and approved in writing by the Local Planning Authority, and which shall include details of the residential properties to be surveyed.
 - (ii) the implementation of a Scheme of Mitigation Works for the purpose of remedying significant interference to terrestrial television and radio reception in the vicinity of the site attributable to the development identified by the Post-Construction Study. Such Scheme of Mitigation Works shall be first submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the existing television reception at other premises is not significantly affected by the proposed development.

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

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

- 43 A detailed facade maintenance plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority prior to the occupation of the building hereby permitted.
REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the development to ensure that there is no obstruction on the streets and in the interests of public safety in accordance with the following policy of the Local Plan: CS16
- 44 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.
REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policies of the Local Plan: DM15.1, DM15.2, DM15.3, DM15.3, DM15.4.
- 45 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.
- 46 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 47 At all times when not being used for cleaning or maintenance the window cleaning gantries, cradles and other similar equipment shall be garaged within the enclosure(s) shown on the approved drawings.
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 48 No public address system (PA), amplified live or amplified recorded music shall be played within any part of the building or site so loud that it can be heard outside the site or within any other premises in the building on the site.
REASON: To safeguard the amenity of the occupiers of nearby premises and the area in general in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 49 A clear unobstructed minimum headroom of 5m must be maintained for the life of the building in the refuse skip collection area as shown on the approved drawings and a clear unobstructed minimum headroom of 4.75m must be provided and maintained over the remaining areas and access ways.

REASON: To ensure that satisfactory servicing facilities are provided and maintained in accordance with the following policy of the Local Plan: DM16.5.

- 50 The loading and unloading areas must remain ancillary to the use of the building and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.

REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Local Plan: DM16.5.

- 51 Goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall not be accepted or dispatched unless the vehicles are unloaded or loaded within the curtilage of the building.

REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM16.1, DM16.5, DM21.3.

- 52 A level clear standing area shall be provided and maintained entirely within the curtilage of the site at street level in front of any vehicle lift sufficient to accommodate the largest size of vehicle able to use the lift cage.

REASON: To prevent waiting vehicles obstructing the public highway in accordance with the following policy of the Local Plan: DM16.5.

- 53 2 car parking spaces suitable for use by people with disabilities shall be provided on the premises in accordance with the drawings hereby approved and shall be maintained throughout the life of the building and be readily available for use by disabled occupiers and visitors without charge to the individual end users of the parking.

REASON: To ensure provision of suitable parking for people with disabilities in accordance with the following policy of the Local Plan: DM16.5.

- 54 Provision shall be made for disabled people to obtain access to the offices, the public viewing gallery and to each retail unit via their respective principal entrances without the need to negotiate steps and shall be 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: DM10.8.

- 55 The pass door shown adjacent to or near to the entrances on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.

REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Local Plan: DM10.8.

- 56 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 1,362 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.
- 57 Unless otherwise approved in writing by the local planning authority, changing facilities and showers, including no less than 136 showers and 1,362 lockers, shall be provided in accordance with the drawings hereby approved and maintained throughout the life of the building for the use of occupiers of the building.
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.4.
- 58 The generator(s) shall be used solely on brief intermittent and exceptional occasions when required in response to a life threatening emergency or an event requiring business continuity and for the testing necessary to meet those purposes and shall not be used at any other time. At all times the generator(s) shall be operated to minimise its 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 ensure that the generator(s), which does not meet City of London noise standards, and would have a negative impact on local air quality, is used only in response to a life threatening emergency or exceptional business continuity situation in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.
- 59 Development should not be commenced until Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.
REASON: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 60 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 A-011, Proposed Location Plan A-012, Existing Site Plan A-013, Proposed

Site Reference Plan A-014, Basement 3 A-101, Basement 2 A-102, Basement 2 Mezzanine A-103, Basement 1 A-104, Ground Floor A-105, Mezzanine A-106, Level 1 A-107, Levels 2-3 A-108, Level 4 A-109, Level 5 A-110, Levels 6-20 & 21 A-111, Levels 22 & 23 A-112, Levels 24 & 25-34 A-113, Levels 35 & 36 A-114, Levels 37 & 38 A-115, Levels 39 & 40 A-116, Levels 41 & 42-47 A-117, Levels 48 & 49-54 A-118, Levels 55 & 56 A-119 Rev 01, Level 56 Mez A-120, Roof Plan A-121, Viewing Gallery Entrance-A-122, Context Elevation South Existing A-201, Context Elevation West Existing A-202, Context Elevation North Existing A-203, Context Elevation East Existing A-204, Context Elevation South Proposed A-205, Context Elevations West Proposed A-206, Context Elevation North Proposed A-207, Context Elevation East Proposed A-208, Building Elevations A-209, Building Elevations A-210, Buildings Sections - Tower A-251, Building Section - Podium A-252, Enlarged South Facade Wall Details A-501, Enlarged North Facade Wall Details A-502, Enlarged Ground Floor Facade Wall Details A-503, Enlarged East Podium Facade Wall Details A-504, Enlarged West Podium Facade Wall Details A-505, Viewing Gallery Part Interior Elevations A-506, Roof Sections A-507
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 City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO_x emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2015.

All gas Combined Heat and Power plant should be low NO_x technology as detailed in the City of London Guidance for controlling

emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2015.

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.

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

- 3 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.

- 4 The Mayoral Community Infrastructure Levy is set at a rate of £50 per sq.m on "chargeable development" and applies to all development over 100sq.m (GIA) or which creates a new dwelling.

The City of London Community Infrastructure Levy is set at a rate of £75 per sq.m for offices, £150 per sq.m for Riverside Residential, £95 per sq.m for Rest of City Residential and £75 on all other uses on "chargeable development".

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

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

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Section 106 Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.

- 5 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
- 6 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation or Transport for London as Highway Authority; and any temporary or permanent works affecting the public highway must not be commenced until the consent of the Highway Authority has been obtained.
- 7 Improvement or other works to the public highway shown on the submitted drawings require separate approval from the local highway authority and the planning permission hereby granted does not authorise these works.
- 8 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.
- 9 The Department of the Built Environment (Transportation & Public Realm Division) must be consulted on the following matters which require specific approval:
 - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.
 - (b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City. Early discussion with the Department of the Built Environment Transportation and Public Realm Division is recommended to ensure the design of the building provides for the inclusion of street lighting.
 - (c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window sill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway).

You are advised that highway projection licences do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. Please contact the Corporate Property Officer, City Surveyor's Department.

(d) Permanent Highway Stopping-Up Orders and dedication of land for highway purposes.

(e) Connections to the local sewerage and surface water system.

(f) Carriageway crossovers.

- 10 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:
- (a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any structures in excess of those shown on drawings for which planning permission has already been granted, further planning approval will also be required.
 - (b) Installation of engine generators using fuel oil.
 - (c) The control of noise and other potential nuisances arising from the demolition and construction works on this site and compliance with the Construction (Design and Management) Regulations 2015; the Environmental Health Team should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.
 - (d) Alterations to the drainage and sanitary arrangements.
 - (e) The requirements of the Health and Safety at Work etc Act 1974 and the other relevant statutory enactments (including the Offices, Shops and Railway Premises Act 1963); in particular: - provision for window cleaning (internal and external) to be carried out safely.
 - (f) The use of premises for the storage, handling, preparation or sale of food.
 - (g) Use of the premises for public entertainment.
 - (h) Approvals relating to the storage and collection of wastes.
 - (i) Limitations which may be imposed on hours of work, noise and other environmental disturbance.
 - (j) The control of noise from plant and equipment;
 - (k) Methods of odour control.

- 11 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:
- Noise and Dust
- (a) The construction/project management company concerned with the development must contact the Department of Markets and Consumer Protection and provide a working document detailing steps they propose to take to minimise noise and air pollution for the duration of the works at least 28 days prior to commencement of the work. Restrictions on working hours will

normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(b) Demolition and construction work shall be carried out in accordance with the City of London Code of Practice for Deconstruction and Construction. The code details good site practice so as to minimise disturbance to nearby residents and commercial occupiers from noise, dust etc. The code can be accessed through the City of London internet site, www.cityoflondon.gov.uk, via the a-z index under Pollution Control- City in the section referring to noise, and is also available from the Markets and

Consumer Protection Department.

(c) Failure to notify the Markets and Consumer Protection Department of the start of the works or to provide the working documents will result in the service of a notice under section 60 of the Control of Pollution Act 1974 (which will dictate the permitted hours of work including noisy operations) and under Section 80 of the Environmental Protection Act 1990 relating to the control of dust and other air borne particles. The restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(d) Construction work shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise from the site has been submitted to and approved by the Markets and Consumer Protection Department.

12 Waste Comments

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: -
Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water.

Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at <https://wholesale.thameswater.co.uk/Wholesale-services/Businesscustomers/Trade-effluent> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

- 13 There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.
- 14 There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.
- 15 The Directorate of the Built Environment (District Surveyor) should be consulted on means of escape and constructional details under the Building Regulations and London Building Acts.
- 16 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.
- 17 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.

Committee:	Date:
Planning and Transportation	10 July 2018
Subject: London Bridge London, EC4 Blackfriars Railway Bridge, EC4 Southwark Bridge, EC4 Blackfriars Road Bridge, EC4 Cannon Street Railway Bridge, EC4 Millennium Bridge, EC4 The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project.	Public
Ward: Bridge And Bridge Without, Castle Baynard, Vintry, Dowgate, Queenhithe	For Decision
Registered No: 18/00451/FULEIA, 18/00452/FULEIA, 18/00453/FULEIA and 18/00454/LBC, 18/00455/FULEIA and 18/00456/LBC, 18/00457/FULEIA, 18/00458/FULEIA	Registered on: 10 May 2018
Conservation Area: Whitefriars	Listed Building: No

Summary

This report covers the planning and listed building consent applications associated with the Illuminated River Project within the City. The project comprises a major public art installation, designed by artist Leo Villareal, which would illuminate fifteen of the central London bridges across the River Thames.

The City's bridges included in this project are Blackfriars Road Bridge, Blackfriars Railway Bridge, Millennium Bridge, Southwark Bridge, Cannon Street Railway Bridge and London Bridge. With the exception of the Blackfriars Bridge applications, all applications are cross boundary. Identical planning applications have been submitted to the London Borough of Southwark. The proper approach is for each authority to determine the application as made. (However, any permission issued by the City would relate to land in the City).

The lighting design will be specific to each bridge respecting and revealing their distinctive histories and architectural features, while the kinetic motion of the lighting across the fifteen bridges would create a coherent art installation that references the river as a continuous living system. The new lighting would restrict predominantly to the sides and undersides of the bridges. The

illumination on all bridges would be kinetic with subtle changes in the colour and intensity of the light. A detailed explanation of the proposals for each bridge is set out in the report. As the illumination would be restricted to 'artistic lighting' it would not alter the existing road, rail or navigational lighting on any of the bridges.

The lighting scheme seeks to enhance an appreciation of the character and significance of each bridge, to minimise visual clutter, reducing unwanted light spill/trespass and deliver creative public art which is striking, in recognition of the Bridges as landmarks, but which is also sensitive, acknowledging the place of them in the context of the wider hierarchy of cultural landmarks on the Thames in views which have been identified as important to London's character strategically, and those which comprise part of a familiar and cherished riparian environment.

In relation to arts and culture, the proposal is considered to be a high-quality artwork in an appropriate location and would accord therefore with policies CS11, DM11.1 and DM11.2 of the Local Plan.

In relation to the historic environment, the proposed lighting schemes have been designed to ensure visual sensitivity, discreetly integrating lighting into an overall design and reducing light pollution, in accordance with Local Plan Policy DM 10.1. It is considered, that the lighting has been designed so as to conserve and enhance the significance and setting of the City's heritage assets, preserving and enhancing the special interest/significance and character and appearance and significance of the City's listed buildings and conservation areas, in accordance with the duties at sections 16, 66 and 72 of the Act, and in accordance with core principle ten of the NPPF (para 17), London Plan Policy 7.8 City of London Local Plan Policies CS12, DM 12.1, DM 12.2 and DM 12.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.16, 3.17 and 3.18.

In relation to ecology subject to conditions, the proposal would have a negligible impact on ecology and accords with policies CS19 and DM19.2 of the City of London Local Plan, Southwark Core Strategy Strategic Policy 11, and Saved Southwark Plan Policies 3.28. 22.

In relation to sustainability, it is considered that careful consideration has been given to the design of the scheme such that it would comply with policy DM15.7 of the City of London Local Plan and Saved Southwark Plan Policies 3.4.

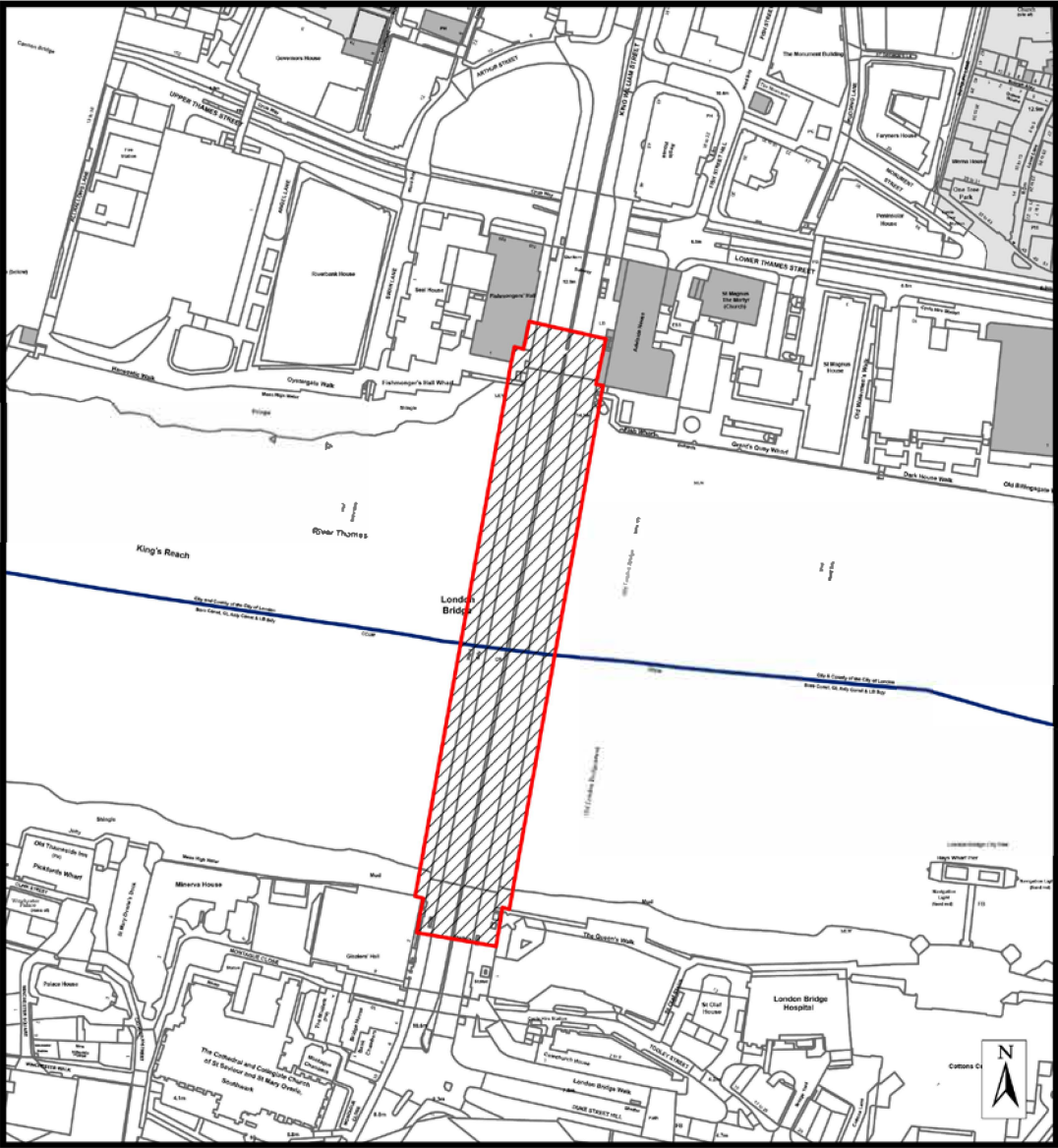
In relation to amenity, subject to conditions, the proposal would not have a significant detrimental impact on human health or residential amenity and accords with policy DM21.3 of the City of London Local Plan and policy 3.2 of the saved Southwark Plan Policies.

It is recommended that the planning applications and listed building consent applications relating to the Illuminated River project are approved (insofar as it relates to land in the City), subject to conditions as set out in the report.

Recommendation

That the committee resolve to grant planning permission subject to the imposition of the conditions set out in the Schedule appended to this report.





Site Location Plan



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ADDRESS:
London Bridge

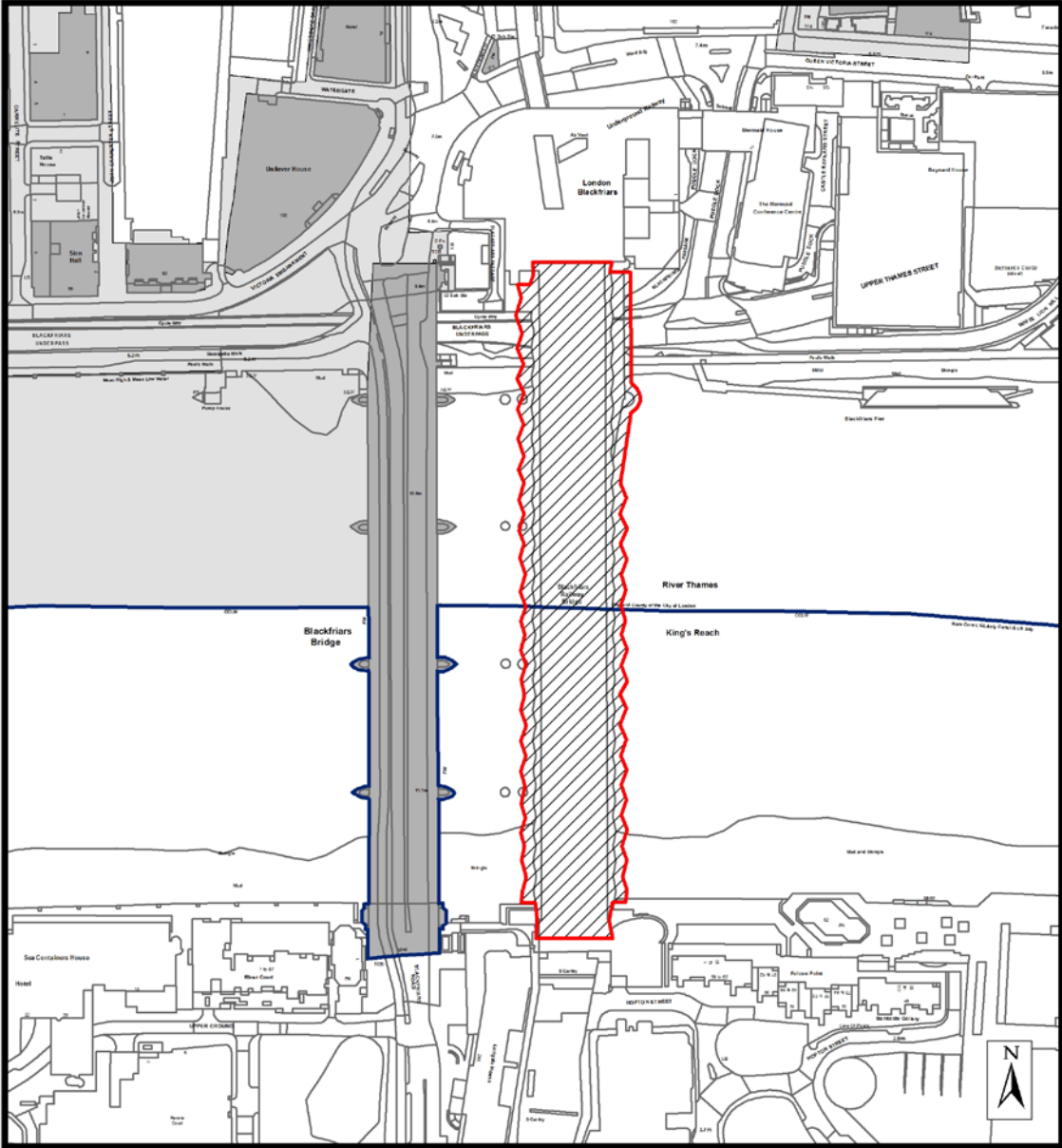
CASE No.
18/00451/FULEIA

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



DEPARTMENT OF THE BUILT ENVIRONMENT





Site Location Plan



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ADDRESS:
Blackfriars Rail Bridge

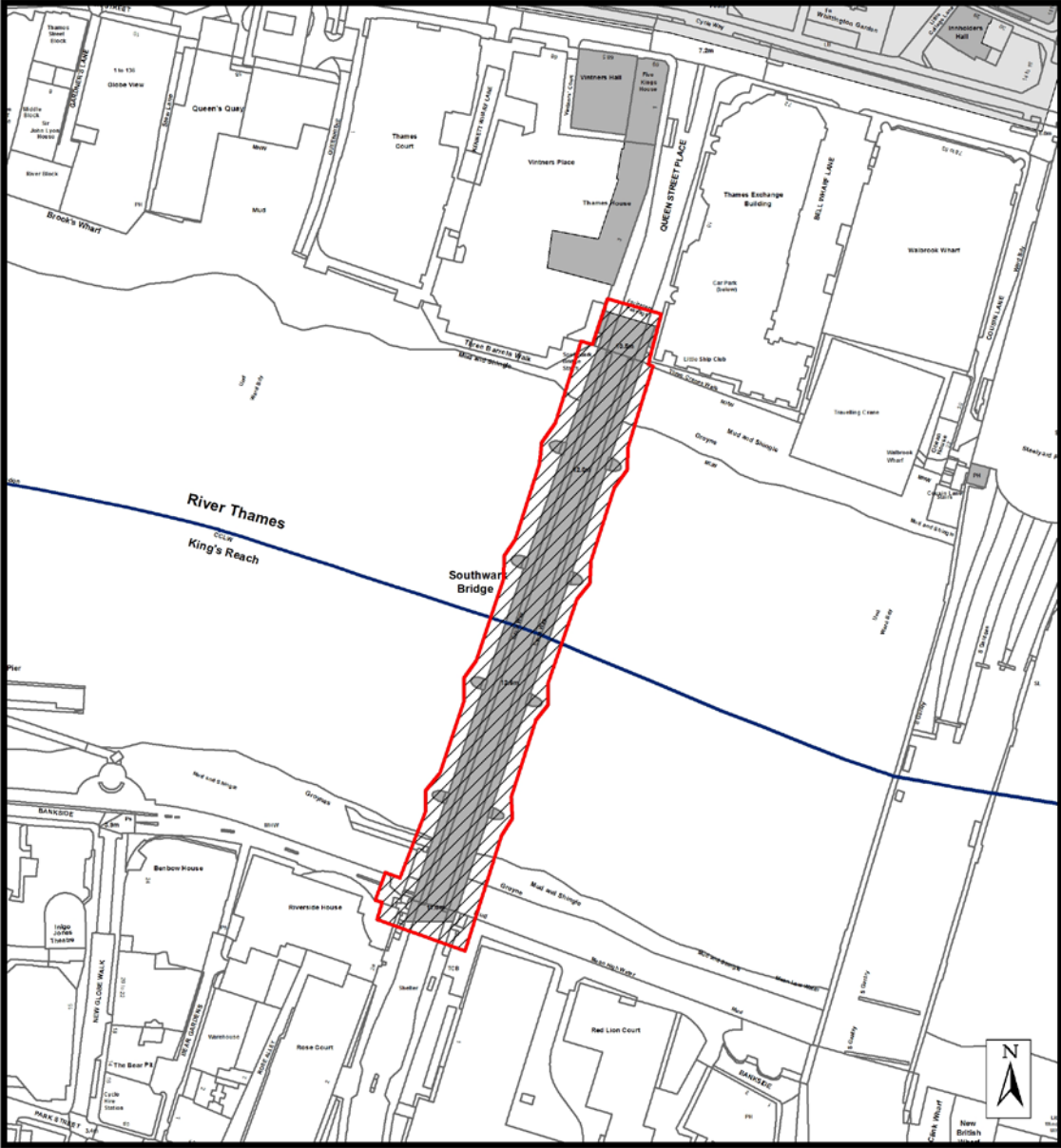
CASE No.
18/00452/FULEIA

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



DEPARTMENT OF THE BUILT ENVIRONMENT





Site Location Plan



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ADDRESS:
Southwark Bridge

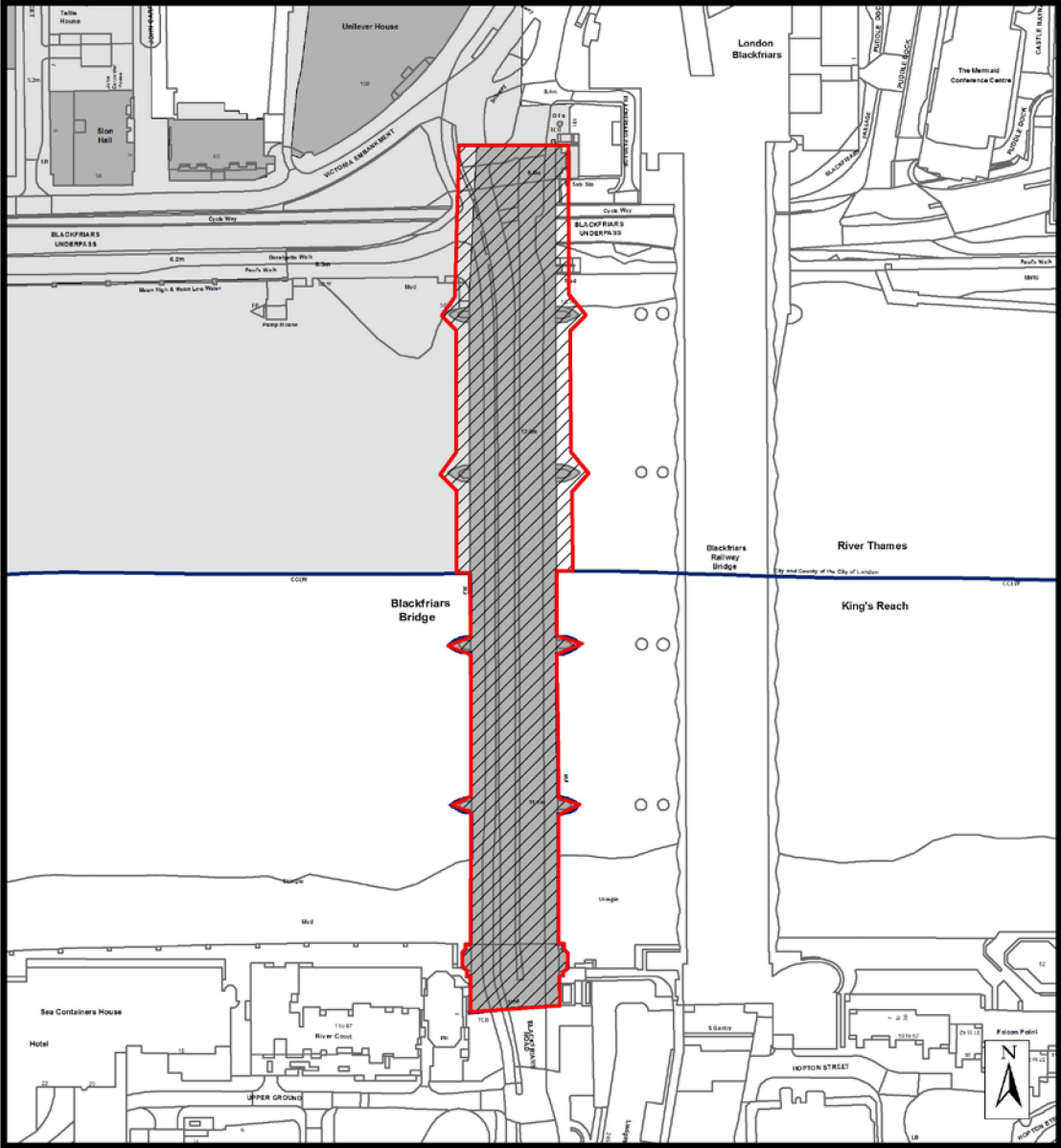
CASE No.
18/00453/FULEIA & 18/00454/LBC

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



DEPARTMENT OF THE BUILT ENVIRONMENT





Site Location Plan



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ADDRESS:
Blackfriars Road Bridge

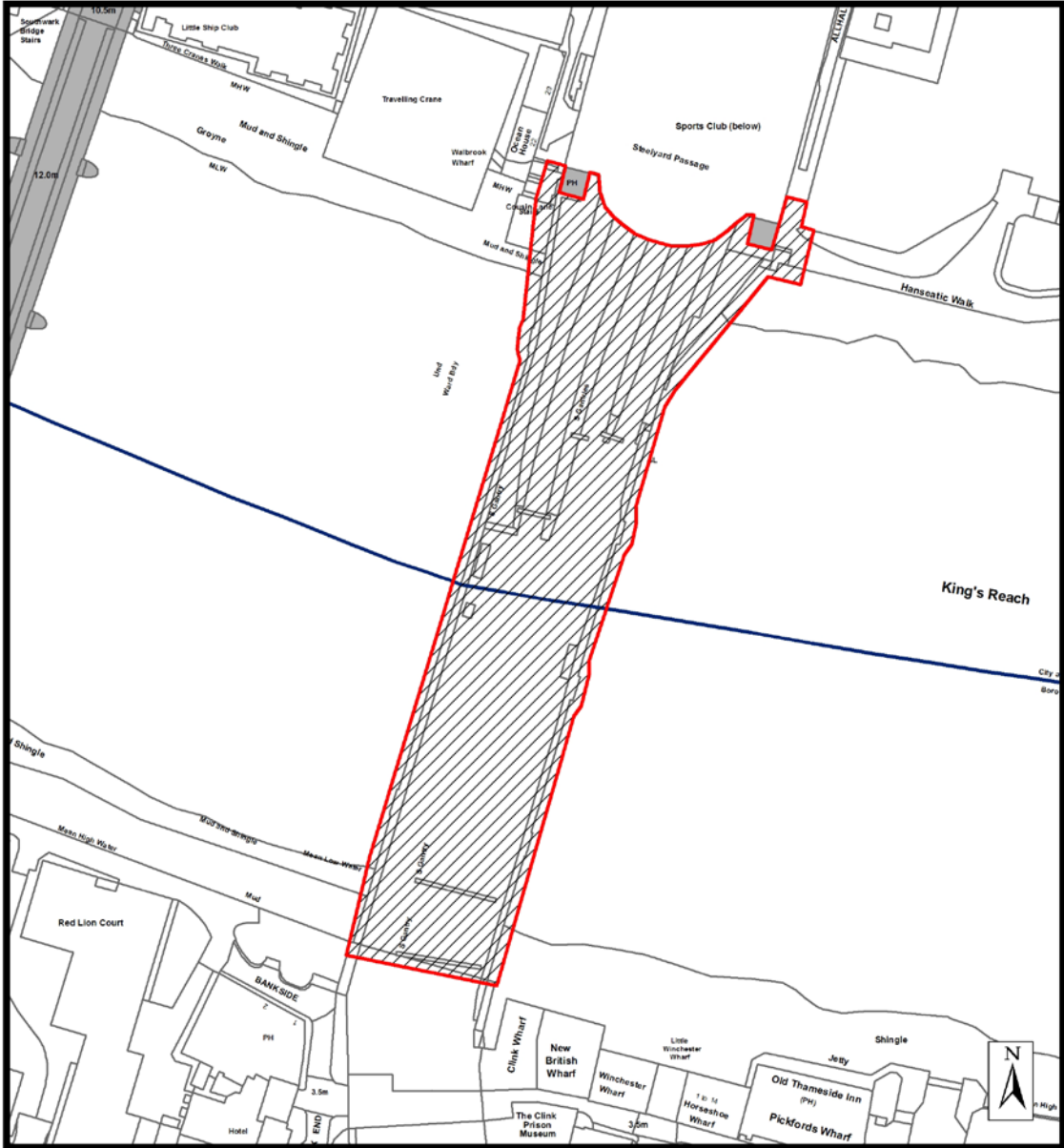
CASE No.
18/00455/FULEIA & 18/00456/LBC

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



DEPARTMENT OF THE BUILT ENVIRONMENT





Site Location Plan



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ADDRESS:
Cannon Street Rail Bridge

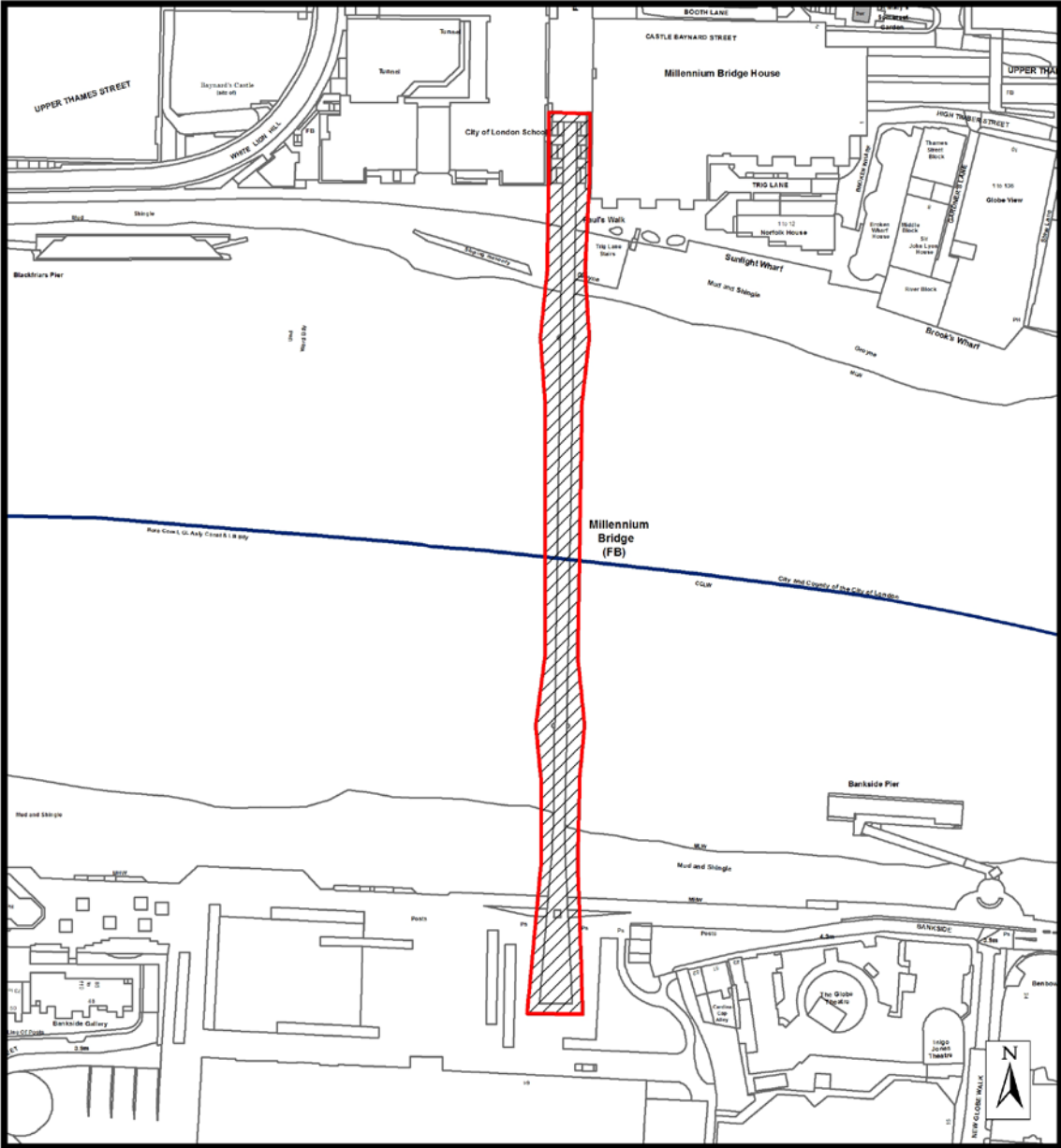
CASE No.
18/00457/FULEIA

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



DEPARTMENT OF THE BUILT ENVIRONMENT





Site Location Plan



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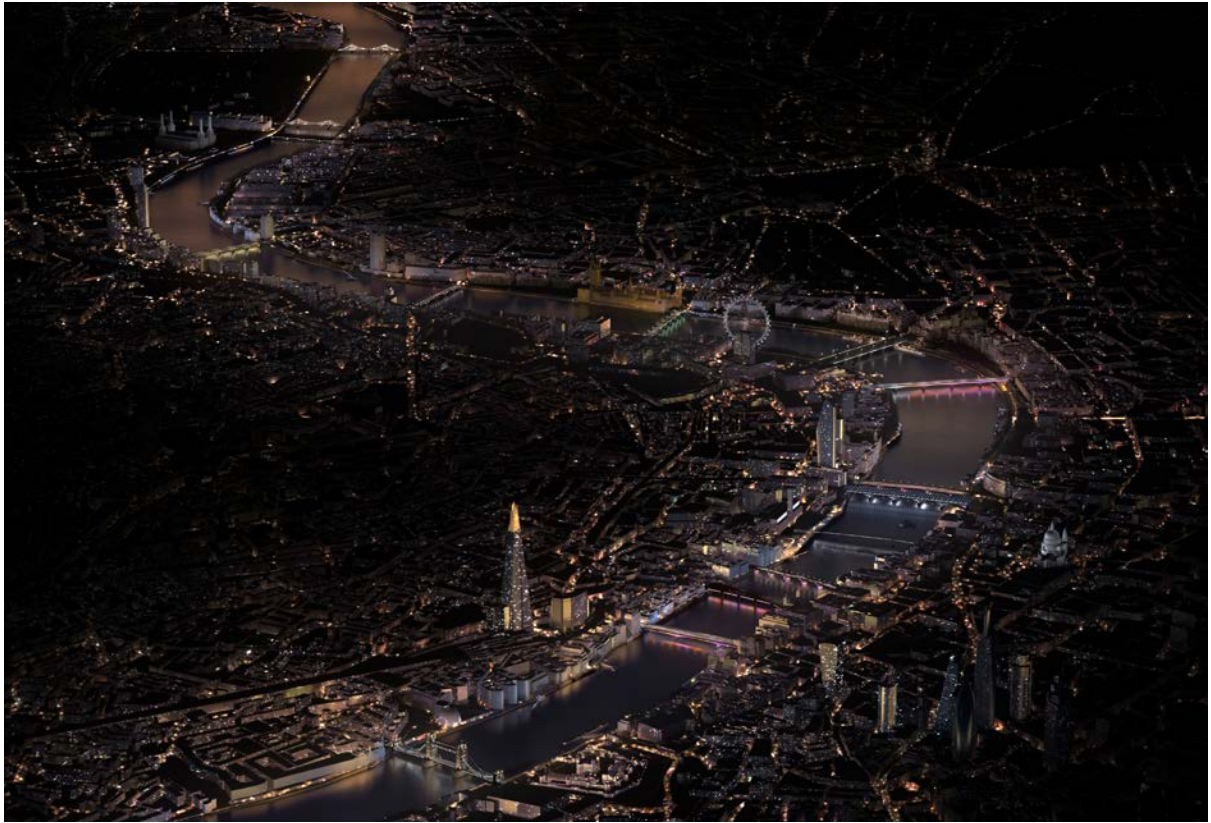
ADDRESS:
Millennium Bridge

CASE No.
18/00458/FULEIA

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



DEPARTMENT OF THE BUILT ENVIRONMENT



Overview of bridges



Blackfriars Road Bridge – Existing



Blackfriars Road Bridge – Proposed



Blackfriars Rail Bridge – Existing



Blackfriars Rail Bridge – Proposed



Millennium Bridge – Existing



Millennium Bridge – Proposed



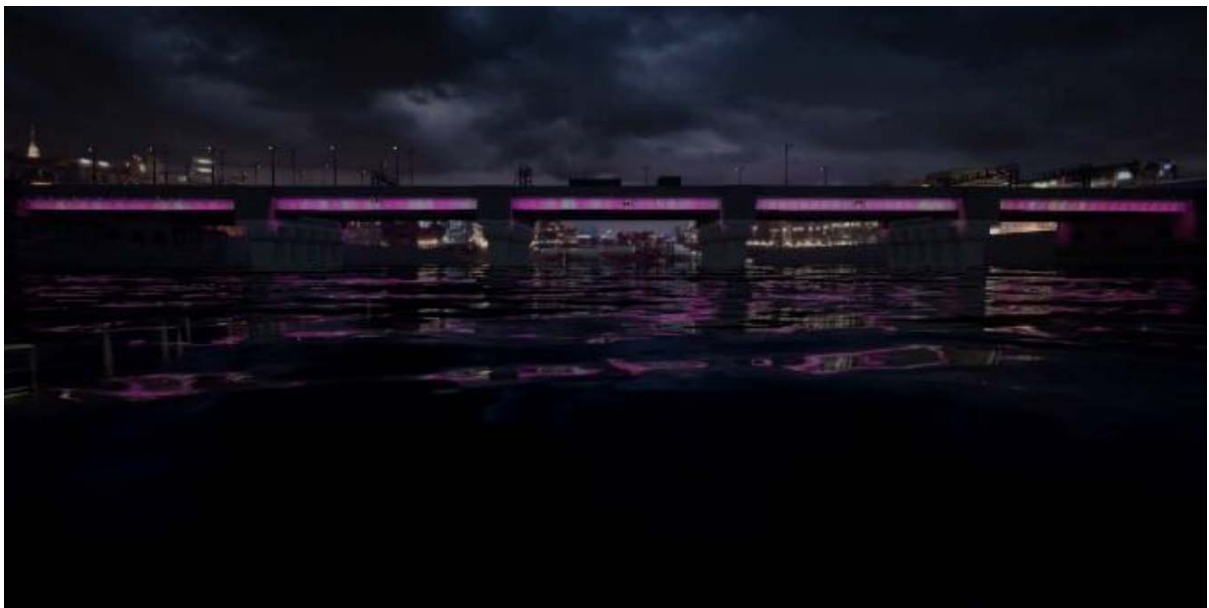
Southwark Bridge – Existing



Southwark Bridge – Proposed



Cannon Street Rail Bridge – Existing



Cannon Street Rail Bridge – Proposed



London Bridge – Existing



London Bridge - Proposed

Main Report

Environmental Statement

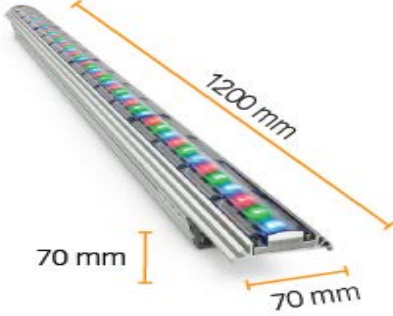

1. The application is for EIA development and is accompanied by an Environmental Statement (ES). The ES is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This is to ensure that the importance of the predicted effects and the scope for reducing them are properly understood by the public and the competent authority before it makes its decision.
2. The Local Planning Authority must take the Environmental Statement into consideration in reaching its decision as well as comments made by the consultation bodies and any representations from members of the public about environmental issues as required by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
3. The duties imposed by regulation 26 of the EIA Regulations require the local planning authority to undertake the following steps:
 - a. To examine the environmental information;
 - b. To reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to at (a) above, and where appropriate, their own supplementary examination;
 - c. To integrate that conclusion into the decision as to whether planning permission is to be granted; and
 - d. If planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures.
4. The local planning authority must not grant planning permission unless satisfied that the reasoned conclusion referred to at paragraph 3(b) above is up to date.
5. The draft statement attached to this report at Appendix A sets out the conclusions reached on the matters identified in regulation 26. It is the view of the officers that the reasoned conclusions set out in the statement are up to date.
6. Representations made by anybody required by the EIA Regulations to be invited to make representations and any representations duly made by any other person about the environmental effects of the development also forms part of the environmental information before your Committee.
7. The Environmental Statement is available in the Members' Room, along with the application, drawings, relevant policy documents and the representations received in respect of the application.

Project and Report Overview

8. This report covers the planning and listed building consent applications associated with the Illuminated River Project within the City. The project comprises a major public art installation, designed by artist Leo Villareal, which would illuminate fifteen of the central London bridges across the River Thames.
9. The bridges included within the project are as follows with those within the City highlighted:
 - Albert Bridge
 - Chelsea Bridge
 - Grosvenor Bridge
 - Vauxhall Bridge
 - Lambeth Bridge
 - Westminster Bridge
 - Golden Jubilee Footbridges
 - Waterloo Bridge
 - **Blackfriars Road Bridge**
 - **Blackfriars Railway Bridge**
 - **Millennium Bridge**
 - **Southwark Bridge**
 - **Cannon Street Railway Bridge**
 - **London Bridge**
 - Tower Bridge
10. The project seeks to:
 - Create a unified vision to celebrate the selected bridges of the project and London's historic links with the river;
 - Act as a catalyst for improving the public realm;
 - Be more energy efficient than existing decorative lighting on the bridges;
 - Contribute to a more ecologically sustainable environment for the river; and
 - Provide more opportunities to enjoy the environs of the river.
11. Villareal's artistic vision for the bridges uses colours and light treatments inspired by the palettes of Impressionist Masters and English Romantics who repeatedly painted the Thames. Like these artists Villareal uses the bridges as his canvas, sitting by the riverbank with his laptop, sequencing LED lights into painterly washes of colour. In the Illuminated River, Villareal mimics the changing movement of the river, using shifting

hues that are drawn from the London sky during sunset, moonlight and sunrise. These expressive light compositions carry on the traditions of Monet, Turner and Whistler who were interested in the blending of art and science and excelled in rendering light through the mixing of colour.

12. The lighting design is specific to each bridge respecting and revealing their distinctive histories and architectural features, while the kinetic motion of the lighting across the fifteen bridges would create a coherent art installation that references the river as a continuous living system.
13. The new lighting would be restricted predominantly to the sides and undersides of the bridges. The illumination on all bridges would be kinetic with subtle changes in the colour and intensity of the light. A detailed explanation of the proposals for each bridge is set out in the following sections of this report. As the illumination would be restricted to 'artistic lighting' it would not alter the existing road, rail or navigational lighting on any of the bridges.
14. A combination of the following fittings would be used to illuminate the City's bridges:

Fitting	Image	Description
LED Linear Graze		<p>The illumination from these fittings is designed to graze the vertical faces of the bridges. They are typically mounted end to end to create a continuous line of light. They can be used to display coloured or white light. In order to minimise light spillage into the river each fitting would have a custom designed optic shield that would be angled to cut off any light that would not be directed at the bridge.</p>
LED Floodlight		<p>These would be used to illuminate arches, the undersides of the bridges, piers and abutments. They can be angled to suit the features of the individual bridges. A single or dual head fitting could be used allowing the intensity of light to be varied. Lower powered floodlights would be used to pick out details on abutments and piers. Louvre attachments can be fitted to reduce potential glare.</p>

		
LED ColorBlast		These would be used on Southwark Bridge, Blackfriars Railway Bridge and Blackfriars Road Bridge to illuminate the piers.

15. In order to create the sequences of light a computer controlled lighting system would be used. The lighting for each bridge would be controlled from its own local computer control system, which would be programmed with the software to allow the bridge's illumination to run autonomously. Backup computers would be provided should the primary one fail. The computers would be located within control cabinets located within the bridge's existing plant rooms or in new or existing feeder pillar enclosures. Fibre optic cable would run from the computer to a series of network switches which would distribute the controls to a series of drivers that would supply the lighting to the relevant bridge. The control system would include integral time-clock functionality to enable lighting to be automatically switched on and off at the agreed times.
16. In addition to the local control there would be a central inter bridge network. This would allow the Artist to connect to all the local level control systems. This is so that the illumination sequences on one bridge could interact with those on adjacent bridges. A network point would be provided on each bridge to allow the local computer to connect to the central network. The location of the central control system is still to be decided.
17. Security of the central and local networks is of paramount importance to the project. Measures would be taken to prevent unauthorised use or hacking of the network. Should there be a need for the artwork to be temporarily overridden by the bridge owners for a particular event then the local computers could be disconnected, and separate computers temporarily connected to run the alternative content.

18. The electricity supply for the illumination would be from the local grid, although for some of the bridges new electricity supplies would be required and an application to UK Power Networks (UKPN) would be made.
19. Each bridge would require power distribution components. These would comprise a distribution board and lighting drivers. The distribution board would be located at the end of each bridge to distribute power to the lighting equipment. The board would be located within a control cabinet. Lighting drivers merge power and control feeds, delivering them to the LED lighting over a single cable. The drivers would be located within enclosures.
20. All equipment that would be used within the art installation including cabling and cable trays, driver boxes and enclosures and fixtures and fittings would be located as discretely as possible so as not to detract from the effect of the illumination or the appearance of the bridge.
21. The operational times of the lighting installation would be kept to existing bridge 'light up' hours. Cannon Street Railway bridge is currently unlit. This would be lit 30 minutes before dusk to 30 minutes after dawn to match with the timings of London Bridge. The illumination timings for each bridge would be as follows:

Dusk to dawn – Blackfriars Road Bridge, Blackfriars Railway Bridge and Millennium Bridge.

From 30 minutes before dusk to 30 minutes after dawn – Southwark Bridge, Cannon Street Railway Bridge and London Bridge.
22. The delivery of the project would be phased as follows:
 - Phase 1 (September to December 2018) the illumination of London Bridge, Cannon Street Railway Bridge, Southwark Bridge and Millennium Bridge.
 - Phase 2 (Autumn 2019 to Spring 2020) the illumination of Blackfriars Railway Bridge, Blackfriars Road Bridge, Golden Jubilee Footbridge and Waterloo Bridge.
 - Phase 3 (Autumn 2020 to Spring 2021) the illumination of Westminster Bridge, Lambeth Bridge and Vauxhall Bridge.
 - Phase 4 (Autumn 2021 to Spring 2022) the illumination of Grosvenor Bridge and Chelsea Bridge.
 - Phase 5 (Autumn 2022 – estimated finish date unknown) the illumination of Tower Bridge and Albert Bridge.
23. The Illuminated River Foundation is an independent charity been set up to fundraise for the Illuminated River Project. Apart from investment and start up from the Olympic Reserve towards the costs of the initial design competition, the project is to be funded through philanthropic private sources. Any public funding would be offset by a legacy of resources for London.

24. Approximately £16 million has been raised by the foundation to date with the majority of the money coming from private philanthropic foundation, £250,000 of funding has been received from the GLA who supported a design competition in 2016 and development of cross-sectoral partnerships to extend the impact of the project and £500,000 of funding has been pledged from the Bridge House Estates towards project costs related to London Bridge.
25. The funding raised to date would be sufficient to ensure that phase 1 of the project could be completed. If funding was not achieved for the later phases, then the project would still commence with the illumination of the earlier phases. Work would only commence on the individual bridges if funds for the illumination and maintenance had been secured.
26. This report considers the applications set out below and all applications have the following description of development “The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project”.

Bridge	Planning Application Reference	Listed Building Consent Reference	Cross Boundary Application
London Bridge	18/00451/FULEIA		Southwark
Blackfriars Railway Bridge	18/00452/FULEIA		Southwark
Southwark Bridge	18/00453/FULEIA	18/00454/LBC	Southwark
Blackfriars Bridge	18/00455/FULEIA	18/00456/LBC	
Cannon Street Railway Bridge	18/00457/FULEIA		Southwark
Millennium Bridge	18/00458/FULEIA		Southwark

27. With the exception of the Blackfriars Bridge applications, all other applications are cross boundary. The area of each bridge within Southwark and the City is set out in the table below:

Bridge	Total Site Area of Bridge (sq.m)	Area within City of London (sq.m)	Area within Southwark (sq.m)
London Bridge	12,211	6,563	5,648
Blackfriars Railway Bridge	15,317	8,035	7,282
Southwark Bridge	7,060	3,522	3,538
Blackfriars Bridge	13,033	13,033	NA
Cannon Street Railway Bridge	11,562	6,088	5,474
Millennium Bridge	7,804	3,556	4,248

28. Identical planning applications have been submitted to the London Borough of Southwark. The proper approach is for each authority to determine the application as made, in accordance with the considerations below. (However, any permission issued by the City would only relate to land in the City).
29. The Town and Country Planning Act 1990 S70 provides that in dealing with planning applications the local planning authority should have regard to the development plan, any local finance consideration and any other material considerations. Planning and Compulsory Purchase Act S38 (6) provides that where regard is to be had to the development plan the determination should be in accordance with the development plan unless material considerations indicate otherwise.
30. When assessing the applications as made to the City the development plan to which regard is to be had is the development plan for the City. Members should take into account Southwark's development plan as another material consideration along with any of Southwark's observations.
31. Southwark are in the process of considering the applications.

Sites, Relevant Planning History and Proposal

32. A description of each of the individual bridges and the proposed works is set out below.

Blackfriars Road Bridge

Site

33. The bridge dates from 1869 and was designed by Joseph Cubitt and H Carr. It is 293 metres in length and 32 metres in width with wrought iron arches, granite piers, stone balustrades and decorative ironwork. The piers have carvings of plants and water birds by sculptor John Birnie Philip which reflect the tidal waters at this location on the river. The bridge was widened to meet the needs of increasing volumes of traffic between 1907 – 1910. It is used as a road, vehicle, foot and cycle bridge.
34. The bridge has navigational lights and decorative LED lighting to the arches and piers and twin lantern lighting at highway level.
35. It is within the Whitefriars Conservation Area, is Grade II listed and is within the setting of the following listed buildings St Paul's Cathedral (grade I), Victorian Embankment Wall and Lamp Standard (grade II), St Bride's Church (grade I), Unilever House (grade II), Former City of London School (grade II), Sion College (grade II), Telephone House (grade II), Hamilton House (grade II) and Inner Temple Gardens (grade II Registered Historic Park and Garden).

Relevant Planning History

36. The most recent history relates to the installation of a new public stair connecting to St Paul's Walk. There have been other minor planning applications on the site which are not relevant to this application.

Proposal

37. The sides and undersides of the bridge would be illuminated with a subtly changing colour palette of deep red and purple tones. Washes of colour would move across the underside of the bridge at a slow pace which would brighten the detailing of the arches.
38. The illumination would be achieved through the installation of 231 LED floodlights (single and double fittings) and 24 ColorBlast fittings. Two rows of LED floodlights would be mounted between the existing arched girders. Mild steel support rails would be installed between the existing girders to create a mounting platform for the new lights. ColorBlast fittings would be installed on each pier. These would be mounted on the existing lighting support frames. These works require listed building consent.
39. An existing feeder pillar on the western side of the bridge would provide an electrical supply to the new lighting. The pillar currently contains controls for the bridge's existing decorative lighting. This would be stripped out to make room for a new distribution board to serve the new lighting. At present, there is not a route from the feeder pillar to the underside of the bridge. It is proposed that a new tray route would be established through the balustrade and down to the lattice of the bridge.
40. The computer controls would be located within an existing switch room beneath the bridge on the north side within a dedicated control rack. Fibre optic cabling would route to local network switches on the bridge which would distribute the controls to the drivers that would be installed on the bridge.

Blackfriars Railway Bridge

Site

41. The original Blackfriars Railway Bridge was an extension to the London Chatham and Dover Railway dating from 1864 and designed by Joseph Cubitt and FT Turner. This bridge became too weak to support modern trains and was removed in 1985 leaving. All that remains is a series of columns and piers across the Thames and the grade II listed southern abutment, which are not to be illuminated.
42. The remaining wrought iron railway bridge was constructed to the east of the original bridge. It dates from 1866 and was designed by John Wolfe-Barry and Henry Marc Brunel. It is 284 metres in length and 32 metres in width. The bridge has five segmental girder arches painted in white and grey.

43. As part of the Thameslink Programme the bridge underwent a multi-million pound refit in 2012 which included widening the bridge, extensions to platforms, the addition of a roof with photovoltaic panels and the building of a station entrance and ticket office on the south side of the river.
44. The bridge has navigational lights and some decorative illumination in the form of blue LED linear lights and blue LED floodlights.
45. The bridge is not listed and not within a conservation area. It is within the setting of the following listed buildings: St Paul's Cathedral (grade I), Church of Nicholas Cole Abbey (grade I), Church of St Mary Aldermary (grade I), Church of St Mary Somerset (grade I), Church of St James Garlickhithe (grade I), Church of St Michael Paternoster Royal (grade I), Church of St Benet (grade I), Church of St Mary-le-Bow (grade I), Church of St Vedast (grade I), St Bride's Church (grade I), Unilever House (grade II), Former City of London School (grade II), Cannon Street Station Towers (grade II), Southwark Bridge (grade II) and Blackfriars Bridge (grade II).

Relevant Planning History

46. The most recent planning history relates to the widening of the railway bridge. There have been other minor planning applications on the site which are not relevant to this application.

Proposal

47. Washes of blue and purple lighting in varying tones would be added to the sides and mouldings of the bridge to accentuate the shape and gridwork of the arches. The intention would be to visually connect the lower parts of the bridge with the upper station, platforms and coverings which are currently lit with blue lights forming a band of illumination along the bridge's length. The pace and motion of the proposed lighting would be sequenced to harmonise with that of Blackfriars Road Bridge.
48. It is proposed that LED ColorBlast fittings would be mounted between the existing arched girders (underside of the bridge), and they would be mounted on stainless steel frames and fixed directly onto the stonework piers. LED Reach fittings (224 of the single fixtures) would be similarly mounted between the arched girders at a lower level. Support rails would be installed between the girders to form a mounting platform for the new LED Reach lights. The rails would be clamped to the bridge to prevent the need to drill into the existing steelwork. The proposed luminaires would illuminate the bridge's steel structure and piers.
49. The driver boxes would be located at a high level on the underside of the bridge adjacent to the piers where they would be most concealed. Cables would be routed in new cable trays installed on the underside of the bridge deck. The cabling would be routed around the piers in trunking or alternative cable trays.

50. The applicant assumed that it would not be permissible for the lighting's electrical supply to come from the station. A new power supply would need to be established for the lighting, the exact details of which are still being finalised. It is anticipated that the lighting would be controlled via a new feeder pillar enclosure (typical feeder pillar dimensions – 1800 mm wide x 1500 mm high x 500 mm deep), which would also house the distribution board. This would be located beneath either the southern or northern end of the bridge.
51. It is anticipated that the computer controllers would be located within a new feeder pillar that would be located next to the new power feeder pillar.

Millennium Bridge

Site

52. This pedestrian bridge, completed in 2000, was designed by Foster+Partners, alongside sculptor Anthony Caro and engineers Arup.
53. The steel suspension bridge has a span of 325 metres and is 5 metres in width. It is constructed with steel cables and 4 Y shaped armatures that support the deck. LED pipe fittings run alongside the deck throwing light onto the bridge's structure. It was intended that the bridge would be viewed as a "blade of light" across the Thames at night.
54. The bridge is not listed and not within a conservation area. It is within the setting of the following listed buildings: St Paul's Cathedral (grade I), Church of Nicholas Cole Abbey (grade I), Church of St Mary Aldermary (grade I), Church of St Mary Somerset (grade I), Church of St James Garlickhithe (grade I), Church of St Michael Paternoster Royal (grade I), Church of St Benet (grade I), Church of St Mary-le-Bow (grade I), Church of St Vedast (grade I), St Bride's Church (grade I), Faraday House (grade II), Unilever House (grade II), Former City of London School for Boys (grade II) and Cannon Street Station Towers (grade II).

Relevant Planning History

55. The relevant planning history primarily relates to the construction of the bridge.

Proposal

56. The bridge would be illuminated using a monochromatic scheme, layering variations of white light ranging from warm to cool. The illumination would be viewed as a line of white light expressed as a subtle pulse moving horizontally along the bridge's sides. This approach would restore the original intention for the bridge to be viewed as a blade of light at night.
57. All existing light fittings would be removed from the bridge. Encapsulite LEDs and LED Linear Graze fittings (540 of each type of fitting) would be installed into the existing bull nose lighting channel to illuminate the deck and the bridges structure. The fittings would be separated by shields to prevent light spillage between the two types of illumination. The

Encapsulite LEDs would illuminate the deck of the bridge and do not form part of the art work. The LED Liner Graze fittings are part of the artwork.

58. A combination of drivers and junction boxes would power and control the lighting and would be located below the bridge deck. The drivers would be fed from a network of power cables supplied from a main distribution point at the end of the bridge. The existing cabling is currently concealed in a galvanized metal cable tray that runs alongside the lighting channel. The tray is in poor condition and would be replaced as part of the proposal. All new cabling would be concealed in the new cable tray.
59. The existing power supply for the bridge is from a plant room beneath the north side of the bridge. The existing lighting distribution board would be stripped out and replaced to serve the new lighting. It is estimated that the current power supply would be sufficient to serve the proposed equipment.
60. The computer controllers would be located within the City of London school in an existing workshop adjacent to the north end of the bridge. Cabling for the bridge already runs through this space and no new access arrangements are required.

Southwark Bridge

Site

61. Southwark Bridge dates from 1921 and was designed by Mott, Hay and Anderson Engineers, with Sir Ernest George as consulting architect. It is a road and foot bridge that is 244 metres in length and 17 metres in width. Structurally it comprises five steel arches supported by rusticated granite piers.
62. The bridge is illuminated at present with navigational lights and decorative lighting comprising triple lantern fittings at highway level and LED feature lighting to the ocular windows, under arches and piers. The bridge is lit in blue and lilac coloured light.
63. The bridge is grade II listed and is not within a conservation area. It is within the setting of the following listed buildings St Paul's Cathedral (grade I), Cannon Street Station Towers (grade II), St Bride's Church (grade I), The Anchor Pub (grade II) and Southwark Cathedral (grade I).

Relevant Planning History

64. On the 11th May 2012 the London Borough of Southwark approved the installation of 60 Colourblast LED floodlights to the metal supports within the bridge arches and six LED lights to the oculars. The works were part of the look and feel strategy for the Olympics. As Local Planning Authority, the City of London took the view that these works did not require planning permission.
65. There have been other planning and listed building consent applications for works to the bridge but they are not considered to be relevant to this proposal.

Proposal

66. The inside and underside of the bridge's structure would be illuminated in subtly shifting rose, lavender and apricot coloured hues to emphasise the bridges elaborate latticework.
67. LED Reach fittings (120 single fittings in total) would be mounted in two rows between the bridge arches at lower level. One row would backlight the steel lattice structure and the other row would illuminate the underside of the arch structure. Steel support rails would be clamped to the bridge between the existing girders to create a mounting platform for the new lights.
68. LED ColourBlast (16 in total) fittings would be mounted on stainless steel posts that would be fixed to the bridge piers. The existing spotlights on each pier would be removed.
69. The lighting drivers would be located on the underside of the bridge, adjacent to the piers. Cables would be routed via a cable tray installed on the underside of the bridge and concealed within its structure. Cabling would be routed around the bridge's piers.
70. There are existing feeder pillars on the footpath of the bridge at both ends. It is proposed to use the supply from the pillar on the south-eastern end of the bridge. A new distribution board would be installed within this feeder pillar. Cabling would be routed out of the feeder pillar in trunking to the underside of the bridge. The existing power supply would be sufficient to serve the new equipment.
71. The computer controls would be located within a new feeder pillar enclosure that would be located on the south-east side of the bridge. The new pillar would replace an existing redundant feeder pillar.

Cannon Street Railway Bridge

Site

72. The bridge dates from 1866 and was built to the designs of Sir John Hawkshaw, the consulting engineer to the South Eastern Railway. It is approximately 261 metres in length and 38 meters in width and is used as a railway bridge. Five sections of riveted plate girder beams are supported by doric cast iron columns. The bridge has been widened and strengthened since its original construction.
73. The bridge currently only has navigational lights.
74. The bridge is not listed and not within a conservation area. It is within the setting of the following listed buildings: St Paul's Cathedral (grade I), Tower Bridge (grade I), Cannon Street Station towers (grade II), St Bride's Church (grade I), Unilever House (grade II), Southwark Bridge (grade II) and Anchor Public House (grade II).

Relevant Planning History

75. The planning history relates to works to upgrade and maintain the bridge. Other minor applications have been submitted which are not considered to be relevant to this proposal.

Proposal

76. The bridge's structure would be illuminated by a kinetic wash of pink, amber, purple and deep indigo tones. The vertical piers would be left unlit. LED Linear Graze fittings (402 in total) would be hung from the underside of the bridge to illuminate its sides. The fittings would be mounted on Unistrut channels spanning between the existing beams that support the bridge. Shields would be mounted on the fittings to control the spread of light and minimise spillage onto the river.
77. The drivers would be grouped onto the walkways on each pier as this is where they would be most concealed and accessible for maintenance purposes. The cables would be routed on new trays from the underside of the bridge deck adjacent to the luminaires.
78. As the bridge is unlit there is no electrical supply. An application to UKPN would be required and would be terminated within a new feeder pillar in Allhallows Lane, which would house the new distribution board.
79. It is anticipated that the new computer controls for the lighting would be in a new feeder pillar on Allhallows Lane. There would be a potential option to locate the controls within an existing Network Rail electrical room on Clink Street, though this has not yet been agreed. If the pillar option is used fibre optic cabling would route to local network switches and drivers.

London Bridge

Site

80. The bridge dates from 1972 and was designed by City Engineer, H K King, Mott, Hay & Anderson and the architects William Holford & Partners. It is 262 metres in length and 32 metres in width and is used as a road and foot bridge. Structurally it comprises a box girder bridge built from concrete and steel. The bridge has three spans supported by granite piers.
81. The bridge has navigation lights and decorative lighting to the fascia and arches of the bridge, in the form of LED upright strips and colour blast lighting. The existing illumination was installed in 2012 as part of the Olympics "Look and Feel" project. At highway level, there are dolphin lamps and double arm columns.
82. London Bridge is within the Borough High Street Conservation Area as defined by the London Borough of Southwark. It is not listed but is within the setting of the following listed buildings Tower Bridge (grade I), Southwark Cathedral (grade I), The Monument (grade I, Scheduled Ancient Monument), St Magnus the Martyr (grade I), Adelaide House (grade II) and Fishmonger's Hall (grade I).

Relevant Planning History

83. On the 3rd May 2012 the City of London granted planning permission for the installation of 320 light fittings for a temporary period 4th May 2012 to 31st October 2012 in association with the Olympics. There are other planning applications associated with the bridge, but they are not relevant to the current proposal.

Proposal

84. The sides and underside of the bridge would be illuminated by fields of subtly changing warm tones of pink, amber, purple and deep indigo light. It is proposed that LED Reach lights (48 double fittings in total) would be mounted on the wall and arches on the underside of the bridge to illuminate the bridge soffit. The lights would be hung from a stainless-steel tubular structure which would contain the cables supplying the lights with power and data.
85. LED Linear Graze light fittings (409 in total) would replace the bridge's existing strip lights to illuminate the bridge side. The lights would be mounted within an existing channel and would be concealed behind the existing concrete down stand that runs along the top of the bridge.
86. The drivers for the LED Reach lighting would be mounted within the hollow structure of the bridge. They would replace existing drivers. The drivers for the Linear Graze fittings would be located adjacent to the light fittings themselves.
87. The cables for the under-bridge lighting would run within the hollow void of the bridge. The cabling for the Linear Graze fittings would run adjacent to the luminaires on cable trays concealed by the concrete down-stand.
88. There is an existing electrical switch room located beneath the north side of the bridge which has capacity to supply the new lighting. The distribution board and computer controllers would be located in this switch room.

Consultations

89. A Statement of Community Involvement has been submitted with the application outlining the developer's engagement with the statutory authorities, other interest groups and with residents, building owners and occupiers in the surrounding area and political stakeholders. It states:
- One to one meetings were held with local stakeholder groups including heritage groups, ecology groups, residents' groups and civic societies such groups included the Victorian Society, London Ramblers and Southwark Cyclists.
 - Over a six week period 17 consultation events were held including community public drop-in exhibitions, pop up exhibitions at train stations and wider public exhibitions.

- A wider programme of community outreach has been developed where the Illuminated River Foundation has attended community events.
 - Promotional material has been developed including a relaunched website, posters placed at Thames Clippers Piers, leaflets handed out at key stations, social media activity, listings on community websites, articles and features in community newsletters for neighbourhood forums and amenity groups.
 - Selected ward members, Members of Parliament, Assembly Members and City of London Councilmen and Alderman were written to, to introduce the project and invite them to attend a breakfast briefing and boat trip.
90. The Illuminated River team report that the project overall has been well received. In respect of the City's bridges there has been mixed opinion on how intense the colours on London Bridge should be and people were of the view that the pillars of Blackfriars Road bridge should be lit.
91. Following receipt of the planning applications and listed building consent applications by the City the application has been advertised and widely consulted upon. The following comments have been received:

Consultee	Comment	Bridge Comments are Relevant To					
		London Bridge	Blackfriars Railway Bridge	Blackfriars Road Bridge	Southwark Bridge	Cannon Street Railway Bridge	Millennium Bridge
Natural England	No comments	✓	✓	✓	✓		
London Underground	No comments	✓		✓			
London City Airport	No objection	✓		✓	✓	✓	✓
Heathrow Airport	No objection	✓	✓	✓	✓	✓	

Historic England	Been involved in pre-application discussions on the scheme which seeks to draw attention to some of London's most well-known heritage assets and the Thames, one of its most important public spaces. The scheme reflects discussions and advice offered by Historic England's specialist staff. Historic England, therefore do not wish to offer comments on this occasion. The applications should be determined in accordance with national and local policy guidance, and on the basis of the City's specialist conservation advice.	✓	✓	✓	✓		
Transport for London	No further comments	✓	✓	✓	✓	✓	✓
London Borough of Tower Hamlets	No objection	✓	✓	✓		✓	✓
City of Westminster	No comment			✓	✓		✓
NATS Safeguarding	No objection		✓	✓	✓	✓	✓
Environment Agency	No objection subject to a condition relating to the submission of a detailed lighting management strategy.	✓	✓	✓	✓	✓	✓
Port of London Authority	The applicant is aware of the need for River Works Licences from the PLA. Notice has been served on the PLA for London Bridge and Tower Bridge. It is questioned why notice has not been served for all the bridges. The Vision for the Tidal Thames ("Thames Vision") sets out a 20-year view of the river's future. It is a priority to get more people enjoying the Thames and its banks. The proposed project	✓	✓	✓	✓	✓	✓

	<p>has the potential to bring people to the riverside to enjoy the Thames in accordance with this goal.</p> <p>The project accords with culture related policies in the London Plan (2015) and draft London Plan (2017). It is recognised in the draft Cultural Strategy for London (2018) as a new attraction for the City. As such the PLA is supportive of the principle of the project.</p> <p>The installation would be phased. The phases would be subject to change as the installation progresses. A phasing plan should be required by condition given the detailed navigational planning that would be required.</p> <p>Detailed installation methodologies and risk assessments, code of construction practice documents and maintenance methodologies should be required for each phase to ensure that the safety of navigation is maintained. The PLA would need to be notified of the timings of any maintenance work.</p> <p>The applicant has predicted the lux levels on the bridges. It should be conditioned that light spill and luminance survey work is undertaken on completion of each phase of the project and a report should be submitted that shows the final levels do not exceed those stated in the ES.</p> <p>The removal of redundant lighting would be positive in terms of reducing clutter on the</p>						
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	<p>bridges. It should be conditioned that redundant lighting is removed.</p> <p>It would be important to ensure that there is no conflict between the proposed lighting and the standard navigational lighting for open/closed arches. This would require the carrying out of trials to ensure continued visibility of the navigational lighting and to establish if there is any potential electromagnetic interference. It would also need to be established whether there is a need to provide mitigation or to re-arrange any of the PLA's existing systems. This would need to be progressed with the PLA as each phase of the project is progressed and would be addressed through the PLA's River Works License regime.</p> <p>The project provides an exciting opportunity for the River. Subject to the above conditions, the impact would be acceptable and the PLA has no objection.</p>						
Environment Agency	No objection subject to a condition requiring the submission of a detailed lighting management strategy.						
Clink Street Residents Group	<p>There is concern about:</p> <ul style="list-style-type: none"> - The light pollution through the night as many residents have bedrooms on the river. - The brightness of the proposed illumination. <p>Given many residents stand to be affected would it be possible for the applicant to present the proposals to residents?</p>	✓					

	It is suggested that illuminations are turned off by 11 pm each night for environmental and amenity reasons.						
Local resident: Ian Haxell	Is the committee aware that most nights there are floodlights on the surface of Cannon Street railway station which may well drown out the illumination at the side of the bridge? Careful coordination with Network Rail would be required if the desired effect is to be achieved.					✓	
Local resident: James Warman	Of all London's bridges this has a special serenity at night because it is unlit and gives anyone on the bridge unparalleled views of London's riverside and St Paul's with minimum light pollution. To illuminate the bridge would diminish its appeal.						✓
Worshipful Company of Lightmongers	There have been many attempts to bring a coordinated lighting plan to the river but these have failed. This initiative is built on a solid foundation and has the hallmarks of success. It would be a unique attraction to London to have all 15 bridges not only illuminated but done so in a coordinated way as a show of public art. It has the possibility to reach out and engage with local communities as well as being part of all major celebrations centred around the city.	✓	✓	✓	✓	✓	✓
Chris Livett, Livetts	Consider the project would positively contribute to the economy of the river, increasing the opportunities on the riverside for recreation and enjoyment. The project provides a unique opportunity to deliver a unified artwork along the river. Public art on this scale will be an important part of London's cultural offering. This project will enhance the	✓	✓	✓	✓	✓	✓

	<p>chosen bridges highlighting their architectural heritage and the features of them.</p> <p>The scheme has been developed with extensive engagement with stakeholders and residents. It appreciates environmental impacts of light at night, not only for residents but for wildlife so the scheme has been developed with this sensitivity in mind. As part of the project the inefficient, outdated light fittings would be replaced with new, modern and energy efficient fixtures reducing their carbon footprint.</p>						
<p>Local Resident: Jackie Power</p>	<p>Concerns over the installation (length of time and noise nuisance) of the project and the permanent nature of the lighting.</p> <p>Lives next to Blackfriars Railway bridge on the south side. It is already illuminated at night as it is a working station.</p> <p>As blocks 1 – 3 Falcon Point are so close to the railway bridge it is felt that the illuminations would be visually intrusive into most of the floors and a further source of light pollution. This is another light source continuing brightening of the night time landscape.</p> <p>It needs to be understood what ameliorating measures the promoters of the scheme and the City of London would be providing for residents living so close to the railway bridge if the application is approved.</p>		✓				

92. The views of other City of London departments and statutory consultees have been taken into account in the preparation of this scheme and some detailed matters are addressed by the proposed conditions.

Policy Context

93. 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.
94. There is relevant City of London guidance including the Whitefriars Conservation Area Character Summary, draft lighting guidance in the Light and Darkness in the City: A Lighting Vision for the City of London and the Protected Views SPD. Government Guidance is contained in the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG).

Considerations

95. The Corporation, in determining the planning applications has the following main statutory duties to perform in relation to each of the applications:-
 - To have regard to the provisions of the development plan, so far as material to the application, any local finance considerations so far as material to the application, and other material considerations. (Section 70(2) Town & Country Planning Act 1990);
 - To determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
 - To pay special attention to the desirability of preserving or enhancing the character or appearance of relevant conservation areas (S 72(1) Planning, Listed Buildings and Conservation Areas Act 1990);
96. In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990). In this case Blackfriars Bridge and Southwark Bridge;
97. The effect of the duties imposed by section 66(1) and 72(1) of the Planning (Listed buildings and Conservation Areas) Act 1990 is, respectively, to require decision-makers to give considerable weight and importance to the desirability of preserving the setting of listed buildings, and to the desirability of preserving or enhancing the character or appearance of a conservation area.
98. In respect of sustainable development, 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...*'.

99. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.

Principal Issues

100. The principal issues in considering this application are:
- The extent to which the proposals comply with Government policy advice (NPPF) and with the relevant policies of the Development Plan.
 - The principle of establishing a new piece of public art;
 - The impact of the proposal with regard to the relevant designated and non-designated heritage assets;
 - The impact of the proposals on the London skyline including on views in the London Views Management Framework;
 - The acceptability of the proposal in design terms;
 - The impact on the surrounding highways;
 - The impact on Ecology;
 - The impact of the lighting in terms of energy and sustainability;
 - Flood risk;
 - The impact on amenity; and
 - Future maintenance
101. The impact in terms of heritage and views is assessed in relation to each bridge. The remaining considerations are assessed in relation to all the bridges.

The Principle of Establishing a New Piece of Public Art in the City

102. Policies CS11 and DM11.2 of the Local Plan seek to encourage the provision of works of art in appropriate locations and ensure that financial provision is made for the future maintenance of new public art. This major public work of art will enable many people to view it for free in an appropriate location and would therefore accord with policies CS11 and DM11.2 of the Local Plan. The future maintenance of the artwork is covered in a latter section of this report.
103. The bridges within the project are within the Thames and the Riverside strategic area as defined by policy CS9 of the Local Plan. Policy CS9 seeks to improve the vibrancy of the riverside. It is considered that the illumination of the bridges would contribute towards enhancing the vibrancy of the River Thames in accordance with policy CS9.
104. The draft Cultural Strategy for London (2018) includes specific reference to the Illuminated River Project, referring to it as a 'major new attraction for the City.' The Cultural Strategy refers to the Illuminated River Project having two practical aims: (1) making the riverside pathways safer and more welcoming and (2) through technology making the lighting on the

bridges more environmentally sustainable. The Illuminated River Project is identified under policy 7 as a project which will integrate culture into major infrastructure projects.

Heritage, Views and Design

105. The NPPF, paragraph 128, requires an assessment of the significance of a heritage asset, including any contribution made by their setting, to be proportionate to the assets importance and no more than is sufficient to understand the potential impact.
106. Relevant Historic England guidance, “The Settings of Heritage Assets: Historic Environment Good Practice Advice Planning Note 3 (Second Edition)” (December 2017), a material consideration, sets out in detail how the setting of heritage assets should be approached. At paragraph 23, it recognises that in some circumstances a proposed development can affect the setting of numerous heritage assets, but that it is unlikely to impact on them all equally, with some being more sensitive to change than others – encouraging Local Authorities to minimise the need for detailed analysis of a large number of heritage assets. In accordance with this guidance officers have worked with the applicant at pre-application stage to ensure that the detailed assessment in the EIA is proportionate, measured and focused. The approach to assessing environmental receptors in this report adopts that approach.
107. Paragraph 129 of the NPPF states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including the setting of any asset). The assessment of significance should be taken into account when considering the impact of a proposal.
108. Views from the bridges are broad and open in which a substantial number of visual receptors, including a significant number of heritage assets, may be observed in full or in part. These views are transient and kinetic, with receptors emerging in and out of view, the relationship between them dynamic by day and night. The application proposals have the potential to affect the setting of numerous heritage assets, often in a transient and incidental manner.
109. Each application has been assessed on a case-by-case basis, having regard for the site-specific circumstances when identifying the heritage assets to be considered and in how much detail. Regard has been given to the material guidance and factors such as the spatial, functional, historical or aesthetic relationship between the Bridge and the relevant receptor, their proximity and the quality and transience of the view, and whether it is an important view of that receptor.
110. In all cases the light omitted after dark would have the most significant visual impact on the bridges and surroundings. This impact will occur from:
 - i.) how the lighting scheme responds to the character of the Bridge

- ii.) the siting/detail of the luminaires so as to ensure that the lit effect is the feature, while reducing the exposure of the eye to the potential for visual burn/glare from the light source
 - iii.) the brightness of the face of the Bridge and the amount of light spill to the River and
 - iv.) the final colour spectrum and kinetic transience (speed) of the light.
111. The nature of the proposed artistic lighting is that it is not an exact science and requires 'live' fine-tuning and programming post-permission, which will be required by condition to safeguard setting. The detailed indicative technical information and associated drawings submitted by the applicant are sufficient to appreciate the character of the light, colour and brightness.

Southwark Bridge

112. The designated heritage assets of relevance in the consideration of this case are:

- Southwark Bridge (grade II);

113. As well as the setting of:

- St Paul's Cathedral (grade I);
- Cannon Street Station Towers (grade II);
- St Bride's Church (grade I);
- The Anchor Pub (grade II); and
- Southwark Cathedral (grade I).

114. In summary, it is considered that the proposal would preserve the special architectural and historic interest and significance of Southwark Bridge and the setting of St Paul's Cathedral, Cannon Street Station Towers, St Bride's Church, The Anchor Pub and Southwark Cathedral, in accordance with section 16 and 66 of the Town Planning (Listed Building and Conservation Areas) Act 1990, policies in the NPPF, London Plan Policy 7.8, City of London Local Plan Policies CS 12, DM 12.1 and DM 12.3, Southwark Core Strategy April 2011 Strategic Policy 12, Saved Southwark Plan Policies April 2013 3.15, 3.17 and 3.18.

Impact on the Special Interest and Significance of Southwark Bridge

115. It comprises a series of paired back but elegant free-classical Edwardian piers, with a rather industrial structure crowned by a decorative balustrade and festooned with distinctive integral 'Neptune' lanterns. Its construction spanned the First World War and it was one of the first major civic engineering projects to be finished following Armistice. Its significance derives from its architectural and historic interest and decorative architectural composition and as a historically important piece of civic engineering. It's setting contributes to its architectural and historic significance. Visible in broad, open and uninterrupted views from

the North and South Bank, where the full composition can be appreciated, contribute to that significance.

116. The siting, size and form of the proposed luminaires and other associated works, would be discreet and minimal. Most of the luminaires located beneath the structure would be discreetly located out-of-view in prominent views of the Bridge from the North and South Bank, so preserving those views of the bridge's composition which contribute to its significance.
117. There would be a visual assimilation with the listed bridge and the proposed lighting scheme achieved through a colour scheme, which would match or complement the backing structure – the details of which are reserved by condition. The method of fixing the proposed luminaires would utilise a mild steel clamp, to best avoid the potential for rusting, to avoid perforating historic fabric and to be reversible.
118. The siting, orientation and scope of the luminaires are an appropriate response to the architectural character of the Bridge – providing spot lights to identify the decorative piers which anchor the composition whilst the soffit lights would emphasise the structural steel spans and the depth of the lattice work, tying the composition together. It is considered that the proposal would enhance an appreciation of Southwark Bridge and allow for a better appreciation of its architectural significance.
119. The proposed luminaires have been detailed to mitigate the potential for visual glare from exposing the eye to naked LEDs. The ES (table 3.3) anticipates an increase in the average luminance in the face of the Bridge from 3 to 15 cd/m which is not significant and would provide an appropriately subtle illumination. Existing light spill to the River mainly derives from the 'Neptune' street lanterns – which will remain unchanged – and light spill from underneath the Bridge should be reduced enhancing an appreciation of Southwark Bridge. The transience of the light colour change and intensity will be conditioned, to ensure that it is appropriate and does not appear unduly prominent on completion.
120. Overall, it is considered that the siting, orientation, size and character of the luminaires would not harm the special interest or significance of the listed Bridge, in accordance with Section 16 of the Act and relevant policies in the NPPF, London Plan, City of London Local Plan, Southwark Core Strategy and Saved Southwark Plan Policies.

Effect on the Setting of Identified Listed Buildings

121. St Paul's Cathedral is of outstanding national importance due to its architectural, historic, artistic and communal value. It is Wren's most famous work and the seminal example of English Baroque, and is of national ceremonial significance. Its setting makes a significant contribution to that significance.
122. The pre-eminence of the Cathedral in views from the River Thames and the maintenance of the pre-dominant relationship between the two, is an important contribution to its significance.

123. The City's Protected Views SPD seeks to protect the pre-eminence of the Cathedral in kinetic views from the South Bank (Figure 3 of SPD), including from the relevant stretch between Cannon Street Rail Bridge and Southwark Bridge, where to various degrees the dome (peristyle up) and western towers of the Cathedral can be well appreciated in an open, isolated setting, against clear sky. The proposal would not change this relationship. In the evening, the siting, form and illumination of the proposal would not adversely detract from the setting of St Paul's, which would continue to pre-dominate above the balustrade of the Bridge, preserving its setting.
124. The two towers of Cannon Street Station are listed grade II and their significance lies in their architectural and historic value. Their prominence as an impressive architectural landmark and 'gateway' to the City from the south, announces the ambition of the South Eastern Railway who built the (now lost) original Cannon Street Station as their main London termini, making a significant contribution to their architectural and historic significance. The site would directly interact with views of the towers from the South Bank when approaching from the west – whilst being significantly divorced from it when approached from the east. The best views of the Towers are from London Bridge and when approached from the east on the South Bank and, given the distance and plane of view, the proposal would have a neutral impact on the setting of the towers. For reasons discussed, the siting, form and illumination of the lighting would not detract from views of the towers from approach from the west on the South Bank, thus preserving their setting.
125. St Bride's Church is grade I listed and of outstanding architectural and historic interest. Re-built following the Great Fire, 1670-84, by architect Christopher Wren, with a distinctive and elegant Wren steeple. The pre-eminence of the steeple in views from the South Bank, accentuated when it can be viewed against sky in the context of other Wren re-building, including St Paul's Cathedral, makes a significant contribution to its significance. It can be glimpsed in a distinct transient view from the South Bank through the most southern arch of Southwark Bridge, where it can be viewed against a near full sky backdrop. There are many other views from further west on the South Bank where it can be better appreciated. The siting, detail and form of the lighting, in association with the glimpsed view mean that the proposal would preserve the setting of St Bride's.
126. The Anchor Public House is grade II listed for its architectural, historic and communal interest/value. Dating from the mid-late 18th Century, it is a domestically-scaled and humble brick and tile building now a rare survival on the Thames. Uninterrupted views of it from the North Bank enable a full appreciation of the building, albeit the better views are from between Southwark and Cannon Street Rail Bridges and from the South Bank. The pub can be glimpsed through the second-most northern arch of Southwark Bridge. Given that this is a glimpsed and transient view, the setting of the pub would be preserved.

127. Southwark Cathedral is listed grade I for its outstanding architectural, historic, artistic and communal value. It's prominence when viewed from the River, and the relationship with it at its original crossing point, is defined by an ability to appreciate its crenelated tower and corner pinnacles. The tower is glimpsed in a transient long-distance view through the most northerly arch of Southwark Bridge. This is not an important, or the best, view of the Cathedral Tower, but is glimpsed and transient, with much better, closer, and more open views of it, in association with London Bridge, from further east on the North Bank. The siting and detail of the luminaires would preserve and better frame this view, preserving the setting of Southwark Cathedral.
128. Overall it is not considered that the proposal would detract from the setting of the identified designated heritage assets.

London View Management Framework

129. River Prospects 12(A.1-2/B.1) (Southwark Bridge, upstream and downstream) are located on the application site. It is considered that the proposal would not affect the ability of the observer to appreciate these views as the lighting fittings would be located underneath the bridge and to the plinth of the stone piers – so that no conspicuous light source would be directly visible above the balustrades which frame the lower part of these views.
130. Southwark Bridge could be glimpsed in View 11A.1 (London Bridge, upstream), which identifies St Paul's Cathedral, St Bride's Church (grade I), Cannon Street Station Towers (grade II), Old Bailey (grade II*), Tate Modern and BT Tower (grade II). Southwark Bridge is not identified as a landmark or feature in this view, and is only glimpsed, it being largely obscured by Cannon Street Rail Bridge in the middle ground of the view. Given this context, and the space between the bridge and the identified landmarks, it would not detract from their appreciation. It is considered that the proposed illumination would draw the attention of the observer to the presence of Southwark Bridge and the River, enhancing the quality of the view.

Urban Design

131. Local Plan Policy DM 10.1 seeks to ensure that external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution and the discreet integration of fittings into the building's design. Further, at paragraph 3.10.15, it states that illumination of buildings should only occur where it would contribute to the unique grandeur of the City by night, having regard for tone, colour and architectural character, whilst incorporating functional (statutory) light into the design.
132. The City has prepared a draft policy report "Light and Darkness in the City: A Lighting Vision for the City of London", which was consulted upon between January-March 2018. It is in general compliance with Local Plan policy and can be afforded some weight as a material consideration. It identified the Riverside Walk as a Character Area and

seeks low intensity, low scale and uniform levels of light, with the series of underpasses and overhangs improved by vertical wall lighting and the lighting of the Bridge soffits, to create positive pedestrian thresholds at night, with pocket parks of low level lighting contrasted with more theatrical bold lighting at junctions.

133. For the reasons established, the external illumination has been carefully designed with visual sensitivity, incorporating the discreet integration of fittings, enhancing the unique grandeur of the City at night with an appropriate tone and colour of light.
134. The proposal has been designed to avoid light spill/trespass into the River, to allow an appreciation of its inherent darkness, and the walkway. Otherwise, the Thames Path, on both the north and south side, is diverted around and not under the soffit of the Bridge, and so will have no additional impact. The art installation will improve the legibility of the Riverwalk, and celebrate the junction with Southwark Bridge Road, in accordance with emerging Lighting Strategy.

Millennium Bridge

135. The setting of the following designated heritage assets would be affected by the proposed illumination of Millennium Bridge:
 - St Paul's Cathedral (grade I);
 - Church of Nicholas Cole Abbey (grade I);
 - Church of St Mary Aldermary (grade I);
 - Church of St Mary Somerset (grade I)
 - Church of St James Garlickhithe (grade I);
 - Church of St Michael Paternoster Royal (grade I);
 - Church of St Benet (grade I);
 - Church of St Mary-le-Bow (grade I);
 - Church of St Vedast (grade I);
 - St Bride's Church (grade I);
 - Faraday House (grade II);
 - Unlivelier House (grade II);
 - Former City of London School for Boys (grade II); and
 - Cannon Street Station Towers (grade II).
136. It is considered that the proposal would conserve and enhance the local significance of Millennium Bridge as a non-designated heritage asset and the setting of St Paul's Cathedral, the Wren Churches (cited above), Unlivelier House, the former City of London School and the Cannon Street Station Towers, in accordance with section 66 of the Town Planning (Listed Building and Conservation Areas) Act 1990, relevant policies in the NPPF, London Plan Policy 7.8, City of London Local Plan Policies CS12, DM12.1 and DM12.3, Southwark Core Strategy April

Impact on Millennium Bridge as a Non-Designated Heritage Asset

137. The elegant camber and organic lightweight steel of Millennium Bridge were paired back to an enticing sabre or blade of light in the evening illuminating a structurally innovative shallow suspension bridge. As the newest Thames crossing (and the only pedestrian-only), it has become a London-defining structure. It is of sufficient architectural, historic and communal value to be regarded as a non-designated heritage asset.
138. The proposal seeks to re-instate the original “Blade of Light” concept, which was lost when the original metal halide luminaires were replaced with new LEDs, which have subsequently failed. As per the original design, the light fittings would be concealed in the ‘bull nose’ detail which embraces the deck, and would accommodate two different types of luminaires; one for the architectural affect and one functional to create an ambient light on the Bridge. The light wash to the tubular soffit would emphasise the elegant camber and streamline sleekness of the Bridge structure, as per the original intent. The siting, form and character of illumination would be an appropriate response to the architectural character of the Bridge, enhancing its architectural and historic significance as a non-designated heritage asset.
139. The proposed luminaires have been detailed to mitigate the potential for visual glare so as not to detract from the significance of Southwark Bridge. The ES anticipates (table 3.3) an increase in the average luminance on the face of the Bridge from approximately 2 cd/m to a projected 15 cd/m, an appropriate increase to achieve the architectural effect without being unduly strident. The proposal would result in an increase in light spill into the River, from approx. <1 to <6, which is insignificant. It is proposed to use a white spectrum of light, consistent with the original concept. The intensity and colour temperature range will require fine-tuning post-installation and is reserved for condition. The decorative light wash will be transient, in accordance with the overarching vision, and will be subject to fine-tuning reserved by condition.
140. Overall, it is considered that the siting, orientation, size and character of the luminaires would conserve and enhance the significance of the Millennium Bridge as a non-designated heritage asset, in accordance with Section 16 of the Act, relevant policies in the NPPF, London Plan, Local Plan, Southwark Core Strategy and Saved Southwark Plan Policies.

Effect on the Setting of Identified Listed Buildings

141. The significance St Paul’s Cathedral, and the contribution of its setting to that significance are as set out above. The City’s Protected Views SPD identifies the kinetic views of the Cathedral, in this instance, between Southwark and Blackfriars Railway Bridge, in which Millennium Bridge is prominent. The siting of the luminaires, obscuring of the light source and

subtle form of illumination on axis with the south transept of the Cathedral, would complement and reinforce the pre-eminence of the Cathedral and its relationship with the River.

142. For the 'Wren churches' identified their significance derives from architectural and historic value, including their diverse, dramatic and distinguished tower and spire designs, which have defined the City of London skyline for generations. The historical resonance of the scale of the re-building and their fine architecture can be appreciated from the South Bank, where this contribution to significance is accentuated when viewed together with St Paul's Cathedral as part of a dynamic skyline composition.
143. Given the low-level of the suspension Bridge, designed to preserve open and deep skyline views, the concealment of exposed light source and the subtlety of the light wash, it is not considered that the "blade of light" would cut-through views of any of the towers, steeples or spires from the South Bank. The proposal would act as a slender and subtle visual influence in the fore or middle ground of those views so as to preserve the contribution their setting makes to the significance of the churches.
144. Unilever House, 1930-32, by J Lomax Simpson, and the City of London School of 1881-82, by Davis and Emanuel, are distinctive and distinguished Thames-facing buildings with monumental revivalist classical and gothic manners that are of architectural and historic significance. Their setting when viewed as a group alongside other such large buildings, particularly when viewed from Blackfriars Road Bridge and the South Bank directly opposite, contributes to their significance. Neither building forms a significant part of these views, which are obscured by the existing Bridge and the contribution their setting from this view makes to their significance would be preserved.
145. The significance of the Cannon Street Station Towers, and their setting which contributes to their significance, are as set out above. The towers would be visible in the distant background on approach to the Bridge from the west along the South Bank, albeit views of the Towers are already heavily obscured by the current Bridge and other more prominent visual receptors. Given this, and that the most significant views of the towers are further downstream, the proposal would preserve their significance.

London View Management Framework and St Paul's Heights

146. River Prospects 13(A.1/B.1) (Millennium Bridge and Thames side at Tate Modern) and 12(A.1-2) (Southwark Bridge, upstream), would be affected by the proposal. The LVMF SPG, states that there are good views of St Paul's between Blackfriars Rail Bridge and Southwark Bridge.
147. View 13 A.1, from Millennium Bridge looking north, identifies the Bridge and St Paul's as the principal landmarks, while the Wren towers are identified as features which relieve the unremitting horizontality of the middle ground Thames-front buildings. During the day there would be no

impact. In the dark, the “Blade of Light” effect would provide a light wash across the deck to provide subtle ambient light. The light source would be concealed, diffused and baffled so as not to introduce a conspicuous visual burn/glare. It would lead the observer’s eye north on the axis with the south transept, drum, peristyle, dome and lantern, better revealing the landmark of St Paul’s Cathedral and the Bridge itself. Given the subtlety and concealment of the light source, it would continue to allow for free uninterrupted views out towards the Wren churches, preserving their appreciation in the view.

148. View 13B(1) (Thames side at Tate Modern) is from the South Bank on axis with the main body of the Cathedral. St Paul’s Cathedral and Millennium Bridge are identified as landmarks, while the Wren Churches are also identified as positive contributors to the wider view. Given the form of the re-instated Blade of Light, subject to confirming that the transience and final colour temperature of the light are appropriate and do not provide an un-due distraction, the proposal would re-emphasise the architectural engineering of the bridge, which would complement and draw the eye towards the drum, peristyle and dome of St Paul’s, allowing the viewer to better recognise and appreciate both landmarks, whilst not detracting from the wider Wren Churches.
149. The proposal would not affect the St Paul’s Heights limitations in accordance with policy CS13 of the Local Plan.

Urban Design

150. Local Plan Policy DM10.1 is addressed under the previous Bridge in association with relevant emerging guidance in the Lighting Strategy.
151. For the reasons established, the external illumination has been carefully designed with visual sensitivity, incorporating the discreet integration of fittings, enhancing the unique grandeur of the City at night with an appropriate tone and colour of light.
152. Given the siting, orientation and detail of the proposed luminaires, it is not considered that the proposal would result in inappropriate or invasive light spill/trespass into the surrounding public realm, and would respect the natural darkness of the River. The Thames Path runs underneath on both the north and south side with associated access ramps/stairs. The “Blade of Light” will improve the legibility of the Riverwalk and providing a sufficient degree of artistic incident at an important junction and gateway to the City, in accordance with the Lighting Strategy.

Cannon Street Rail Bridge

153. The non-designated heritage asset of relevance in the consideration of this case is:
 - Cannon Street Rail Bridge.
154. The setting of the following designated heritage assets would be affected by the proposed illumination of Cannon Street Rail Bridge:
 - St Paul’s Cathedral (grade I);

- Tower Bridge (grade I);
 - Cannon Street Station towers (grade II);
 - St Bride’s Church (grade I);
 - Unilever House (grade II);
 - Southwark Bridge (grade II); and
 - Anchor Public House (grade II).
155. In summary, it is considered that the proposal would conserve and enhance the local significance of Cannon Street Rail Bridge as a non-designated heritage asset and the setting of St Paul’s Cathedral, Tower Bridge, Cannon Street Station Towers, St Bride’s Church, Unilever House, Southwark Bridge and the Anchor Public House in accordance with section 66 of the Town Planning (Listed Building and Conservation Areas) Act 1990, relevant policies in the NPPF, London Plan Policy 7.8, City of London Local Plan Policies CS 12, DM 12.1 and DM 12.3, Southwark Core Strategy April 2011 Strategic Policy 12 and Saved Southwark Plan Policies April 2013 3.15 and 3.18.

Impact on Cannon Street Rail Bridge as a Non-Designated Heritage Asset

156. Cannon Street Rail Bridge was built in 1866, to the design of Sir John Hawkshaw, consulting engineer to the South Eastern Railway, as their main City rail termini. It’s historic and monumental vaulted iron and glass train shed was lost to the war. The remaining allowing the ‘Wren-esque’ Italianate towers are now grade II listed. The original Bridge was sturdy Grecian Doric, with impressive Doric columns supporting a flat bracketed slab – although substantial alteration for extension and re-enforcement in 1886-93, 1910-13 and in particular 1979 and 1981, have stripped it of its ornamental character, leaving it with quite a utilitarian engineered character. Only part of the fluted shafts of the Grecian Doric columns remaining exposed. An open, relatively uninterrupted pre-eminence is experienced, in views of the bridge from the North Bank, but principally in views from London and Southwark Bridges as part of the wider Cityscape. Its relationship with the listed towers is important in understanding and appreciating its significance. Overall, it is considered that the Bridge is of some architectural and historic significance.
157. The principle of lighting the Bridge is acceptable as it could draw attention to its local architectural and historic significance. During the day, given the size and detailed design of the proposed luminaire and it being in a deep soffit, it is not considered that they would detract from the architecture of the Bridge. The electrical trunking and associated equipment enclosure would be minimal in size and discreetly run to reduce visual clutter. The final colour of the trunking and equipment enclosure would be reserved by condition to ensure that it appropriately assimilates with the relevant backing structure.

158. To light the underside face of the Bridge structure with a linear transient strip of light of pink, amber, purple and deep indigo tones compliments the architectural character of the Bridge - the final intensity and colour temperature range will require fine-tuning post-installation and is reserved for condition. It is accepted that due to the high tide line and not to spill further light into the River, that the lighting of the remaining (altered) Victorian columns which anchor the architectural composition of the bridge, would not be possible.
159. The ES (table 3.3) anticipates an increase in the average luminance on the face of the Bridge from approximately 0 to 15 cd/m, which is an appropriate increase to achieve the architectural effect without being unduly strident. An increase in light spill into the River, from approx. <1 to <6, is considered insignificant in visual appearance terms. The decorative light wash will be transient, in accordance with the unified overarching vision, and ensuring an appropriate speed will be subject to fine-tuning and is reserved for condition.
160. Details of the design and location of the new feeder pillars would be required by condition.
161. Overall, it is considered that the siting, orientation, size and character of the luminaires would conserve and enhance the significance of the Cannon Street Rail Bridge as a non-designated heritage asset, in accordance with Section 16 of the Act and relevant policies in the NPPF, London Plan, Local Plan, Southwark Core Strategy and Saved Southwark Plan Policies.

Impact on the Setting of Identified Listed Buildings

162. There are prominent views of St Paul's from London Bridge (south side, see LVMF assessment) and from two views identified in the City's Protected Views SPD - from the space north of Montague Close and the jetty outside Pickford's Wharf. The siting, size and orientation of the luminaires would shield the observer from an exposed light source, so as not to detract from an appreciation of St Paul's in these views. Trains will provide an additional layer of transient light source. The conditioning and approval of light colour, intensity and transience would ensure that the final scheme would not appear unduly strident so as to detract from the pre-eminence of the Cathedral in these views.
163. Tower Bridge has become the 'iconic' London bridge. Constructed between 1886-1894 by Sir Horace Jones and engineer Sir John Wolfe Barry. It has a distinctive silhouette centred on two imposing castellated towers with turrets, gables and pinnacles. It is of architectural, historic and communal significance.
164. The view of relevance in this instance is that from Southwark Bridge looking east upstream. Whilst visible, this is a poor and much less important view of Tower Bridge – being cropped by Cannon Street Rail Bridge and the proposal would preserve the setting, subject to final levels being managed by condition.

165. The significance and contribution of it on the Cannon Street Railway Towers has been considered above. The proposed lighting scheme would draw attention to the historic bridge structure, and away from other distracting layers of light in those prominent views such that it would reinforce the relationship between the Bridge and towers, conserving and enhancing their significance.
166. The significance and setting of St Bride's Church and Unilever House has been considered above. The elegant silhouette of the St Bride's steeple and imposing colonnade of Unilever House are visible from the south-side of London Bridge and to a much lesser significant extent in non-prominent views from the South Bank. Given the distance and visual separation, and ensuring final lighting levels, it is considered that the setting of both would be preserved.
167. The significance and setting of Southwark Bridge has been covered elsewhere in this report. Good views of Southwark Bridge will be apparent from the South and in particular the North Bank through the arches of Cannon Street Rail Bridge. The two lighting schemes would complement each and reinforce the significance of both, whilst the siting and light wash would better frame and focus those views of Southwark Bridge, enhancing an appreciation of its significance.
168. The significance and setting of the Anchor Public House has been covered elsewhere in this report. The proposal would be in the immediate setting of the pub when appreciated from the South Bank, where its domestic proportion could be susceptible to an overly dominant scheme. The size, concealment of the light source and appropriately subtle illumination, would preserve the setting of this listed building.

London View Management Framework and Monument Views

169. The LVMF SPG acknowledges that River Prospect 12B.1 (Southwark Bridge, downstream) is dominated by Cannon Street Rail Bridge. The landmarks in this view are identified as Southwark Cathedral, Cannon Street Station Towers, Tower Bridge and the Shard, whilst also identifying Cannon Street Railway Bridge, Canary Wharf, Guy's Hospital and the Anchor Public House as features. The Applicant has provided an existing and proposed AVR of this view, albeit it is missing a section of the Panorama featuring the South Bank and the Anchor Pub. Notwithstanding, the view is considered sufficient for the purpose of assessing the impact in this instance. Given the siting, orientation, concealment of conspicuous light source and spatial and perspective difference between the Bridge and the landmarks and features identified in the view, it is considered that the proposal would reinforce the architectural and historic relationship between the Bridge and the listed Cannon Street station towers, enhancing their appreciation in the view.
170. River Prospect 11A.1 and A.2 (London Bridge, upstream) are acknowledged in the LVMF as in need of improvement. St Paul's, Cannon Street Station Towers, BT Tower, St Bride's Church and the Old Bailey are recognised as landmarks - Unilever House and the BT Tower as features of interest. The applicant has provided an existing and

proposed AVR of assessment point A.1. For the reasons stated above, it is considered that, subject to confirming final lighting levels including transience, the proposal would not unduly detract from those landmarks and features identified in the view.

171. Cannon Street Rail Bridge features in Monument View 3 (South West to London Bridge and Cannon Street Railway Bridge), as identified in the City's Protected Views SPD. In this view is the River Thames, the Golden Hinde Galleon, Pickford's/Winchester/New British and Clink Wharves and Fishmonger's Hall. The pre-eminence of the Thames would be retained and reinforced as the proposed lighting scheme would draw the attention of the viewer toward the River after dark, highlighting it as an historic crossing. For the reasons discussed, the proposal would not un-duly detract from the appreciation of the features identified in this view.

Urban Design

172. Local Plan Policy DM 10.1 is addressed previously in association with relevant emerging guidance in the Lighting Strategy.
173. For the reasons established, the external illumination has been carefully designed with visual sensitivity, incorporating the discreet integration of fittings, enhancing the unique grandeur of the City at night with an appropriate tone and colour of light.
174. Given the siting, orientation and detail of the proposed luminaires, it is not considered that the proposal would result in inappropriate or invasive light spill/trespass into the surrounding public realm or River. It is not proposed to light the soffit of the Bridge, while the Thames Path does not run directly underneath it, and the separation distance, siting, orientation and detail of the luminaires would not result in invasive or inappropriate light spill to the Thames Path or the River.

London Bridge

175. The non-designated heritage asset of relevance in the consideration of this case is:
 - London Bridge.
176. The setting of the following designated heritage assets would be affected by the illumination of London Bridge:
 - Tower Bridge (grade I);
 - Southwark Cathedral (grade I);
 - The Monument (grade I, Scheduled Ancient Monument);
 - St Magnus the Martyr (grade I);
 - Adelaide House (grade II); and
 - Fishmonger's Hall (grade I).

177. In summary, it is considered that the proposal would conserve and enhance the local significance of London Bridge as a non-designated heritage asset and the setting of Tower Bridge, Southwark Cathedral, The Monument, St Magnus the Martyr, Adelaide House and Fishmongers Hall, in accordance with section 66 of the Town Planning (Listed Building and Conservation Areas) Act 1990, relevant policies in the NPPF, London Plan Policy 7.8, City of London Local Plan Policies CS 12, DM 12.1 and DM 12.3, Southwark Core Strategy April 2011 Strategic Policy 12 and Saved Southwark Plan Policies April 2013 3.15 and 3.18.

Impact on London Bridge as a Non-Designated Heritage Asset

178. London Bridge comprises a tripartite span of pre-stressed concrete box girders with elliptical concrete piers and clad in concrete aggregate panels. London Bridge is the original, and until 1729 was the only, Thames crossing east of Kingston. It the latest of a series of 'iconic' structures, including the Medieval Bridge which was considered one of the wonders of the Medieval world and is immortalised in popular culture. For this reason, London Bridge is considered of sufficient architectural, historic and communal significance to be considered a non-designated heritage asset. Open, broad, and uninterrupted views of London Bridge from the North and South Banks contribute to that significance.
179. The proposal would replace the bridge's current lighting scheme. It would better respond to and reinforce the architectural character of the Bridge and better reflect its historic significance – utilising the “blank canvas” provided by the face and soffit of the Bridge for architectural effect, while emphasising those core architectural/engineering facets for celebration.
180. The face of the Bridge would be illuminated by an LED linear graze that would be located within the recess of a down stand in the balustrade which would provide a light trough, all but concealing the luminaires in wider views so as not to clutter the Bridge when viewed during the day. The luminaires and associated fixing structure and cabling underneath the soffit have the potential to be prominent in close range views of the bridge. Given the proportionate size of the fixtures relative to the structure, and an appropriate matching colour scheme to assist assimilation, it is considered that the proposal would not add an unacceptable amount of visual clutter.
181. The ES (table 3.3) anticipates the same average luminance on the face of the Bridge of approx. 20 cd/m which would be an appropriate amount for the architectural effect without being unduly strident. The current lighting scheme spills a significant amount of light into the River (25Lux), which the current proposal anticipates to reduce to <5Lux. This is a significant reduction and an enhancement to the relationship between the River and the Bridge. The introduction of pink, amber, purple and deep indigo tones could appear quite striking on the white concrete

structure, with the final intensity, colour spectrum and transience of the light reserved for condition to ensure that it would not be unduly strident.

182. Overall, it is considered that the siting, orientation, size and character of the luminaires would conserve and enhance the significance of London Bridge as a non-designated heritage asset, in accordance with Section 16 of the Act and the relevant policies in the NPPF, London Plan, Local Plan, Southwark Core Strategy and Saved Southwark Plan Policies.

Impact on the Outstanding Universal Value of the Tower of London World Heritage Site

183. The Tower of London is prominent in views from the South Bank (Queen's Walk) in the Upper Pool of London, between London and Tower Bridge. The proposal would be visible in the same context as the Tower in views from Tower Bridge and from London Bridge itself, as defined as part of the formal Local Setting in the Tower of London World Heritage Site Management Plan and associated Tower of London Local Setting Study, which are material considerations. The outstanding universal value of the Tower can be summarised as an iconic and seminal example of Norman Medieval military architecture, acting as a fortress gateway to London, and as a symbol of Norman Power over the City and as a place with significant state institution and the place of significant European events. The approach/arrival point to the Tower from Tower Bridge (Approach Route 14) and the serial kinetic views from it are considered important, as are Views 11 and 09.
184. View 11 (London Bridge) (see also section on LVMF, View 11B(.1/2)) would be unaffected, given the siting and orientation of the proposed luminaires, which would be concealed out of view. View 9 (Tower Bridge, north bastion, see also section on LVMF, View 10A.1), from the North Bastion, identified an important sequence of views from Queen's Walk and Tower Bridge, seeks to retain the pre-eminence of the White Tower and the relationship with the River. It states that the aim is that the White Tower and wider complex appear as distinct on the edge of the City and are not 'lost' in the City. It is considered, for the reasons established, the siting, orientation and the brightness of the illumination, the latter to be reassured via condition, and the fact that London Bridge would be a distant feature on the edge of the view, that the pre-eminence of the White Tower would be preserved in these views and would not be further visually 'absorbed' into the City as a result of the proposal.
185. Overall, it is considered that the proposal would have a neutral impact on the Outstanding Universal Value of the Tower of London World Heritage Site in accordance with City of London Local Plan Policies CS12 and DM12.1, Southwark Core Strategy Strategic Policy 12, Saved Southwark Plan Policies 3.18 and London Plan Policies 7.8 and 7.10.

Impact on the Setting of the Identified Listed Buildings

186. Views of St Paul's from London Bridge as identified in the LVMF and the City's Protected Views SPD, would be unaffected given the siting, orientation and character of the light. Emerging views of the dome and

lantern from the South Bank are distant, non-prominent and do not allow for a fuller appreciation of drum and peristyle with western towers, which is afforded west of London Bridge. For these reasons, and given the siting, orientation and subtlety of the proposed illumination, the significance and setting of St Paul's Cathedral would be preserved.

187. The significance and setting of Tower Bridge have been identified elsewhere in this report. Glimpsed views are gained from the North and South Bank with are non-prominent and do not allow a full appreciation of the architectural composition and silhouette, which the more important views from the Upper Pool of London afford. These views are considered incidental and for the reasons discussed, the siting, orientation and qualities of the proposed lighting would have a neutral impact on the setting of Tower Bridge, preserving its significance.
188. The significance and setting of Southwark Cathedral has been identified elsewhere in this report. Prominent and important views of the Cathedral, in association with the Bridge, are made from the North Bank, between Angle Lane and Old Billingsgate Walk. The silhouette of the pinnacled tower would remain prominent in its immediate setting. The lit bridge would not intersect the tower and for the reasons discussed, the siting, size, orientation and type of light would preserve its significance.
189. The Monument to the Great Fire by Sir Christopher Wren 1671-77, is a monumental Doric column of Portland Stone commemorating a seminal moment in the history of London - the Fire starting on nearby Pudding Lane. Elegant proportions crowned by a gilt copper finial which historically announced arrival in London and is symbolic of its re-building. It is of exceptional architectural, historic and communal value. It's prominence in local views, including from the River from Queen's Walk, make a significant contribution to that significance and an appreciation of it. The City's Protected Views SPD describes the view of the Monument from Queen's walk, near London Bridge as "the most complete and intimate view of the Monument from the South Bank" (para 4.26), that significance accentuated by the alignment of the view with the Old London Bridge and a reminder of the symbolic approach to London. In this view, the visual separation with the limited viewing corridor on axis with the Monument would result in no harm to the vista. Where the soffit lighting is exposed, much care has been taken to mitigate the potential glare of the direct light source to reduce the potential for visual distraction, while the subtle illumination of the Bridge, proposed colours and transience of the light, subject to final agreement, would not provide an undue distraction from the Monument, thus preserving its significance and setting.
190. St Magnus the Martyr Church by Sir Christopher Wren dating from 1671-87, is a post-fire re-build of an important historical church and City gateway on Medieval London Bridge, with elegant slender tower, one of Wren's most distinctive, with giant ordered square tower, hexagonal open belfry, dome and lantern. As such, it is of exceptional architectural, historic and communal significance. The setting of the Church has been compromised, but the view from the South Bank, on axis with the Old

London Bridge and the Monument, makes a significant contribution to that significance and an appreciation of it. For the reasons discussed in relation to the Monument, it is considered that the proposal would not detract from this view and would preserve the significance and setting of the Church.

191. Adelaide House by Sir John Burnet and Tait dating from 1924-25, is an early example of a 'skyscraper' commercial block of its time in the North American manner – tall steel frame clad in granite and Portland Stone with striking revivalist which is roughly Art Deco with neo Greek and Egyptian flourishes. This architectural and historic interest is accentuated by its significant presence on the north side of London Bridge. The main approaches from London Bridge/King William Street would be unaffected. For the reasons discussed above, the proposal would preserve the significance and setting of Adelaide House.
192. Fishmonger's Hall, by eminent architects Henry Roberts and George Gilbert Scott, 1831-34, is a prominent Livery hall for the Worshipful Company of Fishmongers with an impressive ionic temple Thames-front. Views of the full principal Thames-front elevation from the North and South Bank, in association with the River, are elements of its setting which contribute to its significance and an appreciation of it. The proposal would not implicate direct sightlines of the principal façade from the North or South Bank whilst, for the reasons discussed, the proposed lighting scheme would not unduly detract from its significance or setting.

London View Management Framework and Monument Views

193. River Prospects 11(A.1/2) (London Bridge, upstream) and 11B(.1/2) (London Bridge, downstream) are assessment points based on the western and eastern footpath of London Bridge. Given the siting and orientation of the proposed luminaires, on the underside of the Bridge and within a down stand, the proposal would have no impact on the observer's ability to appreciate the view.
194. The proposal would be visible in View 10A.1 (Tower Bridge, upstream) from the North Bastion of Tower Bridge. Here the Tower of London, St Paul's Cathedral, The Monument, City Hall and HMS Belfast are identified as landmarks, in addition to other such as the Cannon Street Station Towers, Custom House but also tall modern buildings, such as 30 St Mark Axe ("the Gherkin"), Guy's Hospital Tower and the Tate Modern chimney. In character, it is a wide panorama incorporating both sides of the River. London Bridge is in the distant background of the view and not within the direct sightline of an identified landmark or feature. Given the siting, size, orientation and nature of the illumination, it is considered that the proposal would highlight London Bridge, accentuating its presence, without distracting from the landmarks or feature in the view, thus enhancing it.
195. London Bridge would be visible in Monument View 3 (South West to London Bridge and Cannon Street Railway Bridge). Whilst not being identified as a "Key Feature" in either, it is a notable landmark. The view of the Bridge is glimpsed and given the siting and orientation of the light,

and the significant reduction in light spillage into the Thames, it is considered that that the impact on the view would be minor beneficial, enhancing appreciation of the River Thames.

Urban Design

196. Local Plan Policy DM 10.1 is addressed previously in association with relevant emerging guidance in the Lighting Strategy.
197. For the reasons established, the external illumination has been carefully designed with visual sensitivity, incorporating the discreet integration of fittings, enhancing the unique grandeur of the City at night with an appropriate tone and colour of light.
198. Given the siting, orientation and detail of the proposed luminaires, it is not considered that the proposal would result in invasive or inappropriate light spill to the Thames Path on the north side. This will be confirmed by condition which, in association with confirming final light intensity, will ensure an appropriate ambient light to the public realm, while celebrating the soffits with an art installation which will celebrate London's original bridge, in accordance with the Lighting Strategy.

Blackfriars Railway Bridge

199. The non-designated heritage asset of relevance in the consideration of this case is:
 - Blackfriars Rail Bridge.
200. The setting of the following designated heritage assets would be affected by the illumination of Blackfriars Railway Bridge:
 - St Paul's Cathedral (grade I);
 - Former Southern Abutment to former West Blackfriars and St Paul's Rail Bridge (grade II);
 - Church of Nicholas Cole Abbey (grade I);
 - Church of St Mary Aldermary (grade I);
 - Church of St Mary Somerset (grade I)
 - Church of St James Garlickhithe (grade I);
 - Church of St Michael Paternoster Royal (grade I);
 - Church of St Benet (grade I);
 - Church of St Mary-le-Bow (grade I);
 - Church of St Vedast (grade I);
 - St Bride's Church (grade I);
 - Unilever House (grade II);
 - Former City of London School (grade II);
 - Cannon Street Station Towers (grade II);
 - Southwark Bridge (grade II); and

- Blackfriars Bridge (grade II).
201. In summary, it is considered that the proposal would conserve and enhance the local significance of Blackfriars Rail Bridge as a non-designated heritage asset and the setting of St Paul's Cathedral, the following Churches – Nicholas Cole Abbey, St Mary Aldemary, St Mary Somerset, St James Garlickhite, St Michael Paternoster Royal, St Benet, St Mary-le-Bow, St Vedast, St Bride's Church, Unilever House, Former City of London School, Cannon Street Station Towers, Southwark Bridge and Blackfriars Bridge, in accordance with section 66 of the Town Planning (Listed Building and Conservation Areas) Act 1990, relevant policies in the NPPF, London Plan Policy 7.8, City of London Local Plan Policies CS 12, DM 12.1 and DM 12.3, Southwark Core Strategy April 2011 Strategic Policy 12 and Saved Southwark Plan Policies April 2013 3.15 and 3.18.

Impact on Blackfriars Rail Bridge as a Non-Designated Heritage Asset

202. The bridge comprises 5 lattice girder spans carried on limestone Romanesque piers. As part of the Thameslink Programme Blackfriars Station was substantially re-built using the remains of the 1864 Blackfriars Railway Bridge. It is of sufficient architectural and historic value to be considered of local heritage significance as a non-designated heritage asset. Open uninterrupted views of the whole composition contribute to its significance.
203. The principle of lighting the Bridge was established as part of the recent Thameslink Station. The concourse and roof are illuminated in a cool white and blue light, alongside some blue lighting to the lattice structure. The proposed approach would continue this, exploiting blue and purple tones to ensure a co-ordinated approach to the architectural composition as a whole. Further lighting would be added to the piers and girder spans to backlight the complex internal lattice structure. This would appropriately bring those architectural/engineering elements to life after dark building successfully on the current light scheme.
204. The ES anticipates (table 3.3) an increase in the average luminance on the face of the Bridge from approx. 5-10 to 20 cd/m, an appropriate increase to achieve the architectural effect without being unduly strident. The current lighting to the face is mainly a result of spill from elsewhere. Much of the current light spill into the River is a result of the concourse lighting, which is beyond the scope of the project. Whilst additional lighting to the soffit would increase that spill, from approx. 2 to <6Lux, the siting, orientation and detail of the proposed luminaries has been designed to mitigate spill to ensure that it would be insignificant in visual appearance terms. The light would be transient, as per the unified vision, and the final level of transience would be reserved for condition to ensure it is not invasive.
205. Details of the design and location of the new feeder pillars would be required by condition.

206. Overall, it is considered that the siting, orientation, size and character of the luminaires and light would conserve and enhance the significance of the Blackfriars Rail Bridge as a non-designated heritage asset, in accordance with the relevant policies in the NPPF, London Plan, City of London Local Plan, Southwark Core Strategy and Saved Southwark Plan Policies.

Impact on the Setting of the Identified Listed Buildings

207. The significance and setting of St Paul's Cathedral has been considered elsewhere in this report. Blackfriars Rail Bridge is glimpsed and is not prominent in views of St Paul's from the South Bank, with it being screened by Blackfriars Road and former rail Bridges on the River. As such, it is considered that the proposal would preserve the pre-eminence of St Paul's in those views and have a neutral visual impact on its significance and setting.
208. The former Southern Abutment to West Blackfriars and St Paul's Rail Bridge, 1862-64, by Joseph Cubitt for the London, Chatham and Dover Railway Company. It comprises the remains of former bridge, of Portland stone and good ornament including crest of Company's shield. It's immediate setting, when appreciated in the context of Blackfriars Road Bridge and the new rail bridge, accentuates that architectural and historic significance, when appreciated as a group of impressive Victorian engineering. The abutment is visible in a close and intimate environment from the South Bank, in association with the new rail Bridge. The siting, orientation, detailing and character of the light would not detract from an appreciation of the abutment and would draw attention to the group value which makes a significant contribution to its setting. It is considered that the proposal would preserve and enhance the significance and setting of the abutment.
209. The significance of the 'Wren Churches', as set out above, is established elsewhere in this report. The towers, spires and steeples, to various degrees, can be appreciated from the South Bank, their significance accentuated when viewed in the context of St Paul's. Some of these can be viewed from the South Bank underneath the southernmost span of the bridge. The sightline would not be implicated by a conspicuous light source, whilst the siting, orientation, detailed design and character of the light would not detract from the views of these landmarks, preserving their significance and setting.
210. The significance and setting of Unilever House and the former City of London School has been established elsewhere in this report. Both would be visible in the long-distance in kinetic views approaching from the east on the South Bank. Here they provide a backdrop to the emerging Victorian ensemble on the north bank of the Victoria Embankment, but these are less significant views than those from west of Blackfriars Road Bridge. It is considered that their significance and setting would be preserved.

211. The significance and setting of Southwark Bridge and the Cannon Street Station Towers has been established elsewhere in this report. Emerging views of these structures are had from underneath the southern-most span on the Bridge from the South Bank. In these views both are background features, the direct sightlines towards which would be free of conspicuous exposed luminaires, while the character of the lighting would not detract from their appreciation thus preserving their significance and setting.
212. The proposal would be viewed in the context of Blackfriars Road Bridge when approaching from the east along the North and South Bank. The significance and setting of Blackfriars Road Bridge is addressed in the next section of this report. Those views would be glimpsed, without revealing the detail or full composition, whilst due to the siting, orientation, detail and character of the light, the proposal would better frame those views and provide a visual cue for Blackfriars Road Bridge, preserving its significance and setting.

London View Management Framework and Protected Views

213. The bridge could be partially glimpsed in the River Prospect view 16 B(1/2) (The South Bank, Gabriel's Wharf viewing platform). Given its location and that it is obscured by Blackfriars Road Bridge, the impact on the view would be neutral. The bridge is not identified as a landmark or feature in the LVMF SPG.
214. The City's Protected Views SPD identifies kinetic views of St Paul's from the Southbank including in the vicinity of the bridge. This impact has been assessed as part of the setting of St Paul's and the impact of the proposal would be acceptable.

Urban Design

215. Local Plan Policy DM 10.1 is elsewhere in this report in association with relevant emerging guidance in the Lighting Strategy.
216. For the reasons established, the external illumination has been carefully designed with visual sensitivity, incorporating the discreet integration of fittings, enhancing the unique grandeur of the City at night with an appropriate tone and colour of light.
217. Given the siting, orientation and detail of the proposed luminaires, it is not considered that the proposal would result in invasive or inappropriate light spill to the Thames Path on the north and south side. This will be confirmed by condition which, in association with confirming final light intensity, will ensure an appropriate ambient light to the public realm, while celebrating the soffits with an art installation which will celebrate this important threshold space, in accordance with the Lighting Strategy.

Blackfriars Road Bridge

218. The designated heritage assets of relevance in the consideration of this case are:

- Blackfriars Road Bridge (grade II)
- The Whitefriars Conservation Area.

219. As well as the setting of:

- St Paul's Cathedral (grade I);
- Victorian Embankment Wall and Lamp Standard (grade II);
- St Bride's Church (grade I);
- Unilever House (grade II);
- Former City of London School (grade II);
- Sion College (grade II);
- Telephone House (grade II);
- Hamilton House (grade II); and
- Inner Temple Gardens (grade II Registered Historic Park and Garden).

220. In summary, it is considered that the proposal would preserve the special architectural and historic interest and significance of Blackfriars Road Bridge and the setting of St Paul's Cathedral, St Paul's Cathedral, St Bride's Church, Unilever House, the former City of London School, Sion College, Telephone House, Hamilton House and the Inner Temple Gardens, in accordance with section 16 and 66 of the Town Planning (Listed Building and Conservation Areas) Act 1990, policies in the NPPF, London Plan Policy 7.8, City of London Local Plan Policies CS 12, DM 12.1, DM 12.3 and DM12.5, Southwark Core Strategy April 2011 Strategic Policy 12 and Saved Southwark Plan Policies April 2013 3.15, 3.16, 3.17 and 3.18.

Impact on the Special Architectural and Historic Interest and Significance of Blackfriars Road Bridge and the Character and Appearance of Whitefriars Conservation Area

221. Blackfriars Bridge followed an original bridge of 1760-69 when it was the third spanning the Thames, re-built in part due to poor state of repair and the construction of the Victorian Embankment and Queen Victoria Street. It comprises five spans of shallow wrought iron segmental arches on granite grey and red piers with Portland dressing. Blackfriars Bridge is of high architectural, historic and communal significance.

222. It's setting contributes to its significance and an appreciation of it. Open, uninterrupted views from the North and South Bank allow a full appreciation of the bridges as an important historic gateway to the City, the relationship with the Victoria Embankment and Victorian engineering, and the full architectural composition of the Bridge. Closer range views

allow an appreciation of its high quality architectural detail. The effect of the emerging Thames Tideway Tunnel and associated above ground structures will have a significant cumulative effect on the significance and setting of the Bridge.

223. During the day, the siting, size, form and proportions of the proposed fittings and associated works would ensure that they are visually discreet and would not comprise significant visual clutter. Further visual assimilation would be achieved through a colour scheme for the luminaires and associated works that would match or complement the backing structure – the details of which are reserved for condition. The method of fixing the proposed luminaires would utilise a durable mild steel clamp, to best avoid the potential for rusting, to avoid perforating historic fabric and to be reversible.
224. After dark, the proposal would have the most significant impact. The principle of lighting the Bridge is welcomed and could accentuate its architectural and historic significance. The lighting scheme proposes to up-light the columns, light the iron spans and back light the lattice structure to the soffit of the Bridge. Whilst this would draw attention to the Bridge and better reveal its structure, it is considered unfortunate that the proposal would not illuminate the face of the Bridge, placing into relative darkness the architectural features at the heart of its significance. The use of red and purple tones would complement the current livery.
225. To ensure that the overall effect of the Project relies on the lit effect, not the light source, the proposed luminaires have been detailed to mitigate the potential for visual glare from exposing the eye to naked LEDs. Details of the need for any specific baffling or diffusing mechanism to reduce this would be required by condition so as not detract from the significance of the bridge.
226. The luminance levels on the face of the Bridge are projected to increase from <1 to face and <5 to arches, to approximately 20Lux, which is considered sufficient to illuminate the Bridge without appearing unduly strident or invasive. Whilst the light spill into the River would increase from 1Lux to <6Lux, the siting, orientation and detail of the luminaires has been designed to reduce spill, and the projected amount is considered visually insignificant. The light would be transient, in accordance with the Project vision, and the final level is reserved for condition to ensure it would be appropriate and non-intrusive while achieving the artistic intent.
227. Overall, it is considered that the siting, orientation, size and character of the luminaires would not harm the special interest or significance of the listed building, in accordance with Section 16 of the Act and the relevant policies in the NPPF, London Plan, City of London Local Plan, Southwark Core Strategy and Saved Southwark Plan Policies.

Impact on the Character, Appearance and Significance of the Whitefriars Conservation Area

228. The character, appearance and significance of the Whitefriars Conservation Area, as prescribed in the Whitefriars Conservation Area Appraisal and Management Strategy (Feb 2016), derives principally from the planned Victorian/Edwardian architecture and engineering, with well-composed and detailed gravitas architecture to the unique backdrop of the openness of the Thames and Temples, the quiet grandeur of the Victoria Embankment set around major set pieces such as Blackfriars Bridge – all within the foreground setting of St Paul’s and wider City when approached from the South Bank. Important local views are identified, at Chapter 5 of the Whitefriars Conservation Area Appraisal and Management Strategy and those relevant to this application are Views 1, 2, 3 and 4, which form the basis of wider kinetic views through viewing platforms.
229. Views of the wider townscape from Blackfriars Bridge, including SPD identified views 1 (View of St Paul’s Cathedral from Blackfriars Bridge), 2 (View of Victoria Embankment from Blackfriars Bridge) and 3 (View towards New Bridge Street from Blackfriars Bridge), would be unaffected due the siting, orientation, size and detail of the proposed luminaires. Views of the Bridge, including those identified from the Victoria Embankment (View 4, View of Blackfriars Bridge from Victoria Embankment) and the South Bank would be affected. It is considered that given the siting, size and character of illumination, the proposal would not detract from these views, from surrounding high quality architecture or the openness of the of Thames in this location. In the evening, the ambient lighting of the Victoria Embankment is traditionally dark and spaced uniformly, defined by traditional warm light from the historic Sturgeon lanterns. Given the orientation, scope and intensity of the lighting there would be no direct light spill to the historic Embankment, or a significant additional amount into the River that would harmfully alter this character.
230. Overall, it is considered that the character and appearance and significance of the Whitefriars Conservation Area would be preserved and enhanced, in accordance with Section 72 of the Town Planning (Listed Buildings and Conservation Areas) Act 1990 and relevant policies in the NPPF, London Plan Policy 7.8, City of London Local Plan Policies CS 12, DM 12.1 and DM 12.2, Southwark Core Strategy April 2011 Strategic Policy 12 and Saved Southwark Plan Policies April 2013 3.16.

Impact on the Setting of the Identified Heritage Assets

231. The significance and setting of St Paul’s is addressed elsewhere in this report. St Paul’s is prominent on an important approach from the South Bank (Queen’s Walk), especially in views between Gabriel’s Walk and Blackfriars Bridge. The proposal would be prominent in the middle/foreground, where it would be viewed in association with other significant light sources – Sea Containers, Oxo Tower, the emerging City

Cluster, the existing Blackfriars Road and Rail Bridge, with a significant amount of transient layers of light from vehicular and train traffic. Another, potentially significant, cumulative impact could be caused by the emerging Thames Tideway Tunnel open space, which is emerging on the north-western abutment to the Bridge. This would comprise a new public space with its own lighting scheme which, in association with the lighting of the Bridge, would be prominent in the direct viewing corridor towards the Cathedral.

232. The siting, detailed design and intensity of the light from the proposed exposed luminaires under the Bridge has been considered in order to mitigate and avoid issues of visual glare from the light source, so as not to detract from the ability to appreciate the Cathedral. The final transience of the light is reserved for condition to ensure that excessive movement, in addition to those other transient light layers, do not distract from the Cathedral, or the restrained and calm dignity of the Thames and Victoria Embankment, as an appropriate foreground setting to the Cathedral. Subject to condition, it is considered that the significance and setting of the Cathedral would be preserved.
233. The Victorian Embankment is one of the most significant major engineering projects of the Victorian-era by engineer architect Sir Joseph Bazalgette on behalf of the Metropolitan Board of Works. Its significance is multi-faceted, socio-economic, scientific and historical, but also architectural. It comprises a Cornish granite river retaining wall and associated London character-defining 'iconic' cast iron sturgeon lanterns. It is now lined by impression monuments of national significance. The setting of the Victoria Embankment makes a significant contribution to its significance, in particular its ambience and low levels of traditional warm ambient light when experienced from the north and south bank. The proposal would not directly abut the Victoria Embankment and there would be no light spill-trespass. The proposal would comprise a significant visual receptor in views of and from the Embankment and could potentially affect its traditional ambience and the pre-eminence of the Sturgeon lighting. It is considered that the siting, orientation, detailed design of the luminaires has been designed to mitigate the impact satisfactorily, the final intensity, colour spectrum and transience light will be important to ensuring a satisfactory appearance and is reserved for condition. Subject to conditions it is considered that the special interest/significance of the Victoria Embankment would be preserved.
234. The setting and significance of St Bride's Church has been established elsewhere in this report. The proposal would not implicate direct sightlines towards the prominent steeple when viewed from the South Bank and would not be in its immediate setting. The siting, orientation, detailed luminaire design and character of the light, the latter will be final agreement subject to condition, would not be invasive so as to detract from the setting of the Church. The special interest/significance of St Bride's Church would be preserved.

235. Unilever House, the former City of London School for Boys, Sion College, Telephone House and Hamilton Hall comprise a sequential run (west-east) of late fine and imposing Victorian/Edwardian set-piece institution/headquarter buildings with formal principal facades addressing the Thames. The significance and setting of Unilever House and the former City of London School is addressed elsewhere in this report. Sion College dates from 1886 and is by Sir Arthur Blomfield. It is an impressive Victorian Tudor Gothic building for the guild of City clergymen and is of clear architectural and historic significance.
236. Telephone House circa 1900, is impressive Edwardian Baroque with central cupola and prominent chimney stacks of architectural and historic significance.
237. Hamilton House, Sir William Emmerson, circa 1880, is of Portland and Bath Stone in a Flemish Renaissance manner, with a prominent systematically composed façade to the Thames with Flemish gables and tall chimney stacks and is of high architectural and historical significance.
238. These buildings all share a strong group value and their setting makes a strong contribution to their significance. An appreciation of them from the Victorian Embankment and South Bank allows a full appreciation of their ornate High Victorian Revivalist architecture with a gravitas and dignified relationship with the Embankment and River Thames.
239. The proposal would not affect direct sightlines towards the group, which would be bookended by St Paul's when viewed from the South Bank. In terms of the wider setting, the siting, orientation, detailed luminaire design and lit character would not be visually invasive so as to detract from their setting or an appreciation of their significance, which would be preserved.
240. Inner Temple Gardens is a large, attractive ornamental garden with a long history dating back to the Knights Templars occupation of the land. It is of strong aesthetic and historical significance. The Gardens are a rare large open space with high levels of darkness in the evening, now unique to central London, which accentuates the ancient historic ambience of the gardens, Temples and this part of the Victoria Embankment. The proposed illumination would not affect direct sightlines to the Gardens but would be in its wider setting. Given the significant separation distance, there would be no light spill/tress to the gardens from the installation. In wider sensitive views, particularly from the South Bank, the siting, orientation, luminaire design and character of the light would not be invasive so as to detract from an appreciation of the Gardens significance, preserving its setting.

LVMF and Protected Views SPD

241. River Prospects 14(A.1) (Blackfriars Bridges, upstream) and 16 B(1/2) (The South Bank, Gabriel's Wharf viewing platform), are relevant to this application.

242. View 14 A.1 is a view taken from the western footpath of the Bridge. The Applicant has provided an AVR of this view. Given the siting and orientation of the proposed luminaires, there would be no direct impact on this view, and the impact on the observer's ability to appreciate the view would be unaffected.
243. In Views 16 (B.1/2), the LVMF SPG advises that development should preserve and enhance the townscape setting of St Paul's whose prominence should not be visually crowded or dominated, whilst recognising that the fore and middle ground contains a number of landmarks which affect a strategic appreciation of London and the viewers ability to recognise these landmarks should be preserved and enhanced. The defined landmarks are St Paul's and the Oxo Tower, in addition to other features; Temple Garden's, St Bride's Church, Unilever House, Tower 42, 30 St Mary Axe, Heron Tower and IPC Tower. The applicant has provided an AVR of Assessment Point B.1.
244. Blackfriars Bridge is the prominent middle ground feature in this view, it comprises a significant extent of the panorama, which would abut the viewing corridor towards the landmark of St Paul's. In this instance, it is considered pertinent to consider the potential cumulative impact. The applicant identified the emerging tall building "Eastern Cluster", but fails to identify the emerging Thames Tideway Tunnel superstructure, currently under construction, which would be prominent in the direct middle ground in the viewing corridor of St Paul's. In addition to these specific LVMF Assessment Points, the kinetic viewing experience of the view of St Paul's when approached along Queen's Walk is considered in the City's Protected Views SPD. As the observer moves east between Gabriel's Wharf and Blackfriars Bridge the bridge moves into the foreground, becoming the dominant feature in the direct viewing corridor between the observer and St Paul's. It is considered that the siting, detailed design and glare control on the luminaires and the final brightness and transparency, when viewed in association with the Thames Tideway Tunnel superstructure, would not detract from an appreciation of St Paul's in these views. Otherwise, it is considered that the viewing corridors to the other key features would be preserved, whilst the separation distance and absence of significant light spill would preserve the inherent darkness of the Thames, Victoria Embankment and Temple Gardens.
245. The City's Protected Views SPD identifies kinetic views from the Blackfriars Bridge deck as important. For the reasons established, it is considered that the pre-eminence of St Paul's would be preserved.
246. Blackfriars Bridge would be screened from view in View 4 (West to Waterloo Bridge and Victoria Embankment) from the Monument, as identified in the Protected Views SPD and would be unaffected.
247. The Protected Views SPD identifies the views from the Stone and Golden Galleries of St Paul's as important. As with the other Bridges, where visible, it is considered that the proposals would enhance the

view, allowing a better appreciation of the architectural and historic significance of the river crossings.

Urban Design

248. Local Plan Policy DM 10.1 is elsewhere in this report in association with relevant emerging guidance in the Lighting Strategy.
249. For the reasons established, the external illumination has been carefully designed with visual sensitivity, incorporating the discreet integration of fittings, enhancing the unique grandeur of the City at night with an appropriate tone and colour of light.
250. Given the siting, orientation and detail of the proposed luminaires, it is not considered that the proposal would result in invasive or inappropriate light spill to the Thames Path on the north and south side. On the north side, where the Thames Path passes directly under the lit soffit, an appropriate final lighting intensity will be confirmed via condition, ensuring an appropriate ambient light to the public realm, while celebrating the soffits with an art installation which will celebrate this important threshold space and significant Bridge, in accordance with the Lighting Strategy.

Summary of Impact in terms of Heritage, Views and Design

251. The Illuminated River Project concept seeks to create a unified vision for the celebration of London's historic and iconic Thames Bridges – recognising their shared architectural, historic and communal heritage value to London and the founding relationship between the River Thames and London. Drawing the attention of the public to this heritage is a major beneficial impact on London's heritage and character at a strategic level. It will attract people to the River and for the City it will assist in enhancing connections between the City and the River which have been eroded over time. This should enhance the pedestrian experience of the embankment, increase vitality and promote regeneration.
252. The overarching principles of the lighting strategy are sound, seeking to enhance an appreciation of the character and significance of each bridge, to minimise visual clutter, reduce unwanted light spill/trespass and deliver creative public art which is striking, in recognition of the Bridge's as landmarks, but which is also sensitive, acknowledging the place of them in the context of wider hierarchy of cultural landmarks on the Thames in views which have been identified as important to London's character strategically, and those which comprise part of a familiar and cherished riparian environment.
253. Overall, it is considered that the proposed lighting schemes have been designed to ensure visual sensitivity, discreetly integrating lighting into an overall design and reducing light pollution, in accordance with Local Plan Policy DM 10.1. It is considered, that the lighting has been designed so as to conserve and enhance the significance and setting of the City's heritage assets, preserving and enhancing the special interest/significance and character and appearance and significance of

the City's listed buildings and conservation areas, in accordance with the duties at sections 16, 66 and 72 of the Act, and in accordance with core principle ten of the NPPF (para 17), London Plan Policy 7.8, City of London Local Plan Policies CS 12, DM 12.1, DM 12.2 and DM 12.3, Southwark Core Strategy April 2011 Strategic Policy 12 and Saved Southwark Plan Policies April 2013 3.15, 3.16, 3.17 and 3.18.

Highways

Trip Generation

254. The impact of the proposal has been assessed in terms of policy CS16 of the Local Plan which seeks to improve conditions for safe and convenient walking. Consideration has been given to how the illumination of the bridges would impact on the pedestrian flows along the river and whether it would cause crowds to linger on the bridges and the North Bank and South Bank.
255. It is recognised that this is a cultural offer that would draw people to the river. An increase in people using the north bank as a place to walk and linger would serve to increase the vibrancy of the area in line with the City's core strategic policy CS9 2(iii).
256. The applicant anticipates that the proposal would extend people's experience of walking along the river. There are no specific points for crowds to linger and the option to see multiple bridges at once is limited, thereby encouraging people to keep walking along the banks and across the bridges, due to the transience of the light it is unlikely to cause people to linger in the way that projected images or a light show would. The bridges were illuminated for the Olympics and this scheme did not result in crowds or congestion on the footway.
257. The City's Transportation Team are satisfied that it is unlikely that once illuminated the bridges would act as destinations such that trips generated by the proposals, both individually and cumulatively, would unduly impact on the safe operation of the highway or cause congestion on the footway in accordance with policy CS16 of the Local Plan.
258. The light up hours of the bridges would coincide with peak commuter times during the winter months only, when people are less likely to stop and linger. During these winter months, the impact on pedestrian passage of an increase in people stopping and lingering to observe the bridges would not be considered likely to reach a level where City Transportation would be concerned.
259. Any footpath closures that would be required in order to carry out the proposed works would be temporary and would need to be agreed with the City's Traffic Management Team.

River Traffic

260. Policy CS9 of the Local Plan and policy 3.30 of the Saved Southwark Plan Policies seek to promote the functional uses of the River Thames and its environs for transport and navigation. The applicant has

considered how the proposal would impact on river traffic and has been in close liaison with the Port of London Authority (PLA) on this matter.

261. The installation of the project would have the potential to impact on river traffic as boats would be used to carry out some of the works. It is not envisaged that any navigational channel closures would be required during installation, although individual bridge arches may need to be closed to navigation for short periods. Those bridges which only have one main navigable arch, including Millennium and London Bridges, would not be closed but restricted for short periods subject to agreement by the PLA. Arch closures would be used where traffic could be diverted through an alternative bridge span. Any closures would be coordinated with other projects using the Thames for navigation such as the Thames Tideway Tunnel Project.
262. The effect of the illumination would be tested to ensure that it would not have a detrimental impact on navigational lighting. A condition is recommended to secure this.
263. Subject to conditions and the applicants continued liaison with the PLA it is not considered that the scheme would have a detrimental impact on river traffic in accordance with policy CS9 of the Local Plan and policy 3.30 of the Saved Southwark Plan Policies.

Ecology and Biodiversity

264. Policies CS15 and DM19.2 of the City of London Local Plan, Southwark Core Strategy Strategic Policy 11 and Saved Southwark Plan Policies 3.28 require developments to positively address the need to enhance biodiversity and provide for its conservation and enhancement, particularly for the City's flagship species and the City's priority habitats including the tidal Thames.
265. The environmental effects of the proposal have been assessed for the installation phase and the operation phase. In addition to assessing the effects arising from the proposed illumination in isolation those additional effects arising from the proposed illumination in conjunction with development hotspots along the river have been considered. The applicant has undertaken a combination of survey and desk studies to establish the ecological receptors with the potential to be impacted by the proposed illumination.
266. Key ecological receptors at the City's Application Sites include:
 - the River Thames as a Site of Importance for Nature Conservation (SINC)
 - breeding birds;
 - bats, including Nathusius' pipistrelle;
 - macroalgae;
 - fish; and
 - marine mammals (including porpoise, seals and dolphins).

267. The following measures would be in place to ensure that the operation of the lighting would have a minimal impact on the identified ecological receptors:

- the Proposed Illumination has been designed to limit lighting of the foreshore to safeguard habitat conditions for terrestrial and aquatic species;
- individual luminaires would be directed at the bridge structures themselves;
- there would be no direct lighting of the water column beneath each bridge, with the direction of lighting carefully controlled through the use of light shields;
- operational times of the lighting installation would be kept to existing bridge 'lightup' hours.

Breeding Birds

268. A Breeding Bird Assessment has been submitted as part of the EIA, which has been undertaken on behalf of the Illuminated River Foundation by the London Wildlife Trust. The Assessment was commissioned to identify any bird breeding activity along the River Thames with focus on: the bridges and the banks immediately adjacent to the bridges but including all bankside areas; identifying the suitability of each bridge with regard to its use for birds, either for breeding or night-time roosting; and identifying areas between the bridges of particular bird interest for breeding or roosting that may be impacted upon from any lighting on the bridges.

269. Cannon Street Railway Bridge has been assessed as having good suitability for breeding birds. Southwark Bridge and Millennium Bridge have been assessed as having partial suitability for breeding birds. Blackfriars Road and Railway Bridges and London Bridge have been assessed as having negligible suitability for breeding birds.

270. Given that most of the bridges have the potential to support birds as breeding species or for roosting the London Wildlife Trust recommend that:

- The installation of lighting should be undertaken outside the breeding season between the months of September and March. If this is not possible then a qualified ecologist is required to assess the location of proposed lighting immediately prior to installation (maximum 24 hours before) to ensure that no breeding birds, nests, nestling or eggs will be harmed during installation.
- The proposed lighting should avoid spilling over onto the immediate banksides.
- The proposed lighting should be of minimised brightness possible to still create the effect required and should be of a type that avoids a yellow or orange glow.

Bats

271. Desk studies, a Preliminary Roost Assessment, a Transect Survey and a Dusk Emergence Survey have been carried out.
272. The Preliminary Roost Assessment recommended that the bridges are surveyed in detail as there was potential for roosts. Given the very low levels of bat activity recorded and the low level of desk study records, it has been concluded that the recommendations of the Preliminary Roost Assessment were precautionary. In light of the limitations to the Preliminary Roost Assessment and giving full consideration to the environmental context of each bridge (highly urban, well-lit and generally lacking in suitable foraging habitat for bats) and recent data highlighting the impacts of highly urbanised areas on habitat suitability for bats, it has been considered that the bridges all have very low levels of bat activity, and that there are only very low levels of bat activity along the River Thames in Central London.
273. Light wavelengths (colour) have been shown to affect bat behaviour with wavelengths in the red spectrum having less of an effect than those within the white and green spectrum. However, given the light levels associated with the proposed illumination are low and are shown to be below the threshold to impact on bat behaviour of the species identified within the study area, bat activity is not considered to be affected by the different colours of light adopted within the proposed illumination.
274. LED lights are known to attract fewer insects than other types of lights, potentially reducing access to a food source for bats. However, given the very low numbers of bats present within the application sites and the presence of existing multiple non-LED light sources in the vicinity of the bridges that would attract insect populations over the proposed LED scheme, the impacts on bats would be imperceptible and the effects therefore negligible.
275. The installation of the lights would occur both in the day and at night through the use of task lighting which could have the potential to impact on foraging or commuting bats. However, any night time work would be localised and temporary, impacting only on part of a bridge at a time, for a short duration. The magnitude of the impact on foraging or commuting bats would be imperceptible resulting in a negligible impact.
276. Although bat roosts are likely to be absent from the bridges, if bats are roosting in the bridges the installation works could damage or disturb individual transitional roosts, which would have legal implications. It is proposed that this is verified through further survey work in advance of the installation works at each bridge (except Millennium Bridge which has no roosting features for bats) and that suitable mitigation is detailed in the bridge specific Code of Construction Practice and implemented if necessary.

Macroalgae

277. The bridge piers are likely to provide suitable substrate for macroalgae. The proposed illumination has the potential to benefit the growth of algae by providing additional photosynthetic light during hours of darkness. Due to the light levels proposed it is considered that the proposed illumination would be imperceptible and that the effect would be negligible.

Fish

278. Artificial light at night has the potential to alter fish behaviour. Differing light colours (light wavelengths) are known to have varying water penetration depths with blue colours (shorter wavelengths) penetrating further into the water column compared with red colour wavelengths (long wavelengths). The changing colour scheme across the proposed illumination has the potential to cause increased light penetration into the water column particularly when the light is blue or green.
279. However, given the high turbidity (cloudiness or haziness of the water), light penetration into the water column is likely to be low and highly localised creating extensive areas with no additional light, which would ensure that there is limited impact on fish behaviour patterns including migration, foraging and predation. Consequently, it has been considered that the impact of the proposed illumination would be imperceptible to both migratory and non-migratory fish species within the Thames, resulting in a negligible effect.

Marine Mammals

280. Given the use of a small safety boat during the installation phase the magnitude of impact on marine mammal species from potential for collision or disturbance is considered to be negligible.
281. Harbour porpoise and bottlenose dolphin use echolocation rather than visual cues to find, track and intercept prey. Consequently, the proposed illumination is unlikely to impact on their hunting success and the effect in these species is likely to be negligible.
282. The impact of artificial light on seals who hunt by sight is thought to be beneficial. The illumination of Southwark Bridge and London Bridge would be a lower level of light than the current situation. Light levels would increase on Blackfriars Road Bridge, Blackfriars Rail Bridge, Cannon Street Rail Bridge and Millennium Bridge, but the increase would be relatively small. Considering the high turbidity of the Thames and the penetration of light into the water column the beneficial effects to seals feeding on fish attracted to reflected light would be negligible.
283. Consequently, it is considered that the impact of the proposed illumination would be imperceptible to marine mammal species and the effect would be negligible.
284. The EIA states that as a result of the above measures, some of which would be controlled by condition, the scheme would therefore have a negligible effect on ecology and biodiversity in accordance with policies

CS15 and DM19.2 of the City of London Local Plan, Southwark Core Strategy Strategic Policy 11 and Saved Southwark Plan Policies 3.28.

Energy and Sustainability

285. Policy DM15.7 of the City of London Local Plan and Saved Southwark Plan Polices 3.4 seek to ensure that internal and external lighting is designed to reduce energy consumption and avoid spillage of light beyond where it is needed in order to protect the amenity of light sensitive uses such as house and areas of importance for nature conservation.
286. The proposed illumination would use efficient LED luminaires with an extended lifespan of approximately 20 years. Existing inefficient lighting on the bridges would be removed. The kinetic nature of the proposed illumination means the actual electrical running load would be substantially lower than for a static lighting installation as the light would be dimming and running through a dynamic sequence.
287. The extended lifespan of the fittings would reduce the requirement for maintenance and ongoing replacement, thus it is anticipated that the levels of waste would not be significant.
288. The luminaires would be positioned to minimise light spillage. In some instances, the luminaires would be fitted with shields in order to reduce spillage.
289. The applicant has considered the use of renewable energy sources to power the illumination. However, at this stage it would not be feasible due to site constraints including physical structure of the bridges, their status as designated or non-designated heritage assets, highway and railway safety concerns and ownership restrictions. Consideration has been given to the utilisation of the river as a power source however the impacts of turbines were significant and other alternatives unfeasible due to costs, impact on heritage assets and restrictions imposed to safeguard river navigation.
290. It is considered that careful consideration has been given to the design of the scheme such that it would comply with policy DM15.7 of the City of London Local Plan and Saved Southwark Plan Polices 3.4.

Flood Risk

291. City of London Policy DM 18.1 states that the design of developments should be flood resistant and resilient. A number of the City bridge abutments are located in Flood Zone 3a putting them at risk of river/tidal flooding. The control cabinets and feeder pillars for the Proposed Illumination are to be located at the ends of the bridges and therefore in Flood Zone 3a in some cases. Any feeder pillars or control cabinets installed in these locations must be flood resistant, preventing ingress of water, and resilient, enabling speedy recovery after a flood.

Amenity

292. There are several residential premises along the riverfront. Norfolk House, Sir John Lyon House, Globe View and Queen's Quay are in the City of London, and Horseshoe Wharf, Clink Wharf, Pickfords Wharf, Winchester Wharf and Minerva are in Southwark. Policy DM21.3 of the Local Plan and policy 3.2 of the saved Southwark Plan Policies April 2013 seeks to protect the amenity of existing residents. Consideration has been given to the impact that the proposal would have on the residential environment in terms of noise and disturbance, light spillage and human health.

Noise and Disturbance

293. The operation of the proposed lighting fixtures would not result in any changes to the noise environment in accordance with policy DM15.7 of the Local Plan which seeks to ensure that consideration is given to the impact of proposals on the noise environment. The City's standard noise condition is recommended to control any noise omitted from the new electrical supplies and computer control equipment.

294. For the reasons set out previously it is not considered that the nature of the proposal would draw large crowds or cause people to linger for long time periods such that they would cause undue noise and disturbance.

295. A condition is recommended requiring the submission of a scheme for protecting nearby residents and commercial occupiers from any noise, dust and other environmental effects associated with the installation of the lighting.

Light Spillage

296. The Clink Street residents and a resident of Falcon Point, Hopton Street have raised concerns over light spillage into residential properties. The proposed illumination would be tailored specifically to the context of each bridge and its surroundings to minimise light spill. A number of measures have been adopted to ensure any effects associated with light spill are minimised. All downward facing lights would be controlled to avoid direct lighting on the River Thames. In most cases, this would be achieved using a light shield. Light shields would be custom fitted for each position to optimise light cut off location. Where the use of a light shield is not possible due to the mounting of the light fitting at a close offset to the side of the bridge, light spill would be controlled through use of a lower powered fitting. For some of the existing lit bridges luminance levels at the faces of the bridges would be reduced compared to existing levels. The final levels of light omitted would be controlled by condition and check by officers on site.

Human Health

297. Given the very slow movement of light, it is not anticipated that kinetic nature of the illumination would have a detrimental impact on human health.

298. With regard to light spillage, the bridges within the City can be classed as being within an urban setting with distinct brightness. Many of the bridges, even those with no decorative/artistic lighting are currently producing light spill into the River Thames from the street lights on the bridge deck. London bridge has particularly high levels of light spill. The proposed illumination would be tailored to minimise light spill.
299. During installation of the proposed illumination there may be a requirement for temporary lighting to facilitate the works during hours of darkness. Any such requirement would be short term and localised, and given the central London setting it is not anticipated the temporary light pollution effects would be significant.
300. The applicant has been in liaison with the RNLI as to how the scheme would impact on the fatality risk associated with the bridges. The RNLI considered that the scheme would have the following impact:
- More light would be of a benefit in that it would enable greater visibility at night which could have a positive effect upon search and rescue effort.
 - An increase in the number of people of the bridges may result in faster reporting of incidents
 - Making bridges more identifiable could improve the level of information around location reporting of incidents
 - Provides greater visibility for RNLI as attention is drawn to the bridges
301. In the light of the above it is not considered that the proposal would increase the fatality risk associated with London's bridges.
302. Given the above considerations the proposal would comply with policy DM21.3 of the Local Plan and policy 3.2 of the saved Southwark Plan Policies April 2013.

Future Maintenance

303. Maintenance would be undertaken by a contractor nominated by the bridge owner through a Service Level Agreement overseen by the bridge owner. The required level of maintenance would be agreed between the project provider and the bridge owner. A separate report covering these matters will be presented to the Planning and Transportation Committee in due course.

Conclusion

304. The lighting scheme seeks to enhance an appreciation of the character and significance of each bridge, to minimise visual clutter, reducing unwanted light spill/trespass and deliver creative public art which is striking, in recognition of the Bridges as landmarks, but which is also sensitive, acknowledging the place of them in the context of wider hierarchy of cultural landmarks on the Thames in views which have been identified as important to London's character strategically, and those which comprise part of a familiar and cherished riparian environment.
305. In relation to arts and culture, the proposal is considered to be a high quality piece of art in an appropriate location and would therefore accord with policies CS11, DM11.1 and DM11.2 of the Local Plan.
306. In relation to the historic environment, it is considered that the proposed lighting schemes have been designed to ensure visual sensitivity, discreetly integrating lighting into an overall design and reducing light pollution, in accordance with Local Plan Policy DM 10.1. It is considered, that the lighting has been designed so as to conserve and enhance the significance and setting of the City's heritage assets, preserving and enhancing the special interest/significance and character and appearance and significance of the City's listed buildings and conservation areas, in accordance with the duties at sections 16, 66 and 72 of the Act, and in accordance with core principle ten of the NPPF (para 17), London Plan Policy 7.8 City of London Local Plan Policies CS12, DM 12.1, DM 12.2 and DM 12.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.16, 3.17 and 3.18.
307. In relation to ecology, subject to conditions, the proposal would have a negligible impact on ecology and accords with policies CS19 and DM19.2 of the City of London Local Plan, Southwark Core Strategy Strategic Policy 11, and Saved Southwark Plan Policies 3.28. 22.
308. In relation to sustainability, it is considered that careful consideration has been given to the design of the scheme such that it would comply with policy DM15.7 of the City of London Local Plan and Saved Southwark Plan Polices 3.4.
309. In relation to amenity, subject to conditions, the proposal would not have a significant detrimental impact on human health or residential amenity and accords with policy DM21.3 of the City of London Local Plan and policy 3.2 of the saved Southwark Plan Policies.
310. It is recommended that the planning applications and listed building applications relating to the Illuminated River Project are granted (insofar as it relates to land in the City), subject to conditions as set out in the report.

Background Papers

Online, 13th June 2018, James Warman
Online, 13th June 2018, Ian Hazell (commented on London Bridge application but representation relates to Cannon Street Rail Bridge)
Email, 20th June 2018, Michelle Lovric
Email, 20th June 2018, Port of London Authority
Letter, 27th June 2018, Environment Agency
Email, 28th June 2018, Worshipful Company of Lightmongers
Email, 28th June 2018, Jackie Power
Letter, 29th June 2018, Chris Livett Livett's

Application Documents and Consultee Representations

Illuminated River Environmental Statement Volume 1 Non-Technical Summary
Illuminated River Volume 2
Illuminated River Volume 3 Heritage Townscape and Visual Impact Assessment
Volume 4 Appendix
Volume 5 Annex
Project Overview Design Statement

Blackfriars Railway Bridge (18/00452/FULEIA)

Design Statement
Existing Drawing Numbers: 1028_10_BL_X0101, 1028_10_BL_X0102_A, and 1028_10_BL_X0161_A.
01.06.2018 Email Heathrow
01.06.2018 Email NATS Safeguarding
Undated Letter Historic England
16.06.2018 Email Natural England
08.06.2018 Email Transport for London
19.06.2018 Letter London Borough of Tower Hamlets
27.06.2018 Memo CoL Department of Markets and Consumer Protection

Blackfriars Road Bridge (18/00455/FULEIA and 18/00456/LBC)

Design Statement
Existing Drawing Numbers: 1028_09_BD_X0101_A, 1028_09_BD_X0102 and 1028_09_BD_X0161_A
08.06.2018 Email London City Airport
15.06.2018 Email GLA
18.06.2018, Email TfL
19.06.2018 Letter London Underground
19.06.2018 Letter London Borough of Tower Hamlets
19.06.2018 Email Natural England
20.06.2018 Letter City of Westminster

Millennium Bridge (18/00458/FULEIA)

Design Statement

Existing Drawing Numbers: 1028_11_MI_X0101_B, 1028_11_MI_X0102_B and 1028_11_MI_X0161_C.

14.06.2018 Email London City Airport
14.06.2018 Email NATS Safeguarding
18.06.2018 Email Transport for London
19.06.2018 Letter London Borough of Tower Hamlets
21.06.2018 Email Historic England
25.06.2018 Letter City of Westminster

Cannon Street Railway Bridge (18/00457/FULEIA)

Design Statement

Existing Drawing Numbers: 1028_13_CA_X0101_A, 1028_13_CA_X0102_B and 1028_13_CA_X0161_A.

11.06.2018 Email NATS Safeguarding
12.06.2018 Email London City Airport
18.06.2018 Email Transport for London
19.06.2018 Letter London Borough of Tower Hamlets
20.06.2018 Letter City of Westminster
21.06.2018 Email Historic England

Southwark Bridge (18/00453/FULEIA and 18/00454/LBC)

Design Statement

Existing Drawing Numbers: 1028_12_SO_X0101_A, 1028_12_SO_X0102_B and 1028_12_SO_X0161_A.

05.06.2018 Email Heathrow
06.06.2018 Letter Historic England
06.06.2018 Email NATS Safeguarding
08.06.2018 Email London City Airport
11.06.2018 Email Historic England
18.06.2018 Email Transport for London
20.06.2018 Email Natural England
25.06.2018 Letter City of Westminster

London Bridge (18/00451/FULEIA)

Design Statement

Existing Drawing Numbers: 1028_14_LO_X0101_A, 1028_14_LO_X0102_A and 1028_14_LO_X0161.

30.05.2018 Email Heathrow
31.05.2018 Email NATS Safeguarding
08.06.2018 Email London City Airport
12.06.2018 Letter London Underground

15.06.2018 Email Natural England
18.06.2018 Email Transport for London
26.06.2018 Letter London Borough of Tower Hamlets

APPENDIX A

REASONED CONCLUSIONS ON SIGNIFICANT EFFECTS

Reasoned Conclusions

Following examination of the environmental information a reasoned conclusion on the significant effects of the proposed development on the environment has been reached and is set out in the report as summarised in the Conclusions section of the report.

APPENDIX B

London Plan Policies

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

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 4.6 Support the continued success of London's diverse range of arts, cultural, professional sporting and entertainment enterprises and the cultural, social and economic benefits that they offer to its residents, workers and visitors.

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

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

Policy 7.10 Development in World Heritage Sites and their settings, including any buffer zones, should conserve, promote, make sustainable use of and enhance their authenticity, integrity and significance and Outstanding Universal Value.

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 7.15 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.

Policy 7.19 Development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy 7.27 Development proposals should enhance recreational and leisure use of the Blue Ribbon Network and supporting infrastructure on and alongside to the river.

Policy 7.29 Development proposals along the River Thames should be consistent with the published Thames Strategy.

Relevant Local Plan Policies

CS11 Encourage art, heritage and culture

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

DM11.2 Public Art

To enhance the City's public realm and distinctive identity by:

- a) protecting existing works of art and other objects of cultural significance and encouraging the provision of additional works in appropriate locations;
- b) ensuring that financial provision is made for the future maintenance of new public art;
- c) requiring the appropriate reinstatement or re-siting of art works and other objects of cultural significance when buildings are redeveloped.

CS9 Meet challenges of Thames/Riverside

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

CS10 Promote high quality environment

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

DM10.1 New development

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height,

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

CS12 Conserve or enhance heritage assets

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

DM12.1 Change affecting heritage assets

1. To sustain and enhance heritage assets, their settings and significance.
2. Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.
3. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted.

4. Development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings.
5. Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.

DM12.5 Historic parks and gardens

1. To resist development which would adversely affect gardens of special historic interest included on the English Heritage register.
2. To protect gardens and open spaces which make a positive contribution to the historic character of the City.

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.

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.

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.

DM19.2 Biodiversity and urban greening

Developments should promote biodiversity and contribute to urban greening by incorporating:

- a) green roofs and walls, soft landscaping and trees;
- b) features for wildlife, such as nesting boxes and beehives;
- c) a planting mix which encourages biodiversity;
- d) planting which will be resilient to a range of climate conditions;
- e) maintenance of habitats within Sites of Importance for Nature Conservation.

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.

DM18.1 Development in Flood Risk Area

1. Where development is proposed within the City Flood Risk Area evidence must be presented to demonstrate that:
 - a) the site is suitable for the intended use (see table 18.1), in accordance with Environment Agency and Lead Local Flood Authority advice;
 - b) the benefits of the development outweigh the flood risk to future occupants;
 - c) the development will be safe for occupants and visitors and will not compromise the safety of other premises or increase the risk of flooding elsewhere.
2. Development proposals, including change of use, must be accompanied by a site-specific flood risk assessment for:
 - a) all sites within the City Flood Risk Area as shown on the Policies Map; and
 - b) all major development elsewhere in the City.
3. Site specific flood risk assessments must address the risk of flooding from all sources and take account of the City of London Strategic Flood Risk Assessment. Necessary mitigation measures must be designed into and integrated with the development and may be required to provide protection from flooding for properties beyond the site boundaries, where feasible and viable.
4. Where development is within the City Flood Risk Area, the most vulnerable uses must be located in those parts of the development which are at least risk. Safe access and egress routes must be identified.
5. For minor development outside the City Flood Risk Area, an appropriate flood risk statement may be included in the Design and Access Statement.
6. Flood resistant and resilient designs which reduce the impact of flooding and enable efficient recovery and business continuity will be encouraged.

SCHEDULE

APPLICATION: **18/00451/FULEIA**

LOCATION: **London Bridge London EC4**

PROPOSAL: **The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project.**

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 Prior to the commencement of development a Phasing Plan for Phases 1 and 2, which relate to bridges within the City of London, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: To prevent any detrimental impact on river traffic in accordance with policy CS9 of the City of London Local Plan and policy 3.30 of the Saved Southwark Plan Policies.
- 3 Prior to the full implementation of the lighting installation, a smaller trial installation shall be agreed and witnessed by the Local Planning Authority to ascertain:
 - i) the impact on navigational lights and any necessary mitigation;
 - ii) additional measures required to mitigate the potential for glare and light spillage.The full development shall be carried out in accordance with the approved details.
REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS9, CS12, DM12.1, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.16, 3.17, 3.18 and 3.30.
- 4 Notwithstanding the details hereby approved, on full installation of the approved lighting scheme, details of the final intensity, colour, transience, including the amount of light spill to the public realm, shall submitted to and approved in writing by the Local Planning Authority following a site inspection, and shall be implemented and maintained in accordance with the approved details. The site inspection will take place two months following completion of the installation of light fittings.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of

London Local Plan policies CS12, DM12.1, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.16, 3.17 and 3.18.

- 5 Prior to the full installation of the approved lighting scheme a detailed lighting management strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall deal with the treatment of any environmentally sensitive areas, their aftercare and maintenance as well as a plan detailing the proposed works and lighting levels.

Such a strategy shall include details of the following:

- i) the location and direction of artificial lights on each bridge / adjacent to the River Thames
- ii) details of how the ambient light levels will be lowered throughout the post midnight hours, for example 12 am - 5am
- iii) The works shall be carried out in accordance with the approved strategy.

REASON: To ensure the protection of wildlife and supporting habitat in accordance with London Plan Policy 7.19 and City of London Local Plan policy DM19.2.

- 6 Notwithstanding the details hereby approved, prior to the commencement of development, final details shall be provided of electrical cabling and equipment associated with the lighting installation (including feeder pillars), including their location, size, fixing and colour, shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.16, 3.17 and 3.18.

- 7 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.

- 8 Prior to commencement of any works on site, a suitable protocol for the protection of legally protected species present on site, or identified during construction, shall be submitted to and approved in writing by the Local Planning Authority. This must include:
- If the installation at any bridge is to commence during the breeding bird season (March to August inclusive) a check for nesting birds to determine whether any breeding birds, nests, nestlings or eggs will be impacted by the installation activities. Where any breeding birds, nests, nestlings or eggs are identified, they will be protected; and
 - repeat of the baseline breeding bird survey described in Chapter 6 of the Environmental Statement no later than 2 June 2019 and every two years thereafter until completion of the Proposed Illumination to ensure that baseline conditions have not changed significantly, and if necessary re-assess the requirements for mitigation prior to commencements of installation.

REASON: To ensure suitable protection of protected wildlife in accordance with London Plan policies 7.19 and 7.29 and Local Plan policy 19.2.

- 9 Details for the long-term maintenance arrangements for the proposal to be submitted and approved in writing by the Local Planning Authority prior to bringing into use the lighting installation hereby permitted. The submitted details should specify the responsibilities of each party for the management plan and maintenance plan for the lifetime of the development and any other arrangement to secure the operation of the scheme throughout its life time. The management and maintenance arrangements shall be carried out in accordance with the approved details over the period specified.

REASON: To ensure that the appearance of the bridge is suitably maintained in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 10 (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.

- 11 Should the project be decommissioned a Decommissioning Plans shall be submitted to and approved in writing by the Local Plan. The decommissioning shall be carried out in accordance with the approved details.

REASON: To preserve the significance of the non-designated heritage asset in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.16, 3.17 and 3.18.

- 12 The lighting scheme hereby permitted shall be illuminated from 30 minutes before dusk to 30 minutes after dawn on any day.

REASON: To preserve the significance of the non-designated heritage asset in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.16, 3.17 and 3.18.

- 13 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: Location plan and dwg nos. 1028_14_LO_P0101, 1028_14_LO_P0102, 1028_14_LO_P0161, 1028_14_LO_P1001, 1028_14_LO_P1002, 1028_14_LO_P1003, 1028_14_LO_P2001, 1028_14_LO_P2002, and 1028_14_LO_P2004.

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 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.
- 3 Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit is required from the Environment Agency for any proposed works or structures, in, under, over or within 16 metres of tidal defences on the River Thames, designated a 'main river'. Details of lower risk activities that may be Excluded or Exempt from the Permitting Regulations can be found on the gov.uk website. Please contact us at PSO-Thames@environment-agency.gov.uk
- 4 A Marine Management Organisation Licence covers inshore areas, and include any area which is submerged at mean high water spring tide up to the territorial limit. They also include the waters of every estuary, river or channel where the tide flows at mean high water spring tide. Should you require a licence or further information, this is available at <https://www.gov.uk/guidance/do-i-need-a-marine-licence>

APPLICATION: **18/00452/FULEIA**

LOCATION: **Blackfriars Railway Bridge Puddle Dock London, EC4**

PROPOSAL: **The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project.**

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 Prior to the commencement of development a Phasing Plan for Phases 1 and 2, which relate to bridges within the City of London, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: To prevent any detrimental impact on river traffic in accordance with policy CS9 of the City of London Local Plan and policy 3.30 of the Saved Southwark Plan Policies.
- 3 Prior to the full implementation of the lighting installation, a smaller trial installation shall be agreed and witnessed by the Local Planning Authority to ascertain:
 - i) the impact on navigational lights and any necessary mitigation;
 - ii) additional measures required to mitigate the potential for glare and light spillage.The full development shall be carried out in accordance with the approved details.
REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS9, CS12, DM12.1, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.18 and 3.30.
- 4 Notwithstanding the details hereby approved, on full installation of the approved lighting scheme, details of the final intensity, colour, transience, including the amount of light spill to the public realm, shall be submitted to and approved in writing by the Local Planning Authority following a site inspection, and shall be implemented and maintained in accordance with the approved details. The site inspection will take place two months following completion of the installation of light fittings.
REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of

London Local Plan policies CS12, DM12.1, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15 and 3.18.

- 5 Prior to the full installation of the approved lighting scheme a detailed lighting management strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall deal with the treatment of any environmentally sensitive areas, their aftercare and maintenance as well as a plan detailing the proposed works and lighting levels.

Such a strategy shall include details of the following:

- i) the location and direction of artificial lights on each bridge / adjacent to the River Thames
- ii) details of how the ambient light levels will be lowered throughout the post-midnight hours, for example 12 am - 5am
- iii) The works shall be carried out in accordance with the approved strategy.

REASON: To ensure the protection of wildlife and supporting habitat in accordance with London Plan Policy 7.19 and City of London Local Plan policy DM19.2.

- 6 Notwithstanding the details hereby approved, prior to the commencement of development, final details shall be provided of electrical cabling and equipment associated with the lighting installation (including feeder pillars), including their location, size, fixing and colour, shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 7 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out

other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.

- 8 Prior to commencement of any works on site, a suitable protocol for the protection of legally protected species present on site, or identified during construction, shall be submitted to and approved in writing by the Local Planning Authority. This must include:

- If the installation at any bridge is to commence during the breeding bird season (March to August inclusive) a check for nesting birds to determine whether any breeding birds, nests, nestlings or eggs will be impacted by the installation activities. Where any breeding birds, nests, nestlings or eggs are identified, they will be protected; and
- repeat of the baseline breeding bird survey described in Chapter 6 of the Environmental Statement no later than 2 June 2019 and every two years thereafter until completion of the Proposed Illumination to ensure that baseline conditions have not changed significantly, and if necessary re-assess the requirements for mitigation prior to commencements of installation.

REASON: To ensure suitable protection of protected wildlife in accordance with London Plan policies 7.19 and 7.29 and Local Plan policy 19.2.

- 9 Details for the long-term maintenance arrangements for the proposal to be submitted and approved in writing by the Local Planning Authority prior to bringing into use the lighting installation hereby permitted. The submitted details should specify the responsibilities of each party for the management plan and maintenance plan for the lifetime of the development and any other arrangement to secure the operation of the scheme throughout its life time. The management and maintenance arrangements shall be carried out in accordance with the approved details over the period specified.

REASON: To ensure that the appearance of the bridge is suitably maintained in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 10 (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.

- 11 Should the project be decommissioned a Decommissioning Plans shall be submitted to and approved in writing by the Local Plan. The decommissioning shall be carried out in accordance with the approved details.

REASON: To preserve the significance of the non-designated heritage asset in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 12 The lighting scheme hereby permitted shall be illuminated from dusk to dawn on any day.

REASON: To preserve the significance of the non-designated heritage asset in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 13 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: Location plan and dwg nos. 1028_10_BL_P0101, 1028_10_BL_P0102, 1028_10_BL_P0161, 1028_10_BL_P1001, 1028_P3020, 1028_P3021 and 1028_P3021.

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 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.
- 3 Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit is required from the Environment Agency for any proposed works or structures, in, under, over or within 16 metres of tidal defences on the River Thames, designated a 'main river'. Details of lower risk activities that may be Excluded or Exempt from the Permitting Regulations can be found on the gov.uk website. Please contact us at PSO-Thames@environment-agency.gov.uk
- 4 A Marine Management Organisation Licence covers inshore areas, and include any area which is submerged at mean high water spring tide up to the territorial limit. They also include the waters of every estuary, river or channel where the tide flows at mean high water spring tide. Should you require a licence or further information, this is available at <https://www.gov.uk/guidance/do-i-need-a-marine-licence>

APPLICATION: **18/00453/FULEIA**

LOCATION: **Southwark Bridge London EC4**

PROPOSAL: **The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project.**

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 Prior to the commencement of development a Phasing Plan for Phases 1 and 2, which relate to bridges within the City of London, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: To prevent any detrimental impact on river traffic in accordance with policy CS9 of the City of London Local Plan and policy 3.30 of the Saved Southwark Plan Policies.
- 3 Prior to the full implementation of the lighting installation, a smaller trial installation shall be agreed and witnessed by the Local Planning Authority to ascertain:
 - i) the impact on navigational lights and any necessary mitigation;
 - ii) additional measures required to mitigate the potential for glare and light spillage.The full development shall be carried out in accordance with the approved details.
REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS9, CS12, DM12.1, DM12.3, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.17, 3.18 and 3.30.
- 4 Notwithstanding the details hereby approved, on full installation of the approved lighting scheme, details of the final intensity, colour, transience, including the amount of light spill to the public realm, shall be submitted to and approved in writing by the Local Planning Authority following a site inspection, and shall be implemented and maintained in accordance with the approved details. The site inspection will take place two months following completion of the installation of light fittings.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, DM12.3, DM12.5 and

DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.17 and 3.18.

- 5 Prior to the full installation of the approved lighting scheme a detailed lighting management strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall deal with the treatment of any environmentally sensitive areas, their aftercare and maintenance as well as a plan detailing the proposed works and lighting levels.

Such a strategy shall include details of the following:

- i) the location and direction of artificial lights on each bridge / adjacent to the River Thames
- ii) details of how the ambient light levels will be lowered throughout the post-midnight hours, for example 12 am - 5am
- iii) The works shall be carried out in accordance with the approved strategy.

REASON: To ensure the protection of wildlife and supporting habitat in accordance with London Plan Policy 7.19 and City of London Local Plan policy DM19.2.

- 6 Notwithstanding the details hereby approved, prior to the commencement of development, final details shall be provided of electrical cabling and equipment associated with the lighting installation (including feeder pillars), including their location, size, fixing and colour, shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, DM12.3 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.17 and 3.18.

- 7 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.

- 8 Prior to commencement of any works on site, a suitable protocol for the protection of legally protected species present on site, or identified during construction, shall be submitted to and approved in writing by the Local Planning Authority. This must include:
- If the installation at any bridge is to commence during the breeding bird season (March to August inclusive) a check for nesting birds to determine whether any breeding birds, nests, nestlings or eggs will be impacted by the installation activities. Where any breeding birds, nests, nestlings or eggs are identified, they will be protected; and
 - repeat of the baseline breeding bird survey described in Chapter 6 of the Environmental Statement no later than 2 June 2019 and every two years thereafter until completion of the Proposed Illumination to ensure that baseline conditions have not changed significantly, and if necessary re-assess the requirements for mitigation prior to commencements of installation.

REASON: To ensure suitable protection of protected wildlife in accordance with London Plan policies 7.19 and 7.29 and Local Plan policy 19.2.

- 9 Details for the long-term maintenance arrangements for the proposal to be submitted and approved in writing by the Local Planning Authority prior to bringing into use the lighting installation hereby permitted. The submitted details should specify the responsibilities of each party for the management plan and maintenance plan for the lifetime of the development and any other arrangement to secure the operation of the scheme throughout its life time. The management and maintenance arrangements shall be carried out in accordance with the approved details over the period specified.

REASON: To ensure that the appearance of the bridge is suitably maintained in accordance with City of London Local Plan policies CS12, DM12.1, DM12.3 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.17 and 3.18.

- 10 (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.

- 11 Should the project be decommissioned a Decommissioning Plans shall be submitted to and approved in writing by the Local Plan. The decommissioning shall be carried out in accordance with the approved details.

REASON: To preserve the significance of the listed building in accordance with City of London Local Plan policies CS12, DM12.1, DM12.3, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.17 and 3.18.

- 12 The lighting scheme hereby permitted shall be illuminated from 30 minutes before dusk to 30 minutes after dawn on any day.

REASON: To preserve the significance of the listed building in accordance with City of London Local Plan policies CS12, DM12.1, DM12.3, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.17 and 3.18.

- 13 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: Location plan and dwg nos. 1028_12_SO_P0101, 1028_12_SO_P0102, 1028_12_SO_P0161, 1028_12_SO_P1001, 1028_12_SO_P1002, 1028_12_SO_P1003, 1028_12_SO_P2001, 1028_12_SO_P2002, and 1028_12_SO_P2005.

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 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.
- 3 Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit is required from the Environment Agency for any proposed works or structures, in, under, over or within 16 metres of tidal defences on the River Thames, designated a 'main river'. Details of lower risk activities that may be Excluded or Exempt from the Permitting Regulations can be found on the gov.uk website. Please contact us at PSO-Thames@environment-agency.gov.uk
- 4 A Marine Management Organisation Licence covers inshore areas, and include any area which is submerged at mean high water spring tide up to the territorial limit. They also include the waters of every estuary, river or channel where the tide flows at mean high water spring tide. Should you require a licence or further information, this is available at <https://www.gov.uk/guidance/do-i-need-a-marine-licence>

APPLICATION: **18/00454/LBC**

LOCATION: **Southwark Bridge London EC4**

PROPOSAL: **The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project.**

CONDITIONS

1. The works hereby permitted must be begun before the expiration of three years from the date of this consent.
REASON: To ensure compliance with the terms of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
2. Prior to the commencement of development, details of fixing methods used in the installation of the hereby approved lighting scheme, shall be submitted to and approved by the Local Planning Authority, and undertaken in accordance with the approved details.
REASON: To preserve and enhance the character and appearance of the listed building in accordance with City of London Local Plan policy 12.3 and Saved Southwark Plan Polices 3.17.
3. All new works and finishes and works of making good to the retained fabric shall match the existing adjacent work with regard to the methods used and to materials, colour, texture and profile unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.
REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
4. The works hereby permitted shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this consent: Location plan and dwg nos. 1028_12_SO_P0101, 1028_12_SO_P0102, 1028_12_SO_P0161, 1028_12_SO_P1001, 1028_12_SO_P1002, 1028_12_SO_P1003, 1028_12_SO_P2001, 1028_12_SO_P2002, and 1028_12_SO_P2005.
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.

APPLICATION: **18/00455/FULEIA**

LOCATION: **Blackfriars Bridge London EC4**

PROPOSAL: **The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project.**

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 Prior to the commencement of development a Phasing Plan for Phases 1 and 2, which relate to bridges within the City of London, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: To prevent any detrimental impact on river traffic in accordance with policy CS9 of the City of London Local Plan and policy 3.30 of the Saved Southwark Plan Policies.
- 3 Prior to the full implementation of the lighting installation, a smaller trial installation shall be agreed and witnessed by the Local Planning Authority to ascertain:
 - i) the impact on navigational lights and any necessary mitigation;
 - ii) additional measures required to mitigate the potential for glare and light spillage.The full development shall be carried out in accordance with the approved details.
REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS9, CS12, DM12.1, DM12.2, DM12.3, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.16, 3.17, 3.18 and 3.30.
- 4 Notwithstanding the details hereby approved, on full installation of the approved lighting scheme, details of the final intensity, colour, transience, including the amount of light spill to the public realm, shall be submitted to and approved in writing by the Local Planning Authority following a site inspection, and shall be implemented and maintained in accordance with the approved details. The site inspection will take place two months following completion of the installation of light fittings.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of

London Local Plan policies CS12, DM12.1, DM12.2, DM12.3, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.16, 3.17 and 3.18.

- 5 Prior to the full installation of the approved lighting scheme a detailed lighting management strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall deal with the treatment of any environmentally sensitive areas, their aftercare and maintenance as well as a plan detailing the proposed works and lighting levels.

Such a strategy shall include details of the following:

- i) the location and direction of artificial lights on each bridge / adjacent to the River Thames
- ii) details of how the ambient light levels will be lowered throughout the post-midnight hours, for example 12 am - 5am
- iii) The works shall be carried out in accordance with the approved strategy.

REASON: To ensure the protection of wildlife and supporting habitat in accordance with London Plan Policy 7.19 and City of London Local Plan policy DM19.2.

- 6 Notwithstanding the details hereby approved, prior to the commencement of development, final details shall be provided of electrical cabling and equipment associated with the lighting installation (including feeder pillars), including their location, size, fixing and colour, shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, DM12.2, DM12.3 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.16, 3.17 and 3.18.

- 7 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.

- 8 Prior to commencement of any works on site, a suitable protocol for the protection of legally protected species present on site, or identified during construction, shall be submitted to and approved in writing by the Local Planning Authority. This must include:
- If the installation at any bridge is to commence during the breeding bird season (March to August inclusive) a check for nesting birds to determine whether any breeding birds, nests, nestlings or eggs will be impacted by the installation activities. Where any breeding birds, nests, nestlings or eggs are identified, they will be protected; and
 - repeat of the baseline breeding bird survey described in Chapter 6 of the Environmental Statement no later than 2 June 2019 and every two years thereafter until completion of the Proposed Illumination to ensure that baseline conditions have not changed significantly, and if necessary re-assess the requirements for mitigation prior to commencements of installation.

REASON: To ensure suitable protection of protected wildlife in accordance with London Plan policies 7.19 and 7.29 and Local Plan policy 19.2.

- 9 Details for the long-term maintenance arrangements for the proposal to be submitted and approved in writing by the Local Planning Authority prior to bringing into use the lighting installation hereby permitted. The submitted details should specify the responsibilities of each party for the management plan and maintenance plan for the lifetime of the development and any other arrangement to secure the operation of the scheme throughout its life time. The management and maintenance arrangements shall be carried out in accordance with the approved details over the period specified.

REASON: To ensure that the appearance of the bridge is suitably maintained in accordance with City of London Local Plan policies CS12, DM12.1, DM12.2, DM12.3 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 10 (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.

- 11 Should the project be decommissioned a Decommissioning Plans shall be submitted to and approved in writing by the Local Plan. The decommissioning shall be carried out in accordance with the approved details.

REASON: To preserve the significance of the listed building in accordance with City of London Local Plan policies CS12, DM12.1, DM12.2, DM12.3 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.16, 3.17 and 3.18.

- 12 The lighting scheme hereby permitted shall be illuminated from dusk to dawn on any day.

REASON: To preserve the significance of the listed building in accordance with City of London Local Plan policies CS12, DM12.1, DM12.2, DM12.3 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15, 3.16, 3.17 and 3.18.

- 13 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: Location plan and dwg nos. 1028_09_BD_P0101, 1028_09_BD_P0102, 1028_09_BD_P0161, 1028_09_BD_P1001, 1028_09_BD_P3010 and 1028_09_BD_P3011.

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 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.
- 3 Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit is required from the Environment Agency for any proposed works or structures, in, under, over or within 16 metres of tidal defences on the River Thames, designated a 'main river'. Details of lower risk activities that may be Excluded or Exempt from the Permitting Regulations can be found on the gov.uk website. Please contact us at PSO-Thames@environment-agency.gov.uk
- 4 A Marine Management Organisation Licence covers inshore areas, and include any area which is submerged at mean high water spring tide up to the territorial limit. They also include the waters of every estuary, river or channel where the tide flows at mean high water spring tide. Should you require a licence or further information, this is available at <https://www.gov.uk/guidance/do-i-need-a-marine-licence>

APPLICATION: **18/00456/LBC**

LOCATION: **Blackfriars Bridge London EC4**

PROPOSAL: **The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project.**

CONDITIONS

- 1 The works hereby permitted must be begun before the expiration of three years from the date of this consent.
REASON: To ensure compliance with the terms of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2 Prior to the commencement of development, details of fixing methods used in the installation of the hereby approved lighting scheme, shall be submitted to and approved by the Local Planning Authority, and undertaken in accordance with the approved details.
REASON: To preserve and enhance the character and appearance of the listed building in accordance with City of London Local Plan policy 12.3 and Saved Southwark Plan Polices 3.17.
- 3 All new works and finishes and works of making good to the retained fabric shall match the existing adjacent work with regard to the methods used and to materials, colour, texture and profile unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.
REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
- 4 The works hereby permitted shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this consent: Location plan and dwg nos. 1028_09_BD_P0101, 1028_09_BD_P0102, 1028_09_BD_P0161, 1028_09_BD_P1001, 1028_09_BD_P3010 and 1028_09_BD_P3011.

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.

APPLICATION: **18/00457/FULEIA**

LOCATION: **Cannon Street Railway Bridge Cousin Lane London, EC4**

PROPOSAL: **The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project.**

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 Prior to the commencement of development a Phasing Plan for Phases 1 and 2, which relate to bridges within the City of London, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: To prevent any detrimental impact on river traffic in accordance with policy CS9 of the City of London Local Plan and policy 3.30 of the Saved Southwark Plan Policies.
- 3 Prior to the full implementation of the lighting installation, a smaller trial installation shall be agreed and witnessed by the Local Planning Authority to ascertain:
 - i) the impact on navigational lights and any necessary mitigation;
 - ii) additional measures required to mitigate the potential for glare and light spillage.The full development shall be carried out in accordance with the approved details.
REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS9, CS12, DM12.1, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.18 and 3.30.
- 4 Notwithstanding the details hereby approved, on full installation of the approved lighting scheme, details of the final intensity, colour, transience, including the amount of light spill to the public realm, shall be submitted to and approved in writing by the Local Planning Authority following a site inspection, and shall be implemented and maintained in accordance with the approved details. The site inspection will take place two months following completion of the installation of light fittings.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, DM12.5 and DM21.3,

Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15 and 3.18.

- 5 Prior to the full installation of the approved lighting scheme a detailed lighting management strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall deal with the treatment of any environmentally sensitive areas, their aftercare and maintenance as well as a plan detailing the proposed works and lighting levels.

Such a strategy shall include details of the following:

- i) the location and direction of artificial lights on each bridge / adjacent to the River Thames
- ii) details of how the ambient light levels will be lowered throughout the post-midnight hours, for example 12 am - 5am
- iii) The works shall be carried out in accordance with the approved strategy.

REASON: To ensure the protection of wildlife and supporting habitat in accordance with London Plan Policy 7.19 and City of London Local Plan policy DM19.2.

- 6 Notwithstanding the details hereby approved, prior to the commencement of development, final details shall be provided of electrical cabling and equipment associated with the lighting installation (including feeder pillars), including their location, size, fixing and colour, shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 7 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.

- 8 Prior to commencement of any works on site, a suitable protocol for the protection of legally protected species present on site, or identified during construction, shall be submitted to and approved in writing by the Local Planning Authority. This must include:
- If the installation at any bridge is to commence during the breeding bird season (March to August inclusive) a check for nesting birds to determine whether any breeding birds, nests, nestlings or eggs will be impacted by the installation activities. Where any breeding birds, nests, nestlings or eggs are identified, they will be protected; and
 - repeat of the baseline breeding bird survey described in Chapter 6 of the Environmental Statement no later than 2 June 2019 and every two years thereafter until completion of the Proposed Illumination to ensure that baseline conditions have not changed significantly, and if necessary re-assess the requirements for mitigation prior to commencements of installation.

REASON: To ensure suitable protection of protected wildlife in accordance with London Plan policies 7.19 and 7.29 and Local Plan policy 19.2.

- 9 Details for the long-term maintenance arrangements for the proposal to be submitted and approved in writing by the Local Planning Authority prior to bringing into use the lighting installation hereby permitted. The submitted details should specify the responsibilities of each party for the management plan and maintenance plan for the lifetime of the development and any other arrangement to secure the operation of the scheme throughout its life time. The management and maintenance arrangements shall be carried out in accordance with the approved details over the period specified.

REASON: To ensure that the appearance of the bridge is suitably maintained in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 10 (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.

- 11 Should the project be decommissioned a Decommissioning Plans shall be submitted to and approved in writing by the Local Plan. The decommissioning shall be carried out in accordance with the approved details.
REASON: To preserve the significance of the non-designated heritage asset in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.
- 12 The lighting scheme hereby permitted shall be illuminated from 30 minutes before dusk to 30 minutes after dawn on any day.
REASON: To preserve the significance of the non-designated heritage asset in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.
- 13 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: Location plan and dwg nos. 1028_13_CA_P0101, 1028_13_CA_P0102, 1028_13_CA_P0161, 1028_13_CA_P1001, 1028_13_CA_P1002, 1028_13_CA_P1003 and 1028_13_CA_P2001.
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 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.
- 3 Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit is required from the Environment Agency for any proposed works or structures, in, under, over or within 16 metres of tidal defences on the River Thames, designated a 'main river'. Details of lower risk activities that may be Excluded or Exempt from the Permitting Regulations can be found on the gov.uk website. Please contact us at PSO-Thames@environment-agency.gov.uk
- 4 A Marine Management Organisation Licence covers inshore areas, and include any area which is submerged at mean high water spring tide up to the territorial limit. They also include the waters of every estuary, river or channel where the tide flows at mean high water spring tide. Should you require a licence or further information, this is available at <https://www.gov.uk/guidance/do-i-need-a-marine-licence>

APPLICATION: **18/00458/FULEIA**

LOCATION: **Millennium Bridge London EC4**

PROPOSAL: **The installation of fixtures, fittings and ancillary equipment and associated works to illuminate the bridge in conjunction with the Illuminated River Project.**

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 Prior to the commencement of development a Phasing Plan for Phases 1 and 2, which relate to bridges within the City of London, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: To prevent any detrimental impact on river traffic in accordance with policy CS9 of the City of London Local Plan and policy 3.30 of the Saved Southwark Plan Policies.
- 3 Prior to the full implementation of the lighting installation, a smaller trial installation shall be agreed and witnessed by the Local Planning Authority to ascertain:
 - i) the impact on navigational lights and any necessary mitigation;
 - ii) additional measures required to mitigate the potential for glare and light spillage.The full development shall be carried out in accordance with the approved details.
REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS9, CS12, DM12.1, DM12.5 and DM21.3, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15, 3.18 and 3.30.
- 4 Notwithstanding the details hereby approved, on full installation of the approved lighting scheme, details of the final intensity, colour, transience, including the amount of light spill to the public realm, shall be submitted to and approved in writing by the Local Planning Authority following a site inspection, and shall be implemented and maintained in accordance with the approved details. The site inspection will take place two months following completion of the installation of light fittings.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, DM12.5 and DM21.3,

Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.2, 3.15 and 3.18.

- 5 Prior to the full installation of the approved lighting scheme a detailed lighting management strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall deal with the treatment of any environmentally sensitive areas, their aftercare and maintenance as well as a plan detailing the proposed works and lighting levels.

Such a strategy shall include details of the following:

- i) the location and direction of artificial lights on each bridge / adjacent to the River Thames
- ii) details of how the ambient light levels will be lowered throughout the post-midnight hours, for example 12 am - 5am
- iii) The works shall be carried out in accordance with the approved strategy.

REASON: To ensure the protection of wildlife and supporting habitat in accordance with London Plan Policy 7.19 and City of London Local Plan policy DM19.2.

- 6 Notwithstanding the details hereby approved, prior to the commencement of development, final details shall be provided of electrical cabling and equipment associated with the lighting installation (including feeder pillars), including their location, size, fixing and colour, shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

REASON: To preserve the significance of the non-designated heritage asset and to preserve residential amenity in accordance with City of London Local Plan policies CS12, DM12.1, and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 7 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.

- 8 Prior to commencement of any works on site, a suitable protocol for the protection of legally protected species present on site, or identified during construction, shall be submitted to and approved in writing by the Local Planning Authority. This must include:
- If the installation at any bridge is to commence during the breeding bird season (March to August inclusive) a check for nesting birds to determine whether any breeding birds, nests, nestlings or eggs will be impacted by the installation activities. Where any breeding birds, nests, nestlings or eggs are identified, they will be protected; and
 - repeat of the baseline breeding bird survey described in Chapter 6 of the Environmental Statement no later than 2 June 2019 and every two years thereafter until completion of the Proposed Illumination to ensure that baseline conditions have not changed significantly, and if necessary re-assess the requirements for mitigation prior to commencements of installation.

REASON: To ensure suitable protection of protected wildlife in accordance with London Plan policies 7.19 and 7.29 and Local Plan policy 19.2.

- 9 Details for the long-term maintenance arrangements for the proposal to be submitted and approved in writing by the Local Planning Authority prior to bringing into use the lighting installation hereby permitted. The submitted details should specify the responsibilities of each party for the management plan and maintenance plan for the lifetime of the development and any other arrangement to secure the operation of the scheme throughout its life time. The management and maintenance arrangements shall be carried out in accordance with the approved details over the period specified.

REASON: To ensure that the appearance of the bridge is suitably maintained in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.

- 10 (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.

- 11 Should the project be decommissioned a Decommissioning Plans shall be submitted to and approved in writing by the Local Plan. The decommissioning shall be carried out in accordance with the approved details.
REASON: To preserve the significance of the non-designated heritage asset in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.
- 12 The lighting scheme hereby permitted shall be illuminated from dusk to dawn on any day.
REASON: To preserve the significance of the non-designated heritage asset in accordance with City of London Local Plan policies CS12, DM12.1 and DM12.5, Southwark Core Strategy Strategic Policy 12, and Saved Southwark Plan Policies 3.15 and 3.18.
- 13 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: Location plan and dwg nos. 1028_11_MI_P0101, 1028_11_MI_P0102, 1028_11_MI_P0161, 1028_11_MI_P1001, 1028_11_MI_P1002, 1028_11_MI_P1003, 1028_11_MI_P2001 and 1028_11_MI_P2002.
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 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.
- 3 Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit is required from the Environment Agency for any proposed works or structures, in, under, over or within 16 metres of tidal defences on the River Thames, designated a 'main river'. Details of lower risk activities that may be Excluded or Exempt from the Permitting Regulations can be found on the gov.uk website. Please contact us at PSO-Thames@environment-agency.gov.uk
- 4 A Marine Management Organisation Licence covers inshore areas, and include any area which is submerged at mean high water spring tide up to the territorial limit. They also include the waters of every estuary, river or channel where the tide flows at mean high water spring tide. Should you require a licence or further information, this is available at <https://www.gov.uk/guidance/do-i-need-a-marine-licence>

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Committees:	Dates:	
Streets and Walkways Sub-Committee	03/07/2018	
Planning and Transportation Committee	10/07/2018	
Projects Sub-Committee	18/07/2018	
Policy and Resources Committee	06/09/2018	
Court of Common Council	13/09/2018	
Resource Allocation Sub-Committee	04/10/2018	
Subject: Bank on Safety: experimental safety scheme conclusion	Issue Report: Regular	Public
Report of: Director of the Built Environment Report Author: Gillian Howard	For Decision	
<u>Summary</u>		
<p>Project Status: Green Total estimated Project Cost: £1,437,207. Spend to date: £ 1,347,504 Overall Project Risk: Green Approved Budget: £1,401,207.</p> <p>• Last Gateway approved: Gateway 4/5 December 2016</p> <p><u>Summary:</u> This report seeks a decision on the future of the current Bank on Safety experimental scheme.</p> <p>This is a scheme which was designed to meet the Court of Common Councils concerns to see road danger reduced at Bank following the fatality of June 2015.</p> <p>The experimental scheme was approved for implementation by the Policy and Resources Committee in December 2016. The agreed success criteria were:</p> <ol style="list-style-type: none"> 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. <p>Performance monitoring against the success criteria was previously reported and confirmed that, to date, each of the success criteria had been met. Further updates to some of this information is included in this report.</p> <p>In addition, a consultation exercise was carried out which was responded to by almost 4,300 people.</p>		

Of the consultation survey responses, 45% of respondents supported the experiment as implemented. A further 29% generally supported the scheme but would like to see changes (see paragraphs 34-35) and 25% of people did not support the experiment. In total 75% of respondents support or generally support the experiment.

Other considerations resulting from the consultation exercise and the equality analysis include:

- Disabled access;
- Traffic in the surrounding area;
- Enforcement and signage;
- Pollution in the surrounding area; and
- Taxi passenger impacts.

Commentary on the above is set out later in the report.

• Proposed way forward

The experimental scheme be made permanent, and that complementary measures to further improve the performance of the scheme be investigated.

Because of the use of experimental traffic orders, the decision can only be whether to keep the experiment as a permanent traffic order, or not. If Members are minded to keep the experiment then the next stage will be to optimise performance of the scheme and then look towards the All Change at Bank longer term project.

Total Estimated Cost:
£1,437,207. (£1,401,207 approved)

Recommendations

The following recommendations are subject to the outcome of the Court of Common Council meeting in September 2018:

Streets and Walkways

1. To note the content of this report for information and make comment.
2. To agree that if the experiment is approved to be made permanent, officers be instructed to investigate additional measures to further improve compliance, behaviour and performance within the vicinity of the junction. (explained in paragraphs 80-84)
3. Agree the addition of £36,000 to the budget for the investigation proposed in recommendation 2, above.

Planning and Transportation

4. To agree to make the experimental traffic orders at Bank Junction (to restrict traffic to bus and cycle only, Monday to Friday 0700-1900) permanent and to delegate authority to the Director of the Built Environment to take all steps necessary to put the relevant orders into effect.

Project Sub Committee

5. To note the contents of this report for information.
6. Agree the addition of £36,000 to the budget to undertake recommendation 2.

Policy and Resources

7. To agree to make the experimental traffic orders at Bank Junction (to restrict traffic to bus and cycle only, Monday to Friday 0700-1900) permanent.

Resource Allocation Sub

8. If recommendations 2, 6 and 7 are approved, then additional funding of £36,000 be approved from the On-Street Parking Reserve.

Main Report

1. Issue description	The experiment is reaching conclusion, and the evidence for a decision to be made is set out in this report. A decision is now required to make the scheme permanent and consider any further measures, or plan to revoke the experimental order and return to the previous operation of the junction.
2. Last approved limit	£1,401,207
3. Background	<p>Why was this project commenced?</p> <ol style="list-style-type: none"> 1. Bank junction was highlighted as an issue of concern in the Bank Area Strategy which was adopted by the Court of Common Council in May 2013. Shortly after in November/December 2013 the Bank Junction improvements project (All Change at Bank) was initiated by the Planning and Transportation and Projects Sub committees. Work on this longer-term project was already underway when a fatality occurred at Bank in June 2015. 2. The Court of Common Council discussed (25/06/15) the need to bring forward safety measures at Bank. The Chairman of Planning and Transportation of the time committed to presenting options to Members in that Autumn. 3. Road Safety was recorded as a corporate red risk, with Bank junction a key focus following the fatality. Officers were tasked with proposing options to deliver safety improvements more quickly than the existing All Change at Bank project. A report was submitted for final consideration to the Policy and Resources Committee in December 2015, where approval was given to investigate the feasibility of making Bank bus and cycle, possibly taxi, only, Monday to Friday 7am to 7pm. This was the time when 75% of the collisions were occurring. 4. The Coroner's investigation in July 2016 into the 2015 fatality considered written evidence from the City around the work that was being done to

make changes at Bank (including developing the experimental scheme). On this basis the Coroner concluded that nothing constructive could be added by way of a preventative death report on this occasion. There was however an expectation that measures to improve safety in this complex location would be brought forward.

5. Final approval to implement the experiment as bus and cycle only, Monday to Friday 7am to 7pm, was given on 15 December 2016 by the Policy and Resources Committee.

What is the experiment?

6. The Bank on Safety scheme focuses on restricting the number of vehicles that cross Bank Junction during the working day to significantly reduce the risk of collisions. The top causation factors for accidents in the area were pedestrians walking into/in front of motor vehicles and vehicles making turns. This scheme reduces the probability of both.
7. Between the hours of 7am-7pm Monday to Friday, only buses and pedal cycles are permitted to cross the junction and travel westbound from Leadenhall Street into Cornhill. The scheme was implemented on 22 May 2017 using experimental traffic orders.
8. The experiment also saw the addition of two new taxi ranks close to the junction, on Princes Street and Queen Victoria Street (adjacent to the Magistrates Court). An extension of hours of the existing taxi rank on Cornhill was also made so that there were nine taxi spaces available close to the junction during operational hours of the scheme. Previously there were no daytime ranks in the vicinity.
9. In addition, there were some changes to loading and disabled parking bays in the vicinity of the junction (see maps in Appendix 1) to help ease the traffic flow on the alternative routes away from Bank.

Has it been successful?

10. The four agreed key success criteria areas 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

These criteria reflect considerations relating to the traffic authority's statutory duties. See Appendix 2

11. The success criteria have been met based on the current data available. The results were reported to the Streets and Walkways Sub, Projects Sub and Planning and Transportation Committees in April/May 2018.

12. This report summarises the previous report and, where appropriate, updates information. Following a significant update in casualty information from the City of London Police and Transport for London (TfL) since the

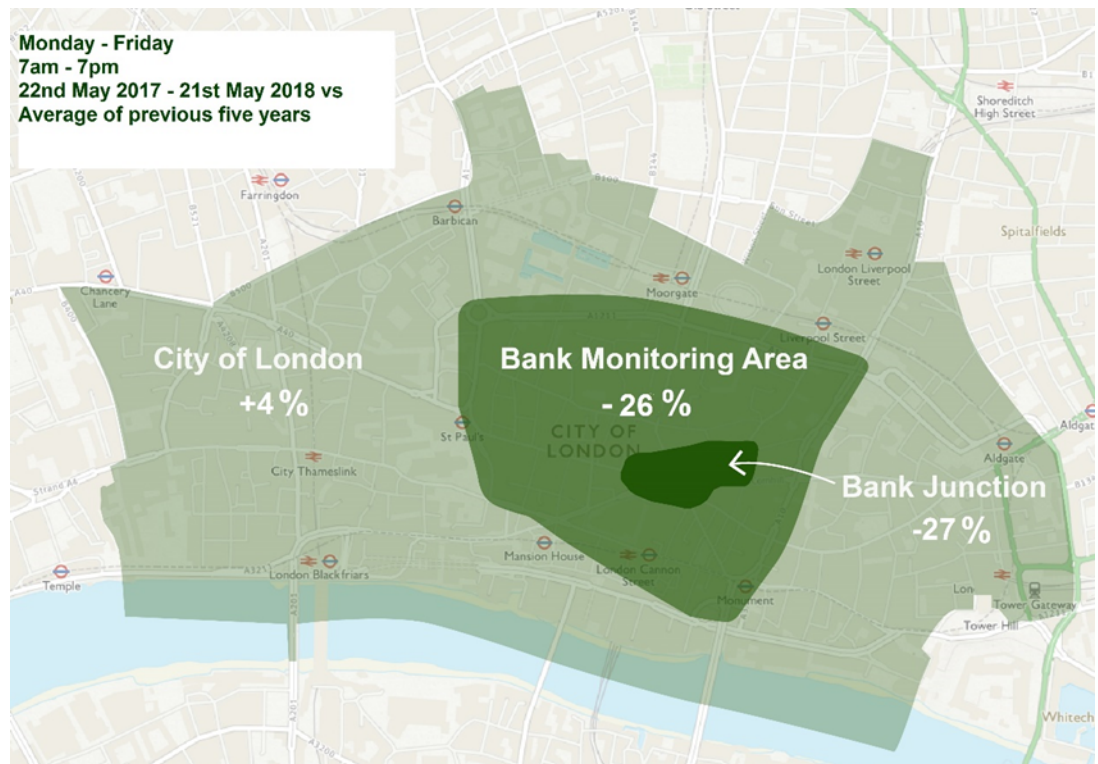
last performance report, casualty information has been updated accordingly. An explanation of this is included in Appendix 11.

Criteria 1: A significant safety improvement at Bank

13. As detailed in Appendix 11, one year of post-scheme data is now available comprising of provisionally verified STATS19 data (3 months) and provisional (not verified) City of London Police data (9 months). The provisionally verified STATS19 data (the national collision recording format) is not expected to change significantly when it is formally verified, which is expected to be in early 2019. The City of London Police data used in this report may change; this is also explained in Appendix 11.

14. Figure 1 below uses this data to show the provisional change in the number of casualties following one year of operation of the experiment, in comparison to the average of the previous five years.

Figure 1: Provisional percentage casualty change during scheme operating hours (Each area is excluded from the other areas) (one year of post-scheme data in comparison to the average of the previous five years).

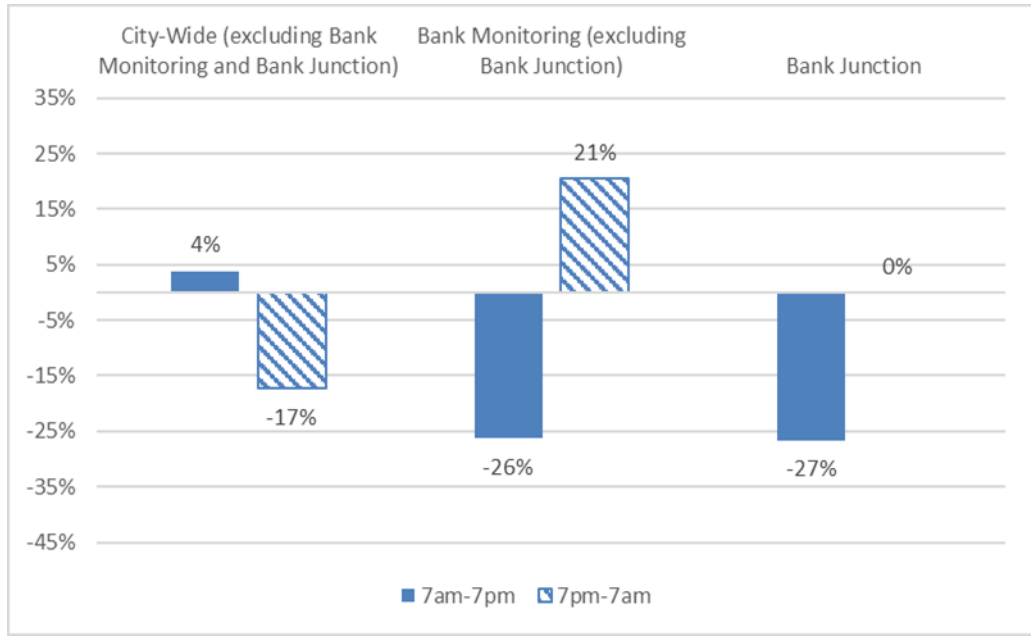


15. For completeness, the previous reports have also shown the changes to casualties in the wider City area (outside the Bank monitoring area). This indicates that there has been a provisional increase of 4% during this time (161 vs 155 average).

16. As shown in Figure 2, it should be noted that both the Bank monitoring area and 'Bank junction' see casualty savings during operational hours of the scheme. Outside of operating hours, the current data indicates that there

has been no change to casualty numbers at Bank Junction. There has however been an increase in casualties out of hours within the Bank Monitoring area (27 vs 22 average). Further detail is available in Appendix 11.

Figure 2: Provisional casualty change during operational hours over 12 months (7am to 7pm Monday to Friday) and outside of scheme hours (7pm to 7am Monday to Friday).



Figures provided in Appendix 11

17. Whilst the casualty data is provisional, indications are that at the junction the minimum success criteria of a 25% reduction has so far been met (11 casualties vs 15 average) and that the Bank monitoring area is exceeding its target reduction of 5% during the operation of the scheme (59 casualties vs 80 average). It is not possible to use verified casualty data to conclude the experimental scheme within the permitted 18 months; therefore, despite the above percentages being subject to change in the coming months, this is the most up to date information available for a decision on the experiment.

Criteria 2: Maintain access for deliveries.

18. As previously reported, officers had engaged with 46 businesses regarding their ability to service and deliver to develop the design for the restrictions. In the Autumn of 2017 officers contacted the same businesses again to ensure that they were satisfied that they continued to be able to service their premises conveniently. Following some clarifications on loading changes in the area, all businesses were content. This exceeded the success criteria of 75%.

Criteria 3: Improve Air Quality

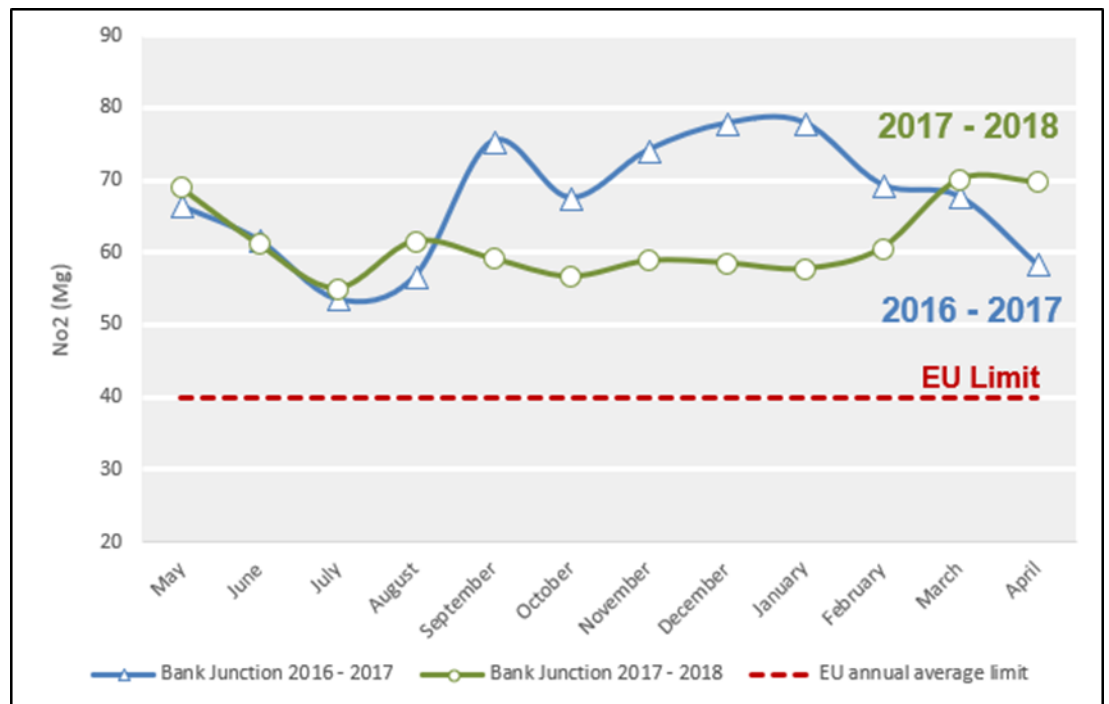
19. The first six months of data post scheme was published in the latest performance report and showed that on average NO₂ had decreased at Bank and in the surrounding area compared to the 2016 readings. It should

be noted that this data cannot be split between scheme and non-operational hours.

20. There have been significant street diversions in place since the end of January 2018 due to the emergency gas works at Monument. These unexpected diversions have skewed the traffic patterns and therefore influenced the monitoring results. This traffic pattern change includes an additional nine bus routes through bank junction on diversion (in one direction). Whilst the scheme was operating as intended between May and December 2017 the results indicated that there had not been a worsening of air quality at Bank or in the monitoring area.

21. Data for this monitoring criteria has recently been updated and covers the period to the end of April 2018. The 2018 data has not yet been bias adjusted. As can be seen in Figure 3, NO₂ has increased since January 2018. Whilst we cannot be certain, this increase is in line with the emergency gas work at Monument closing Cannon Street eastbound and Gracechurch Street northbound. There has been an increase in NO₂ above the 2016/17 baseline in March 2018 which coincides with the formal opening of Queen Victoria Street to traffic across the junction (on a temporary basis), which is currently ongoing.

Figure 3: Changes in No₂ between 2016 - 2017 and 2017-2018 at Bank Junction



22. In consultation with the Air Quality team in Markets and Consumer Protection, they have said:

“Air quality monitoring continues in and around Bank. The data currently being collected provides monthly averages. There are a number of variables that impact on levels of air pollution at roadside in City streets such as the weather, local topography and traffic diversions. This means it

is difficult to draw firm conclusions about the impact of the Bank scheme itself on local pollution levels. Overall, air quality post-scheme implementation is better than pre-scheme; although at this stage we are not able to say how much of this improvement is due to the Bank scheme. More detailed hourly average monitoring is planned in the area to enable a better understanding of the impact of the scheme”

23. The success criteria for this element was to see a measured reduction at Bank and not to make the wider monitoring area worse overall. This appears to have been achieved whilst the experimental scheme has operated as intended. Further detail on air quality readings in the surrounding areas can be found in Appendix 3.

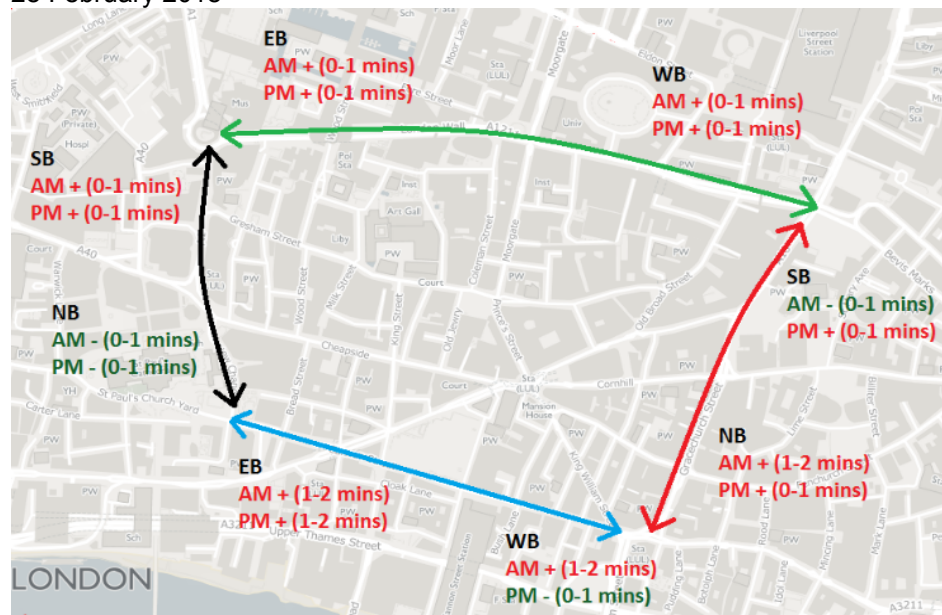
Criteria 4: Not unreasonably impact on traffic flow, whilst preferably improving bus journey times

24. The City has numerous statutory duties which it must comply with in the exercise of its traffic authority functions. These are set out in more detail in Appendix 2 and include duties under the Road Traffic Regulation Act 1984 such as relating to traffic movement. This criteria is relevant to considerations regarding expeditious, safe and convenient traffic movements.

General traffic

25. Journey times are shown below in Figure 4 and have, on average, increased slightly on the four key corridors (London Wall, Bishopsgate/Gracechurch Street, Cannon Street, New Change/St Martin Le Grand).

Figure 4: Average peak period journey time differences for general traffic 22 May 2017 to 28 February 2018



Please note: The above excludes the Bishopsgate southbound closure September to November 2017.

26. Journey times in Figure 4 have been assessed for general traffic by using IBus data (collated by TfL using GPS data). This is a reliable proxy for general traffic and an approach agreed with TfL. The IBus data for this purpose excludes time spent at bus stops and there are no bus lanes on these corridors. These IBus results have since been verified using the outputs of the Traffic Master data (derived from satellite navigation data) for the first four months of operation of the scheme. The results are broadly aligned indicating that the methodology adopted for the using the IBus data is robust for this purpose as a proxy.

27. The data collected suggests that the success criteria has been achieved for general traffic.

Bus Journey times

28. All 21 bus routes that pass through the traffic modelled area have been monitored. Table 1 shows the average journey time savings for the groups of buses that serve Bank, and those which do not but pass through the modelled area, for different times of the day. This is compared to their previous recorded average journey times.

Table 1: Average bus journey time savings between 7am to 7pm Monday to Friday (22 May 2017 to 28 February 2018 vs 1st October 2015 – 21st May 2017)

	AM peak hour	PM peak hour	During the hours of scheme operation
	8am-9am	5pm-6pm	7am to 7pm
Bank Services (9)	-(3-5 mins)	-(1-2 mins)	-(3-5 mins)
Non-Bank Services (12)	-(0-1 mins)	-(0-1 mins)	-(0-1 mins)

29. It should be noted that bus journey times are analysed across the larger traffic modelled area unlike the key corridor information which is a specific length of corridor (Figure 4 above). This is why the journey times in Table 1 are different to the times shown in Figure 4.

30. It should also be noted that the data paints something of a worst-case scenario as the traffic modelling work identified the journey time forecasts on the presumption that the four key corridors for reassignment were fully operational. There has been very little of the experimental period where both directions of all the key corridors have been fully open. Therefore, the viability of the experiment has been tested to its fullest in terms of network resilience and the impacts of having Bank restricted as well as other key corridors closed, both for planned and emergency work.

Scheme success criteria summary

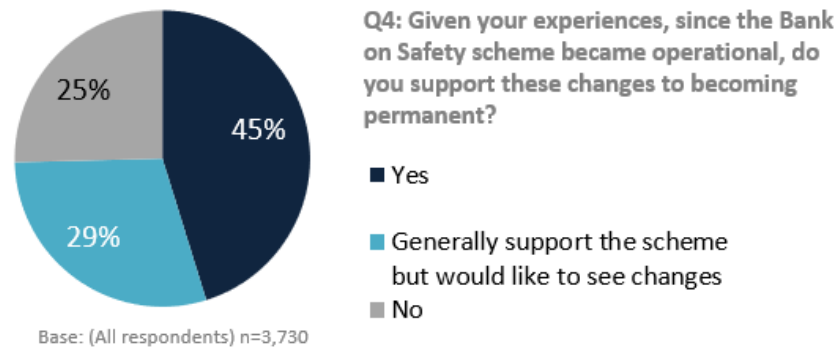
31. With regard to the four key success criteria, all of the data so far indicates that the experiment has been successful and that these criteria are being met.

What do people think?

32. There was a large consultation response with almost 4,300 responses received, as reported to Planning and Transportation, Streets and Walkways and Projects Sub Committee during April and May 2018. The online consultation survey accounted for 90% of all respondents to the consultation, with the remainder being letters and emails. Of the online consultation survey respondents, 75% supported or generally supported the experiment when directly asked the question.

Figure 5: Consultation survey respondents support split.

3 IN 4 ARE SUPPORTIVE OF THE SCHEME



33. In particular, there was strong support from pedestrians and cyclists (over 90%); these groups made up over 75% of the people passing through the junction in the am peak hour prior to the experiment and were involved in a large number of the collisions.

34. As can be seen in Figure 5, 29% of respondents generally supported the scheme but wanted to see a variation. The variations were a mixture of both progressive responses of people who wanted to see the scheme introduce greater restrictions and those who wanted to see the scheme operate in a less restrictive way. For example, increasing the operational hours or allowing more types of motor vehicles through. Respondents also suggested enhancements that would not change the technical detail of the traffic order but would improve the look and feel of the junction; such as better enforcement and wider pavements.

35. The most cited variation of those who 'generally support' the scheme was to allow black cabs into the junction; supported by 41% of respondents (451 responses). This equates to 12% of all survey respondents. Of the 12% supporting this variation, 70% identified themselves as a taxi or private hire driver.

36. In addition to the consultation survey respondents, there were also groups and representative organisations that responded to the consultation; which were largely in support of the scheme (see Appendix 4). These, along with the other emailed comments received, were reviewed as part of the previous consultation report.

37. Overall the consultation showed lower levels of support for removing the experiment and stronger levels of support for continuing the scheme as trialled.

Statutory consultation responses

38. There were also statutory consultations undertaken on both of the experimental traffic orders, as explained in the previous consultations findings report. There were 23 representations received to the main restriction experimental traffic order (Order 1) which closed on 24 November 2017.

39. Of these 23 representations, 16 were messages of support, 3 made comment but were not classed as objections and 4 were objections. Of those responses which do not constitute an objection, their responses were included in the analysis in the previous public consultation report.

40. The objections and the City's response are set out in full in Appendix 5 but in summary, the four objections focus on:

- traffic displacement,
- the penalty charge notices and publicity,
- the operation of a specific property (new business in the area – the Ned Hotel); and
- servicing premises within the zone from a maintenance perspective.

The City's response covers these areas by explaining:

- what can be undertaken in terms of loading and servicing and accessing properties in the area;
- the work done when assessing planned road closures and whether or not the scheme should be relaxed in such circumstances;
- the publicity work undertaken prior to the scheme; and
- the warning letters that were issued in the early weeks of the scheme.

41. The issues raised within the objections should be considered alongside the requirement to comply with the City's statutory duties and in context of the mitigation work already undertaken.

42. With reference to the Ned hotel, a separate work stream outside of the project has been established following several meeting with Officers to assist the Ned in overcoming some of their operational difficulties, which were not necessarily related to the experiment. This workstream is ongoing.

43. There were no representations received for the second experimental traffic order; which was associated with the loading changes in the area.

Other issues raised informally

Finch Lane access

44. A concern raised informally was whether Finch Lane could be accessed by motor vehicles travelling westbound from Leadenhall Street. The retention of this restriction is strongly recommended to avoid large vehicles attempting to u-turn in Cornhill, which could be dangerous, particularly if they overhang the footway. Finch Lane is very narrow and heavily used by pedestrians and has previously been agreed to be enhanced as an accessible walking route. It is therefore not appropriate to encourage the use of this lane as a rat run for westbound traffic from Leadenhall Street. The banned right turn from Leadenhall Street into Bishopsgate has already been revoked as part of the experiment to ease the flow of traffic from Leadenhall Street. This provides an alternative route westbound via Threadneedle Street. Access to Finch Lane is maintained via Threadneedle Street and then the left turn into Cornhill.

Taxi access through the junction

45. Officers were asked to conduct preliminary investigations into the journey time impact across the modelled area, of permitting the limited access to the junction by taxis. A total of nine scenarios have been considered as part of this assessment. Each scenario permits taxi movements on specific approaches through the junction, in addition to the buses and cyclists already moving through. The scenario routings can be found in Appendix 6.

46. Officers were also asked to consider the idea of straight ahead movements just for taxis, with cycle and bus movements permitted as now. However, this is something which is highly complex, if not impossible, to clearly sign and enforce. For this piece of work the focus has been on restricting entry to the junction by taxis only during the PM peak (when taxi numbers are at their highest).

47. Of the nine scenarios that were evaluated, bus and general traffic journey times have provisionally been forecast. There were found to be winners and losers with some journey time savings indicated on some routes, but which often resulted in losses in other areas. One scenario indicated the possibility of neutral to positive benefits more holistically which could warrant further investigation should Members wish to pursue this matter. This scenario would provide access from one east and west arm to taxis.

48. However, any increase in traffic could increase the risks of road danger and may also make it difficult to achieve full compliance (due to the possibilities of other vehicles following the taxis through). One particular movement of concern is a probable increase in vehicles along Lombard Street (see Figure 21 in Appendix 6), particularly during the peak hours, when there are high levels of pedestrians and cyclists (travelling in both directions). It is considered that the potential dis-benefits outweigh the benefits of this proposal and therefore, this report does not recommend further investigations into the reintroduction of taxis.

U-turning vehicles

49. U-turning vehicles, and taxis in particular, on Poultry and Princes Street have been raised as an issue of concern. The safety risk this poses has been assessed by external safety auditors both pre and post scheme implementation. The advice received is that the greatly reduced traffic flow during the hours of scheme operation adequately mitigates this risk. There have been no reported collisions to date (end of May 2018), during scheme operating hours, due to u-turning. However, this will continue to be monitored.

Considerations/Issues raised

50. A number of considerations and issues have been raised through the consultation and the equality analysis. These consist of:

- Disabled access;
- Traffic in the surrounding area;
- Enforcement and signage;
- Pollution in the surrounding area; and
- Taxi passenger impacts.

NB: the percentages used from the consultation survey below may refer to different base numbers as these issues may have come from different questions which not everyone would have answered. The number of respondents is shown for clarity.

51. A full Equality Analysis has been undertaken based on the operation and experience of the experiment and can be found in Appendix 7. In summary there are three protected characteristics which are deemed to have 'a neutral with possible negative impacts' as a result of the Bank on Safety Scheme. These are: Age, Disability and Pregnancy and Maternity. The possible negative impact of the scheme on these groups results from potentially increased vehicle journey time and costs, removal of one disabled parking bay and removal of the zebra pedestrian crossing on Threadneedle St. Design measures and measures to provide information have been taken to mitigate these impacts (see para 54-55).

52. There are also significant positive impacts experienced, including by persons with protected characteristics, particularly as bus passengers or pedestrians, including improved safety and air quality and reduced bus journey times. Due to emergency works, and resulting abnormal traffic patterns, it has not been possible to consider introducing further mitigation measures to date, but measures such as additional disabled parking provision will be further reviewed once traffic patterns have settled.

Disabled access:

53. Access for disabled passengers was raised as a concern under the question 'what do you think is not working well' of the consultation survey. This was raised most by taxi/private hire passengers (58 respondents) and taxi/private hire drivers (131 respondents).

- 54.** Under the scheme taxis and other private vehicles are able to pick up or drop off passengers close to the junction. The map in Appendix 8 shows:
- The doors to the buildings surrounding the junction and whether they are step free;
 - Where the existing barriers (prior to the experiment), such as guardrails are, and which would prevent the ability to pick up and set down; and
 - The location of the stop lines at the junction. (Vehicles should not in any event stop to set down and pick up within the junction)

The ability to pick up or set down safely to these locations at Bank has not been significantly changed by the scheme.

55. Some drivers may not understand where they can pick up and drop off in the area. We have provided information to try and combat this. Maps are available for download and have been distributed to local businesses. With continued experience the understanding of regular drivers will improve; mitigating this issue further. We have seen improved compliance over the experimental period. Officers will continue to monitor in the event that evidence suggests that the provision of information relating to the scheme needs to be improved.

56. It is considered that the evaluation and recommendation to continue the traffic orders has due regard to the City's public-sector equality duties (see Appendix 2) and is not discriminatory.

Traffic in the surrounding area

57. Through the consultation in answering the question 'what is not working well' (answered by 3684 people), 37% (1363 people) identified that traffic had worsened since the scheme had become operational.

58. The two routes that have often been cited by Members as being more congested are Cannon Street and Gresham Street. Cannon Street as a key corridor has been monitored closely and on average journey times are 1-2 minutes greater than before the scheme went in. Work has been undertaken, and is continuing, to better enforce parking and loading activity on the street.

59. In terms of Gresham Street, increased enforcement resources have been deployed. Discussion with TfL to improve the operation of the signalised junctions is taking place.

60. It should be noted that Gresham Street has also been affected by the development on the corner of Wood Street with the introduction of temporary traffic lights and one way working; which has recently concluded.

Enforcement and Signage

- 61.** Enforcement and signage were both cited as elements that ‘did not work well’ in the consultation survey (base of 3684 people) with 23% of respondents to that question (847 people) citing that banned vehicles were still going through the junction and 12% (442) citing signage needed improvement.
- 62.** Current signage has been independently audited for suitability and compliance and has been found to be legally fit for purpose. The current signage has delivered up to 97% compliance. However, officers have developed alternative signage and are consulting with the Department for Transport to explore whether this could be used, with a view to further improving compliance.

Pollution in the surrounding area

- 63.** Pollution increasing away from Bank was raised by 8% (295 responses) of respondents to the question ‘what is not working well’ (base of 3684 people).
- 64.** NO₂ levels have shown an average decrease across the Bank monitoring sites after the scheme was introduced compared to the 2016 values. There is therefore little evidence that this perception has been realised in practice. More detail is available in appendix 3.

Impact on taxi passengers

- 65.** In agreeing the experimental scheme, it was recognised that there would be some journey time increases as well as some savings across the area; however, overall these should not be ‘unreasonably increased’.
- 66.** Unreasonable has not been defined in this instance and is a judgement. Data was collected in two ‘after surveys’ based on 80 journeys each time. The average journey time changes in terms of time and cost are set out below in Table 2.

Table 2: 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)
Time (minutes)	12:06	13:21	15:30
Cost	£8.85	£9.80	£11.35

- 67.** In addition, the Licensed Taxi Drivers Association (LTDA) GPS journey time data has also been provided, based on a smaller sample size of approximately 100 journeys per survey over seven routes. It should be noted that other data from the LTDA has been excluded as it was not considered to be robust (given street closures in Bishopsgate and Threadneedle Street during their ‘after comparison’ survey which was considered to affect those results). In addition, the LTDA did not undertake any cost comparison exercise.

68. There is a technical note in Appendix 9 which combines the LTDA data sets with the City's, for all reasonable comparable sets. The data shows a good level of correlation. This indicates that the methodology of the mystery shopper technique was consistent for before and after and gives a reasonable indication for journey times between set destinations in each survey.

69. Overall, the information gathered on the average journey times and cost increases suggest that there has been some impact on the monitored taxi routes. However, this must be considered against the wider benefits of the scheme.

Taxicard users

70. The City has used anonymised Taxicard data to look particularly at the impact of the scheme on taxicard passengers with disabilities. A Taxicard is given to people with severe mobility or visual impairments. The journeys analysed were those starting or finishing in the City.

71. Anonymising the data is necessary but prevents like for like analysis. It is however still possible to review average journey times. The data used covered the eight months prior to the scheme and the following eight months (excludes May 2017 as the scheme started operation on the 22 May).

72. It was a concern, from some, that the number of taxi journeys, particularly for disabled passengers would reduce because of the experiment; This has not been found to be the case for Taxicard users. In fact, there has been an increase (+6%). This is based on 4,464 trips before and 4,734 post scheme.

73. Table 3 shows the changes in average journey time and cost, although it should be noted that these are indicative figures only as pre and post scheme precise journey origins and destinations will vary.

Table 3: Taxicard comparisons for journey starting or finishing within the City

	8 months prior to the scheme	8 months after the scheme
Average Journey time (minutes)	17.31	16.00
Average Cost	£12.30	£12.40
Number of trips	4,464	4,734

74. A particular concern prior to the scheme was that people with a disability might not be able to access buildings at Bank. This has been specifically monitored and it is confirmed that there has been a small increase in the number of Taxicard journeys to, or from, the buildings surrounding Bank junction. This increased from 42 to 45 trips in comparing the eight months before and after.

Whilst there has been some impact on the average journey times these need to be assessed against the overall safety and other benefits of the scheme. It should also be noted that we have provided nine new taxi rank spaces in the vicinity and a comprehensive change to traffic light signal timings to facilitate safe movement.

Conclusion of the experiment.

75. A lot has been discussed so far in this report. In summary,

- The performance of the scheme so far has to date met the agreed success criteria.
- Consultation was largely positive and showed a strong level of support for the changes at Bank, but also raised some concerns.
- These concerns have been looked into and some do not appear to be borne out by the available data, such as pollution in the surrounding areas, and to a certain degree the concerns of traffic levels in surrounding areas.
- Of those issues where improvements may be made, such as signage, enforcement and compliance some suggestions are made in the next section of the report should Members approve the first recommendation.
- The issue of potential impacts on some people with a protected characteristic around journey time and cost to disabled/taxicard users is acknowledged. This has been mitigated as far as possible and there are significant positive impacts on people with protected characteristic. Once abnormal traffic movements caused by emergency works have abated, further measures can be considered, if the recommendations are accepted.

76. In conclusion, the evaluation has had due regard to the City’s statutory duties including: maintaining reasonable access to premises, improving amenity, having regard to the national air quality strategy, facilitating bus traffic (and not unduly negatively impacting on taxis) and securing the safety and convenience of passengers and other road users. Due regard has been paid to the City’s public-sector equality duties and the interests of those with protected characteristics. This report recommends that the experiment should be made permanent as trialled.

4.

Way forward

77. If Members are minded to agree the recommendation, the following actions will be undertaken to make the scheme permanent:

- Advertising the notice to make the traffic orders permanent, including preparation and deposit of related documents such as the Statement of Reasons; and
- Signing the permanent Orders.

This will be completed within the 18 month statutory period.

78. Also, a further report on the procurement options for the enforcement cameras and likely costs will need to be prepared. In the meantime, Officers will seek to extend the existing enforcement camera contract with the procurement team within the agreed contract parameters. This is to cover the period between the existing contract expiring in November and the contract for the long-term solution being concluded. The cost of this contract extension will be met from existing departmental (DBE) resources.

79. The above work will be undertaken within the existing agreed project budget. The proposed budget line changes are in Table 7 in Appendix 10. Not all of the fees line budget has been utilised as planned. The emergency gas work at Monument left the network in a disrupted state. Therefore, the remaining surveys, such as taxi availability to hire and the junction vehicle count spot checks (to verify the traffic model forecasts for the reassignment routes), have not been undertaken. These surveys will not be required moving forward, as they would have been used in this report as additional evidence for Members. There has also been a saving of approximately £35,000 on the works budget line. It is proposed that both of these savings are moved to the staff costs budget line to cover the work required, after this report has been decided, to make the scheme permanent, or for it to be removed.

Ongoing monitoring and review

80. The scheme as designed, including mitigation measures currently in place, are considered to meet the criteria and be compliant with the City's responsibilities, and is recommended to continue indefinitely. However, the operation of the scheme will be kept under review, and as traffic settles and (particularly after ongoing emergency works are completed) additional measures to further enhance the operation of the scheme could be considered.

81. The items that could be considered include:

- a. Improving compliance (Cue's and clues)
 - Enforcement gateway build outs;
 - Lining changes at, and in, the junction (lane compliance);
 - Opportunity to extend the pedestrian crossing time;
 - Some footway build-outs (increasing formal space for pedestrians);
 - Colourful crossings/ coloured surfacing treatments.

All of the above would help to either improve compliance of the scheme by motorists or improve behaviour within the junction.

- b. Increased enforcement on alternative routes
 - This will be covered by a further report on the use of the congestion officers in the City.
- c. Taxi rank visibility
 - Improving signage to, and the visibility of, the taxi ranks.

82.As part of this work above, it would also be possible to review whether there are any further opportunities to improve disabled parking provision within the monitoring area near Bank, once the emergency works are complete and traffic patterns resume to some normality. There may be opportunities once the measures in section a) above are reviewed that are not currently viable in the existing layout.

83.It is suggested that Members agree to items a) and c) above to be investigated in more detail within the project, and report back to Streets and Walkways Sub and Projects Sub Committees outlining what could be done and how much this would cost to implement.

84.This investigative and design work is estimated to require additional funding of £36,000 for staff costs. It is recommended that this be taken from the On-Street Parking Reserve.

King Street/Cheapside banned right turn

85.The right turn from King Street into Cheapside has been in operation on a temporary basis since January 2018 to facilitate the southbound closure on Queen Street and has been monitored for performance and safety. It is intended that to provide additional westbound travel options for reassigned traffic, that this will be, subject to TfL approval, made permanent using existing delegated authority if the experiment is approved. This is not essential for the Bank on Safety scheme operation; but will provide additional routing opportunities to complement the scheme.

The future.

86.Following a decision on the experimental scheme the longer-term project, All Change at Bank, can be revitalised and look to establish how this area should change to accommodate the future growth of the area with the other competing needs of the City.

Background Documents

- Bank on Safety: Second report on the performance of the experiment (Streets and Walkways Sub-Committee 10 April 2018)
- Bank on Safety: Consultation Findings (Streets and Walkways Sub Committee 10 April 2018)

Appendices

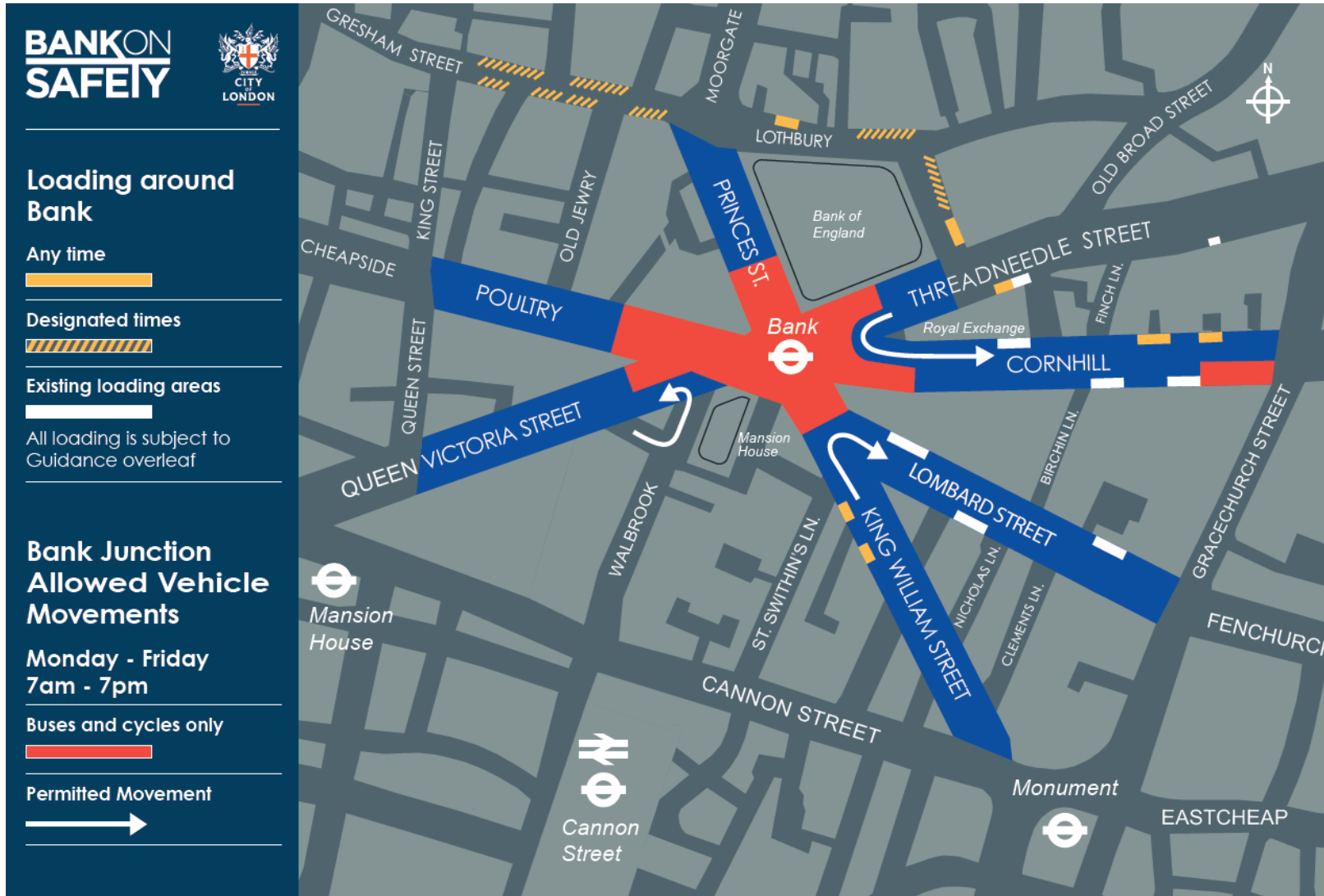
Appendix 1	Loading and disabled parking bay maps
Appendix 2	Statutory duty extracts
Appendix 3	Air Quality graphs
Appendix 4	Representative groups and businesses: summary response to consultation

Appendix 5	Statutory Objections and response to Order #1
Appendix 6	Taxi modelling: scenario routings
Appendix 7	Equality Analysis
Appendix 8	Access to the junction map
Appendix 9	Taxi journey time data
Appendix 10	Finance Table
Appendix 11	Casualty data

Contact

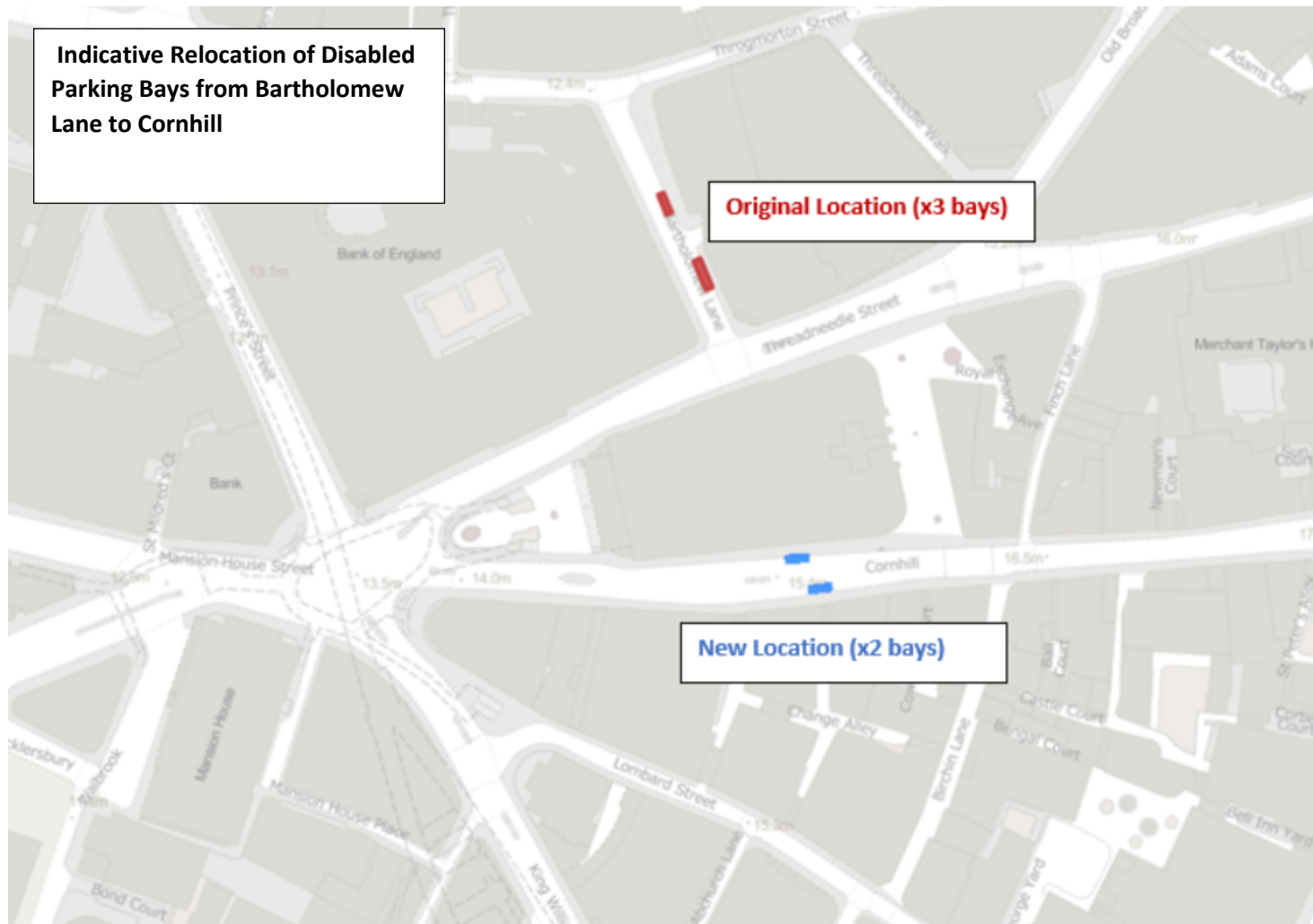
Report Author	Gillian Howard
Email Address	Gillian.howard@cityoflondon.gov.uk
Telephone Number	020 7332 3139

Figure 6: Map 1



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Figure 7: Map 2



Appendix 2

Statutory Duty Extracts

Road Traffic Regulation Act 1984:

1. Under section 122 of the Road Traffic Regulation Act 1984 (RTRA), the City as highway authority must exercise its powers under the RTRA so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
 - (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - (c) the national air quality strategy.
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - (e) any other matters appearing to the City to be relevant.

Equalities Act 2010

2. Under Section 149 of the Equality Act 2010 the public-sector equality duty requires public authorities to have due regard to the need to:
 - Eliminate unlawful discrimination, harassment and victimisation
 - Advance equality of opportunity and
 - Foster good relations between those who share a protected characteristic (i.e. race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment) and those who do not.

Part of the duty is to have “due regard” where there is disproportionate impact and to take steps to mitigate the impact, on the basis that it is a proportionate means that has been adopted towards achieving a legitimate aim.

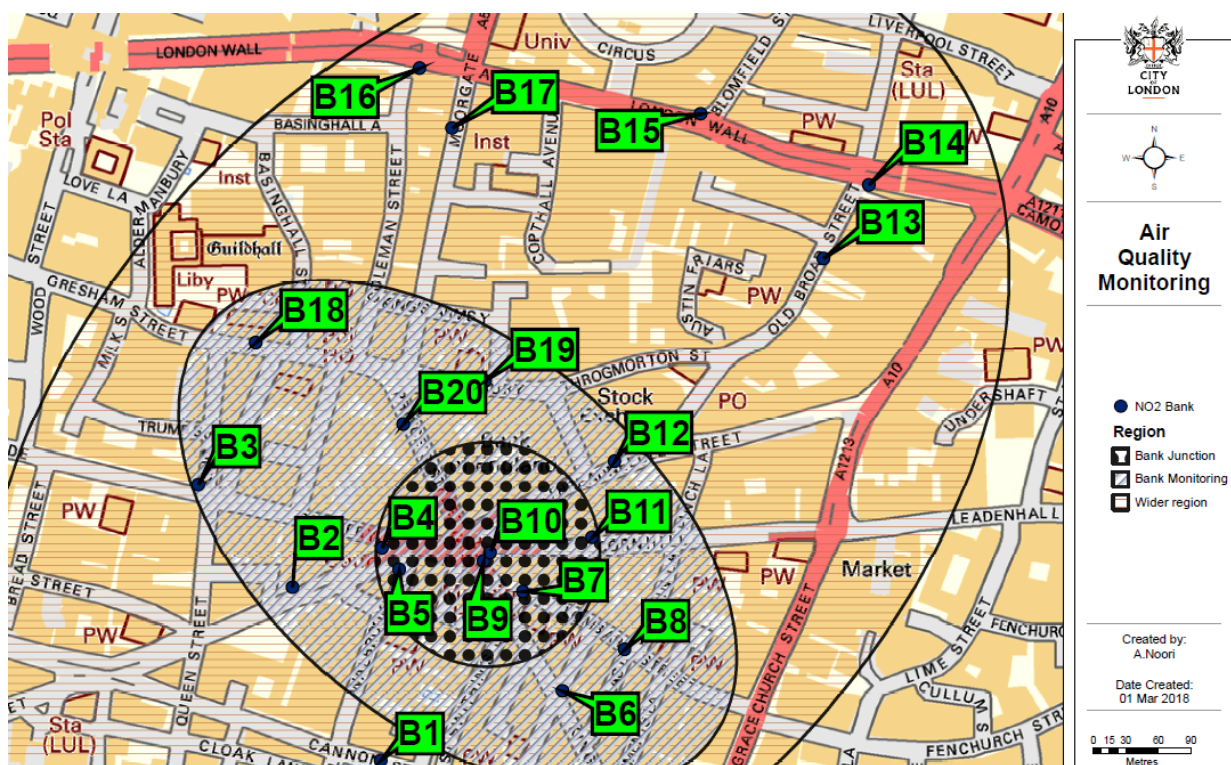
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Appendix 3

Air Quality

Figures 8 – 11 below compares post-scheme data from 2017 and 2018 to 2016 - 2017 data for the same months (May to April). 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 8:
Air Quality monitoring sites at Bank Junction and the surrounding area.



It is important to note that 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.

In January 2018, part way through the Bank on Safety experimental scheme, the Queen Victoria Street arm of Bank Junction was reopened to traffic and although it is too early to make conclusions, this appears to have affected air quality levels negatively.

Figure 3 (in main report): Changes in No₂ between 2016 and 2017 at Bank Junction

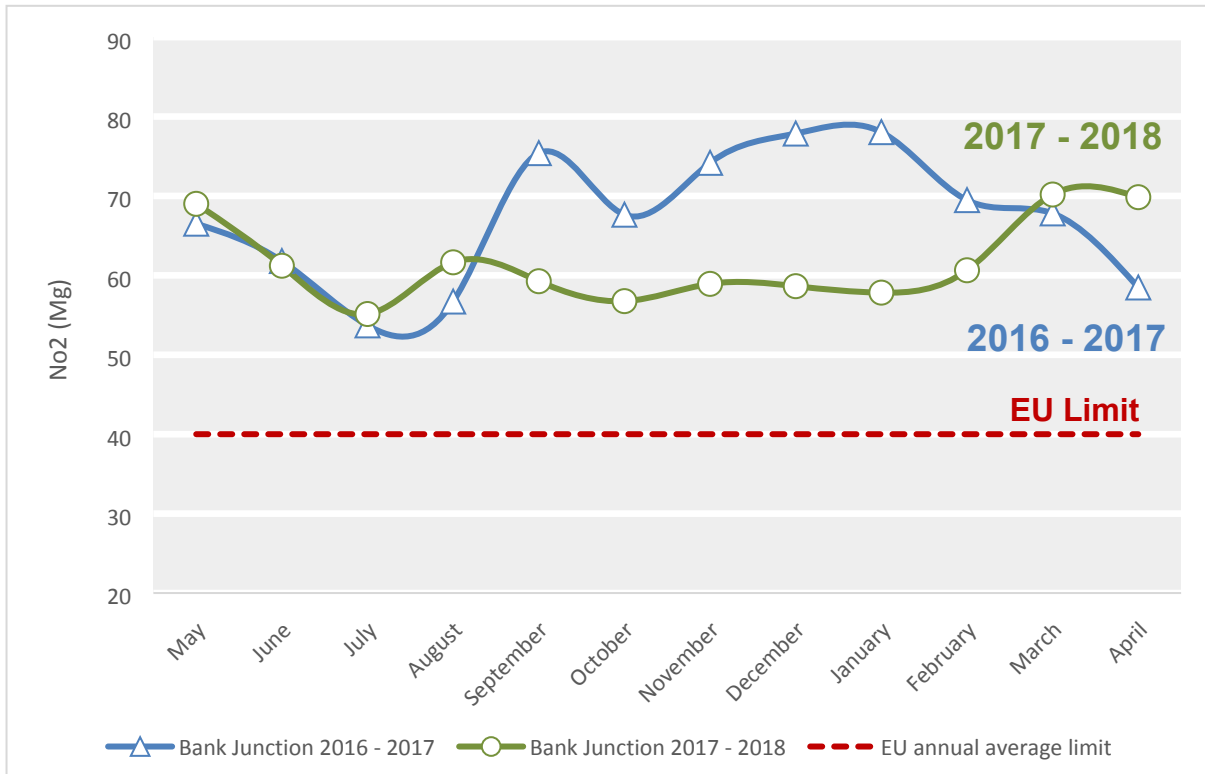


Figure 9: changes in No₂ between 2016 and 2017 in the Bank Monitoring Area



Figure 10: changes in No₂ between 2016 and 2017 in the wider area

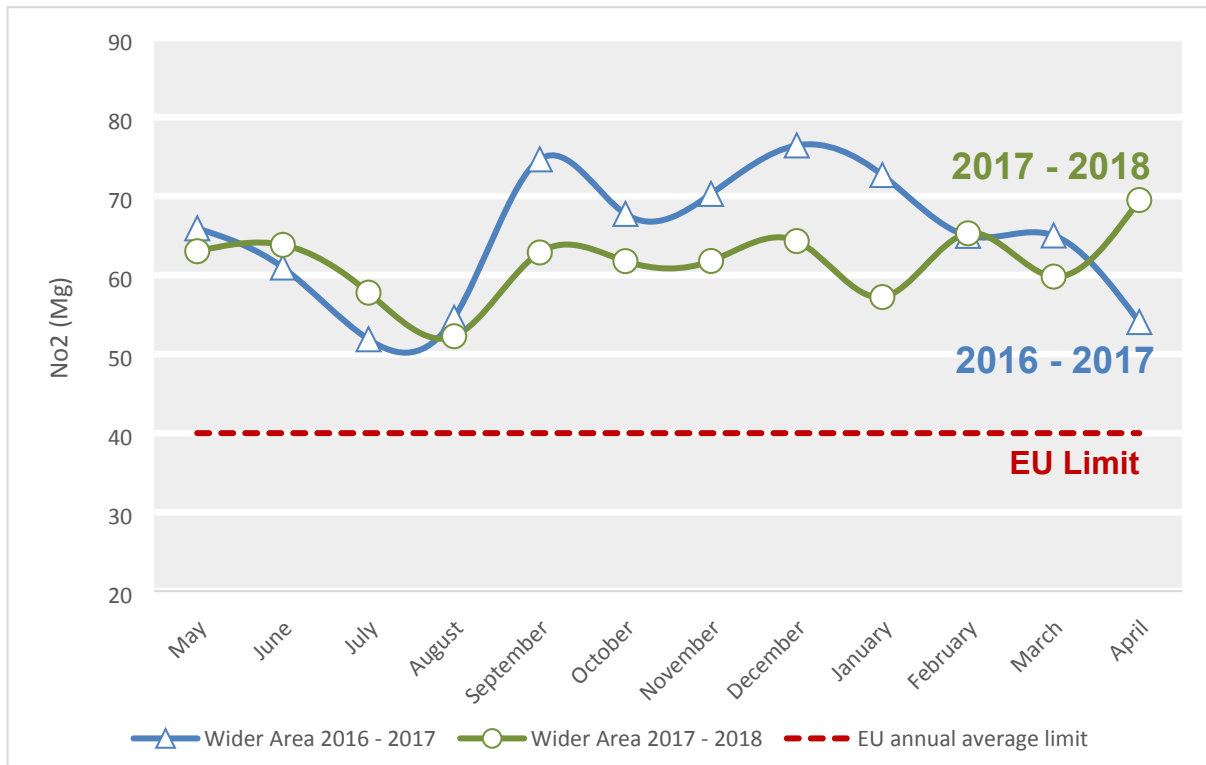
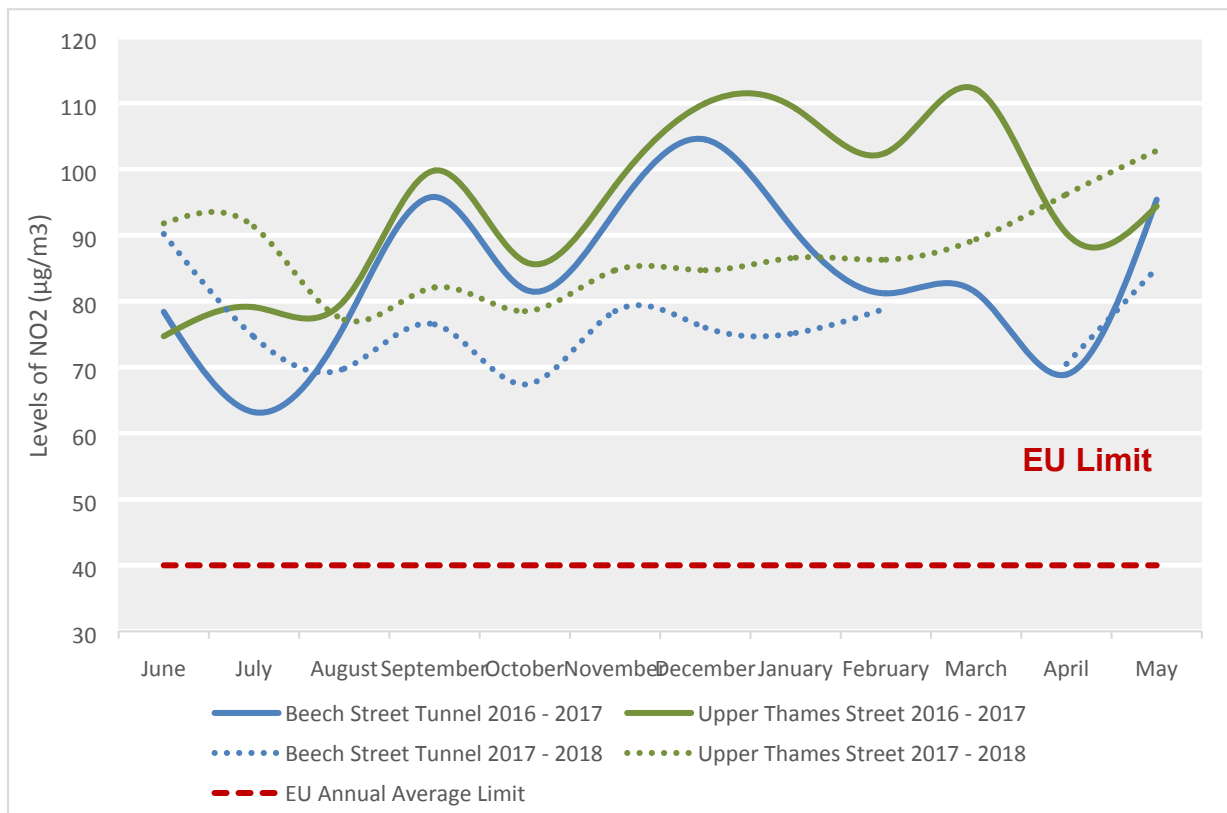


Figure 11: changes in No₂ between 2016 and 2017 at City of London continuous monitoring stations



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This section provides interpreted summaries of the feedback we received from groups and organisations. In addition to the response summaries provided below, each response is included in the overall analysis and covered in the wider consultation report.

Following discussion at Planning and Transportation Committee in April 2018, the groups have had the number of members that they represent added for information.

Each summary provides the respondents level of support based on their response to a closed question in our online survey. Where this closed question had not been answered, we show our interpretation of each stakeholder’s level of support based on their comments.

Table 4

Representative groups/organisations	Overview of comment	Support or support with more stringent variations	Support but would like to see variations	Do not support (i.e. return to previous operation)	Represents
Alliance of British Drivers	<p>The Alliance of British Drivers is a voluntary organisation promoting the interests and concerns of Britain’s drivers. The organisation raised concerns that the Bank on Safety Scheme had caused network disruption and worsened traffic on alternative routes, causing air pollution. In addition, the organisation’s response cited difficulty in accessing premises in the vicinity of Bank Junction, such as the Ned Hotel. The organisation stated that it perceived the safety issues at Bank Junction to stem from ‘pedestrians stepping into the road without looking’ and gave support to a redesign of the junction and an increase of pedestrian space.</p> <p>Whilst no explicit indication of overall support was given, officers interpretation of the response provided was that the ABD did not support the Bank on Safety Scheme.</p>				No membership details available.

City Property Association (CPA)	<p>The CPA represents approximately 150 companies made up of the leading owners, developers, investors and professional property advisors in the City of London. The organisation has been involved with Bank on Safety Scheme from an early stage and has been a part of the Project Board through the scheme's development. Having reviewed the November 2017 monitoring report published by the City and experienced the changes at the junction first hand, the CPA stated that the changes are 'highly noticeable and very welcome', suggesting that such improved conditions 'should be retained as a new benchmark for the minimum standard of what should be acceptable for air quality and road safety for vulnerable road users in Central London'.</p> <p>The organisation referenced the City's ongoing discussion with the Licensed Taxi Driver Association (LTDA), regarding the LTDA's request to allow taxis to use Bank Junction. The organisation stated that for the 'vast majority of City workers this is not a primary issue'.</p>				150 City based companies
Living Streets	<p>Living Streets are a registered charity that aims to 'create a walking nation, free from congested roads and pollution'. The organisation set out its response according to the underlying scheme objectives stating that it believed the junction to be 'easier and safer as a pedestrian to cross at both the junction and its approach roads'. Additionally it stated that that it believed that the order as it currently operates still allows for deliveries to be made and to access adjoining roads, that air pollution had not been worsened and journey times for buses and general traffic appeared improved.</p> <p>Living Streets requested that signage (both scheme-level and general wayfinding) at and in the vicinity of the junction should be made clearer.</p>				Circa 20,000 subscribers to the London newsletter

London Cycling Campaign	<p>London Cycling Campaign is London's largest cycling campaign organisation representing approximately 12,000 members and 30,000 supporters. The organisation gave its full support for the scheme stating that it had been 'positively transformative and represents not just a leap in quality of the environment at the junction, but also a step-change in the ambition and willingness of the City of London to improve its streets for people'. As part of its response the organisation made a number of requests for changes to the scheme including the following;</p> <ul style="list-style-type: none"> • That the scheme be made permanent and the hours of operation be extended to 24 hours, 7 days a week. • That enforcement be used to increase compliance at the Junction. • That immediate changes be made to benefit pedestrians including; re-timing traffic signals and removing guardrailing. • That over the longer term, all motor vehicles (cyclists not included) be removed from the junction and the space function as a public square or plaza. 				12,000 members
London Taxi Drivers Association (LTDA)	<p>The LTDA represent Licensed Taxi Drivers and have been involved in discussions on the Bank on Safety Scheme from an early stage. As part of their response to the consultation, the LTDA commissioned BWB transport consultants to undertake a review of the impacts and implications of the Bank on Safety Scheme for Licensed Taxis. Officers are in the process of verifying important technical elements of this review with BWB, which are used to arrive at its conclusions and as such the technical details are not published as part of this response summary. However, the overall sentiment of the LTDA's response to the Bank on Safety consultation can be summarised as follows;</p> <ul style="list-style-type: none"> • That the impact of 're-permitting' taxi traffic to the junction should be significantly lower than previously envisaged. • That re-admittance of taxis to Bank Junction should have beneficial implications to road safety. 				Last published membership figure was for 2015, which was for 11,000 members

	<ul style="list-style-type: none"> • That taxis be permitted access to Bank Junction by way of 'ahead only' movements. 				
Stop killing cyclists	<p>Stop Killing Cyclists is a cycling campaign group representing approximately 7,000 members. The organisation gave its full support to the scheme stating that the closure had been a 'huge success for the people walking and cycling through the junction'. As part of its response the organisation made a number of requests for changes to the scheme including the following;</p> <ul style="list-style-type: none"> • That the scheme be made permanent and the hours of operation be extended to 24 hours, 7 days a week. • That buses be restricted from using Bank Junction. • That further cycling infrastructure be provided at the junction. • That consideration be given to the relationship between cyclists and pedestrians at the junction. • That the junction be subject to an architectural competition to turn the junction into a plaza. 				7,000 members

<p>Worshipful Company of Hackney Carriage Drivers</p>	<p>Comments from this Stakeholder were received shortly after the 30th November consultation deadline.</p> <p>Comments from this Stakeholder were contained across three documents and the main themes are summarised below;</p> <ul style="list-style-type: none"> • An increase of journey times and fares for users of Hackney Carriages • Issues with road closures in the City area • Loading on Gresham Street causing congestion to east-west traffic • Pollution levels being worsened in the City • The changes at Bank Junction had resulted in an increase to Bus Journey Times • Difficulty in accessing key locations around Bank Junction That disabled users of taxis were having difficulty in accessing key locations around Bank Junction 				<p>225 members</p>
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Table 5

Local Occupier	Overview of comment	Support or support with more stringent variations	Support but would like to see variations	Do not support (i.e. return to previous)
British Land	<p>British Land gave full support to the Bank on Safety Scheme and its underlying objectives of improving road safety and air quality, whilst maintaining access for deliveries to local businesses and improving bus journey times through the area. The organisation made reference to the challenges facing the City in terms of an increasing population and the need to prioritise space for pedestrians, and suggested that initiatives such as Bank on Safety have a ‘very positive’ impact on the City’s image as a contemporary business location.</p> <p>British Land requested that space for pedestrians be increased as part of the future of Bank Junction.</p>			

Oxford Properties	<p>Oxford properties is an occupier within the Leadenhall Building as well as being a significant investor and developer of commercial office and retail space in the City of London. The organisation referenced its commitment to promoting sustainable transport in the form of 'cycling, walking and the use of public transport'. The response also stated that there are occasions when 'the use of taxis or cars is necessary' and members of the organisation had observed a 'significant increase in travel times and congestion following implementation', when using such modes. Oxford properties stated that it felt the experience of 'key business decision makers' had been affected by the scheme, which potentially had the potential to negatively impact investment within the City of London.</p> <p>The organisation went on to indicate support for the scheme's objectives but strongly encouraged a review of the junction's permitted vehicles, which it felt should result in taxis being allowed to use Bank Junction during scheme hours.</p> <p>The response from Oxford properties did not clearly indicate its overall support for the Bank on Safety scheme and as such it has been inferred from the general sentiment of the comments in the letter, that the organisation does not support the scheme.</p>			
Shanghai Commercial Bank	<p>The Shanghai Commercial Bank occupies offices at 65 Cornhill. The organisation gave a very brief response stating that it was pleased with the Bank on Safety Scheme.</p>			

<p>The Ned Hotel (submitted by Paul Basham Associates)</p>	<p>The Ned Hotel is situated is situated at 27 Poultry and was operational from 2nd May 2017. A number of meetings have taken place between City of London officers and representatives of the Ned Hotel to discuss the scheme. The organisation states that the scheme to date has ‘negatively impacted the operation of and guest experience at the Ned’. The primary issue raised by this stakeholder is the Taxi Drop-off and Pick-up function at the premises, stating that taxis refuse to stop close to the hotel and guests and doormen are not able to hail taxis. Secondly, the Ned’s response cites difficulty in servicing and logistics whereby ‘items are not delivered or delayed due to the restrictions’ and ‘Delivery and servicing vehicles receive fines’. The organisation also expresses concern around increased traffic on streets surrounding Bank Junction, citing that ‘delivery and servicing vehicles parked along both Old Jewry and Gresham Street’ restrict movement.</p> <p>The Ned Hotel strongly encouraged a review of the junction’s permitted vehicles, which it felt should result in taxis being allowed to use Bank Junction during scheme hours.</p>			
<p>WBRC</p>	<p>WBRC is an insurance company occupying offices at 40 Lime Street with approximately 2000 employees. The organisations gave its full support for the Bank on Safety Scheme and stated in June 2017 that the project had been ‘a great success and is testimony to the vision of the City and its ambition’.</p> <p>WBRC went on to indicate that it believed the scheme should be made permanent.</p>			

Welltower	Welltower occupies offices at 29-30 Cornhill. The organisation indicated its support for the Bank on Safety scheme and suggested that no negative impact had occurred to its operation.			
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Appendix 5

Statutory Objections and Response to Experimental traffic Order (Order 1) (the main restriction)

Date: 13 September 2017	Name: ID2	Address: by email
Comments: I am writing this about the City of London's embarrassing management of the roads in the square mile. Close Bank Junction to all but buses and bikes, claiming it's about "safety" is laughable. Then close Bishopsgate?! This has caused gridlock in the surrounding areas, and as a knock on effect I dread to think what the toxin levels we are all breathing are at the moment. I appreciate works have to be done but do you not see the misery you are causing to the general public? Do your city planners not realise what they are doing to the city? It's making London unworkable! It's embarrassing.		

RESPONSE TO OBJECTION POINTS:

There is careful consideration of the planned network restrictions within the City with close coordination with Transport for London to accommodate traffic signal timing changes to optimise traffic flows on alternative routes. Closures will cause delays, but these are not necessarily going to be lessened by re-opening Bank due to the way the traffic signal phasing, away from Bank, operates. This is taken into consideration when reviewing planned closures, and was reviewed as part of the plans for the Bisphosphate closure.

The experiment at Bank is proving, so far, to have reduced casualties at this location (compared to the previous five- year average) and had a positive effect in the surrounding area in terms of casualty reduction. The monitoring work on NO₂ has to date not shown a specific detrimental impact and is under continuous review.

Date: 16 August 2017	Name: ID4	Address: by email
Comments: Experimental is it – so you can see what a good way of getting money from unsuspecting road users it is. Close a major thoroughfare that has been used for years by road users, then fine them – this is unacceptable. When you get the penalty notice, you then give information on the changes. A bit late, don't you think. A warning should be issued for this, not a fine – to make road users aware of the changes. Clearly nothing to do with safety – only extorting money from the public.		

RESPONSE TO OBJECTION POINTS:

There was a lot of publicity around the changes prior to the implementation both on social media and traditional newsprint. A lot of work with the local businesses was also undertaken. This is testament that in the first week of operation the compliance rate was in the region of 76%. It has since increased to 97%. Warning letters were issued for the first couple of weeks to all drivers but there was a need to start increasing the compliance levels as soon as possible. There was also continued publicity about the scheme, but it is accepted that this would not reach all drivers.

This experiment has always been about improving safety at Bank, which the data to date supports is being achieved, not only at Bank but also in the wider monitoring area.

Date: 24 November 2017	Name: ID20	Address: By email
<p>Comments:</p> <p>The experimental scheme to date has negatively impacted the operation of and guest experience at the Ned. The key challenges that the hotel has experienced over the last six months are as follows:</p> <p>Taxi Drop-Off/Pick-Up</p> <ul style="list-style-type: none"> •Taxis refuse to stop close to the hotel for fear of receiving a ticket •Taxis at Kings Cross refuse to drop off at the Ned •Guests have to walk from Grocers' Hall Court or Gresham Street/Moorgate – they often complain about this and more so when it rains or when they have a large amount of luggage •Guests/Doormen cannot readily hail taxis and guests have missed appointments and demanded compensation from the hotel •Guests are directed to Princes Street entrance to find no cabs using the taxi rank <p>The complaints received to date describe the situation as “a nightmare”, “an absolute joke”, “ridiculous” and “impossible”. This is not the feedback a 5-star hotel welcomes, especially in its first few months when it is crucial to make the right impression.</p> <p>Servicing and Logistics</p> <p>The Ned has also received complaints from private drivers and delivery and servicing vehicle operators who have been compromised;</p> <ul style="list-style-type: none"> • Items are not delivered or are delayed due to the restrictions • Vehicles are moved on by traffic wardens without being given an alternative route • Delivery and servicing vehicles receive fines • Requests for the Ned to guarantee that any fines received are paid for by the hotel <p>Surrounding Areas</p> <p>Visitors and staff have experienced increased traffic and noise pollution on surrounding streets including, but not limited to, standstill traffic back down to London Bridge and along Cannon Street, heavy traffic along Old Jewry, Gresham Street and Lothbury as vehicles divert around the closure and also observed</p>		

numerous delivery and servicing vehicles parked along both Old Jewry and Gresham Street further restricting movements along these adjacent routes.

Additional Surveys

The Ned commissioned its own surveys along adjacent roads to the hotel, on Poultry and Prince's Street. The week-long surveys were undertaken between Wednesday 15th November and Tuesday 21st November. In addition, the hotel has captured further visual data from its own CCTV cameras that look onto Poultry and Princes Street.

The restrictions at Bank encourage vehicles to make a U-turn on approaching the junction. The U-turn is known to be a dangerous manoeuvre and the consequences of accidents caused by U-turns are often serious and sometimes fatal. [table of u-turns on Poultry and Princes Street from 15-21 Nov submitted]

We are concerned that the closures have resulted in a new hazard, which, over the passage of time, will result in a serious or fatal accident.

Accidents

A review of accident data over the last 5 years (2012-2016) for Bank Junction indicates that taxis have not been the cause of accidents. It would be deemed safer to allow taxis back onto the junction rather than continue to encourage U-turns, and this would support the Primary Objective of the experimental scheme.

It is somewhat surprising that taxis are excluded thus creating the new U-turn hazard described above. This, coupled with apparent freedom of buses and cyclists to travel faster through the junction, the latter often ignoring traffic signals, exacerbates this risk further.

Further Studies

We would like the CoLC to permit taxis through the junction as part of the experimental scheme. This would also allow the City to understand how this would impact the junction.

We are looking into our own options for the long-term scheme to be implemented at Bank Junction and trust that these may be considered with the other options that the City were considering prior to the Bank On Safety project understandably taking precedent.

We appreciate the time and attention that both members and officers have given us in recent months and the Ned wants to continue to support and engage in order to find a good solution for this junction that is safe, meets the growing demands of the City and the increase in people traversing this busy intersection in the future.

RESPONSE TO OBJECTION POINTS:

The Ned hotel opened its doors to customers in May 2017 shortly before the experiment at Bank became operational. There was no provision for taxi pick up and drop off on the northside of Poultry prior to the experiment or for on street servicing at either entrance. The experiment has not changed this. Direction of travel to the hotel service area has been decreased, but access is still possible for servicing to

take place from the west. Deliveries Can still take place during the operational hours of the scheme.

Taxis refusing to take customers to legitimate drop off destinations is a matter to be taken up with Transport for London's taxi and private hire licensing team. To confirm that taxis are able to pick up and drop off at the Princess Street hotel door by undertaking a u-turn ahead of the enforcement area and there is a rank for three cabs available, but which the City has no control over whether the rank is fully utilised.

The traffic on London Bridge is predominantly due to the lane restriction by Arthur Street. We agree that Increased traffic in Gresham Street and Old Jewry has been observed, as has loading activity which is monitored and enforced if not compliant.

Taxis or other vehicles u-turning to pick up and drop off at the hotel or other property within the restriction has been audited and it is felt that with the reduced volume of opposing flow of vehicles, the compromise of designing this manoeuvre in to the design to maintain access to the properties is acceptable. U-turns took place prior to the experiment and continue to take place after the scheme operating hours. There has been no recorded casualty, to date, during scheme operating hours due to a u-turning vehicle. Therefore, there is currently no evidence to support that it would be safer to allow taxis to cross the junction.

Date: 18 July 2017	Name: ID21	Address: By email
Comments: One of our engineers has recently fallen foul of the experimental traffic changes around Bank. Disappointingly there does not seem to be adequate warning signs advising the unsuspecting van driver of these changes. We provide property maintenance services for premises in this and the surrounding areas and we would be obliged if you could advise as to what provision has been made to allow for the servicing of the premises in the restricted zones, especially in the case of an emergency such as a serious drain blockage, power outages, gas and water leaks, security issues etc. This experiment comes under the name of Bank On Safety, it is anything but, if you have a business in the retail or leisure sector. In fact it is the complete opposite as people working in the area will be at risk, as safety repairs will not be able to be carried out between 07.00 and 19.00, so if an issue is discovered at 08.00 the business may have to close until the necessary work is carried out which will probably involve closing for a full day with all that entails for staff who are on hourly or zero hours contracts and a massive loss of revenue for business. What is more is that all work will have to be carried out of normal hours placing a not insignificant burden as far as cost go on all the affected businesses. Whenever there is a proposal to ease traffic issues in the City, the first thing the powers that be think of is cyclists, the very last, if it is given any thought at all, is the		

simple practicality that buildings need servicing and maintaining. There may come a time when the smaller independent bars and shops throw the towel in and say 'no more', and move on.

It would appear that, having spoken to our clients in the areas concerned, that none of them were aware of this 'experiment', that how well this has been publicised. Still as Arthur Daley would say 'it's a nice little earner', for the City of London, the opposite for everyone else.

RESPONSE TO OBJECTION POINTS:

It is possible to drive to, or close by, to all premises within the restricted area, with all approach arms remaining available to traffic to the enforcement point. Past the enforcement points, there was no loading or waiting permitted, so vehicles could not stop to wait or load prior to the experiment. The design of the experiment did encompass the local buildings servicing needs, and whilst direction of travel to those buildings may be impacted, there is still the ability to access service bays and loading areas except for one building (with whom we have an agreement with), during the operational hours of the scheme.

There was a lot of publicity around the changes prior to the implementation both on social media and traditional newsprint. A lot of work with the local businesses was also undertaken. This is testament that in the first week of operation the compliance rate was in the region of 76%. It has since increased to 97%.

This experiment has always been about improving safety at Bank, which the data to date supports is being achieved, not only at Bank but also in the wider monitoring area.

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Modelling scenario with a North and South entry and alternative East and West arm entry (4 arms open)

Figure 12: Scenario 1

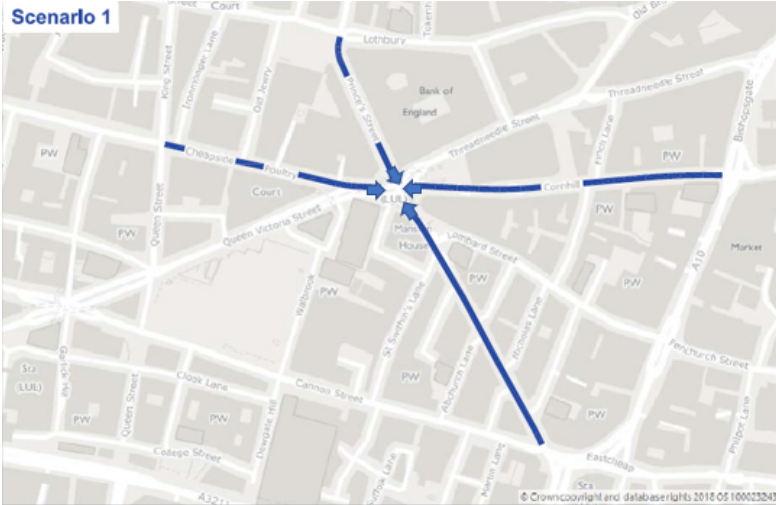


Figure 13: Scenario 2

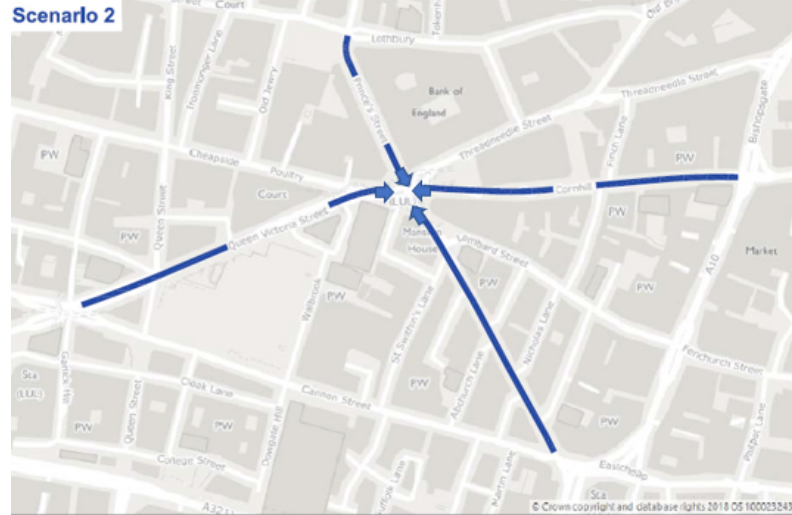


Figure 14: Scenario 3

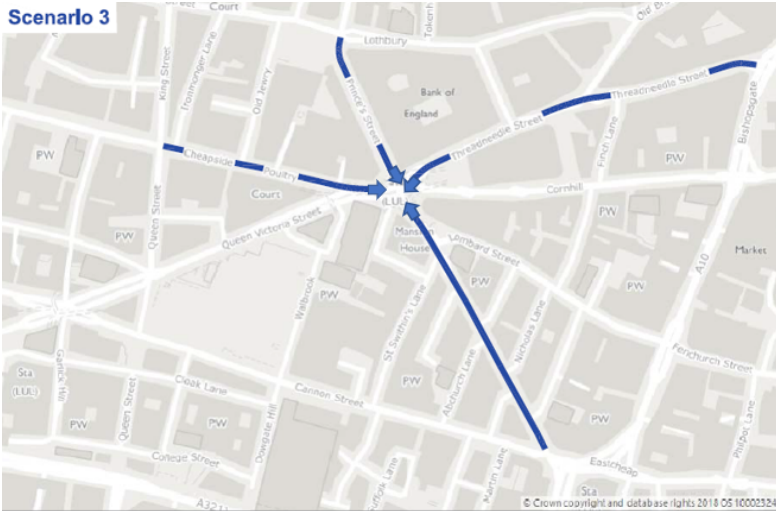
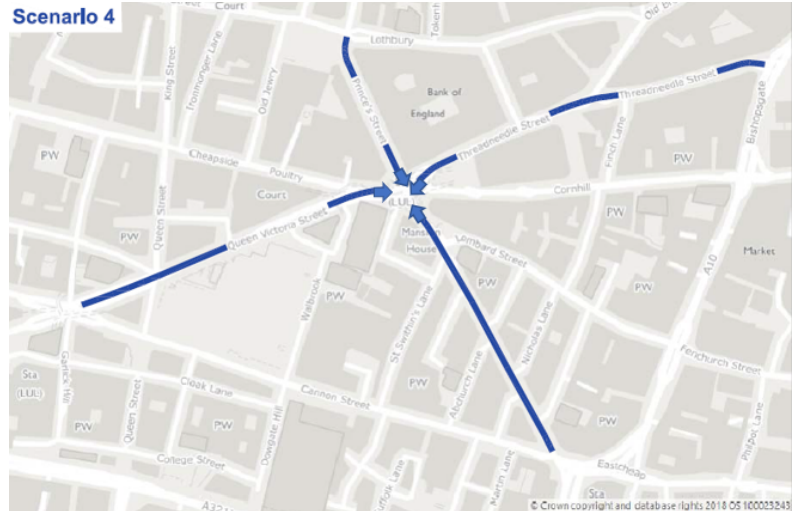


Figure 15: Scenario 4



Modelling scenario with two arms open, at any one time, to provide a North/South routing, or an East/West routing.

Figure 16: Scenario 5

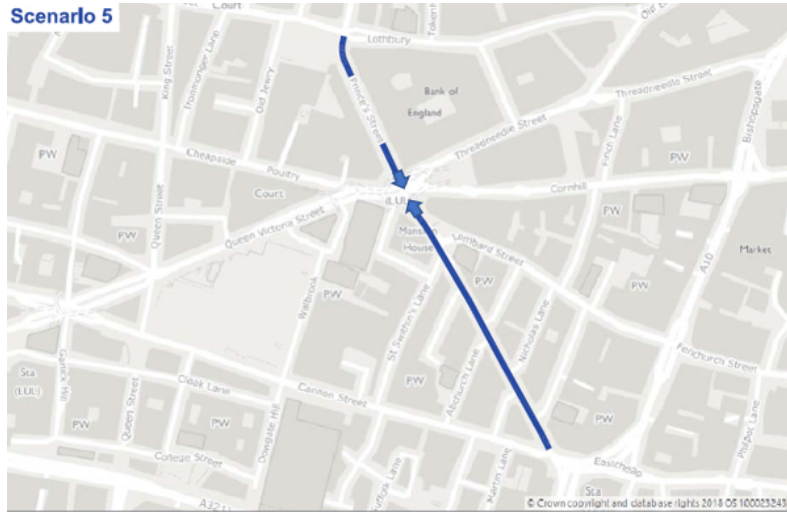


Figure 17: Scenario 6

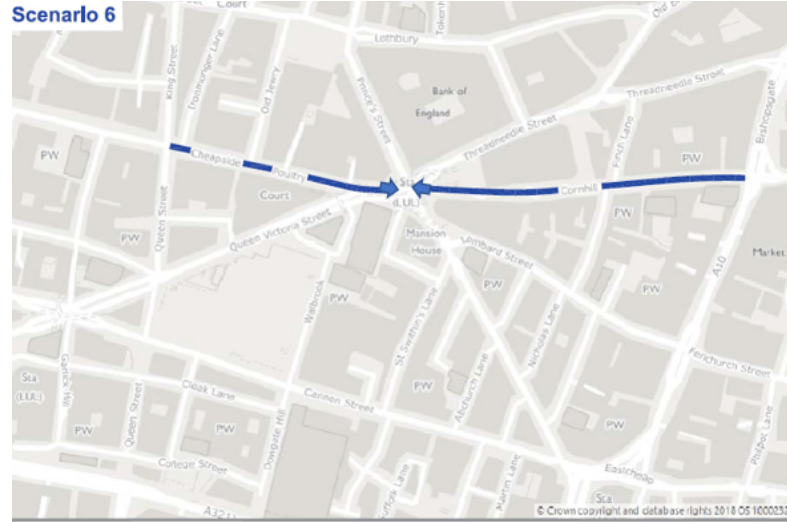


Figure 18: Scenario 7

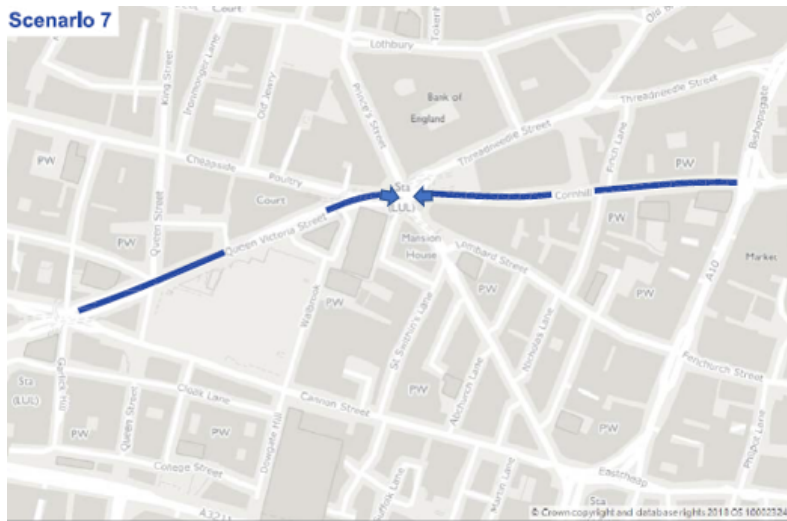


Figure 19: Scenario 8

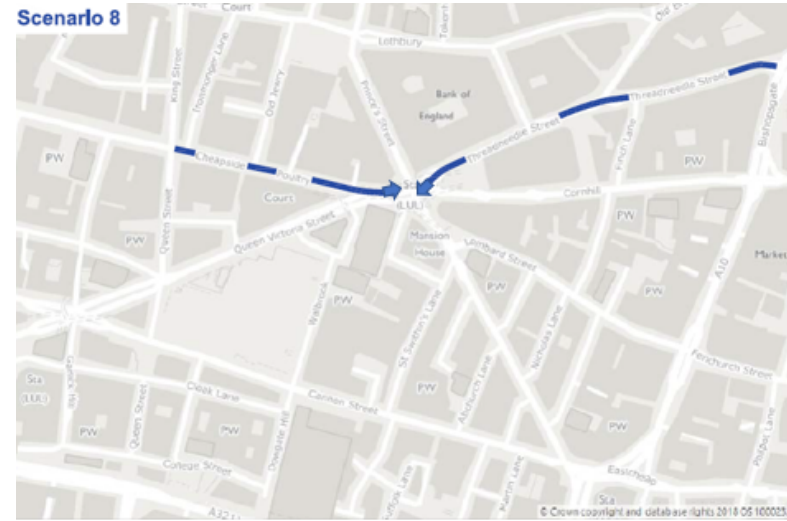
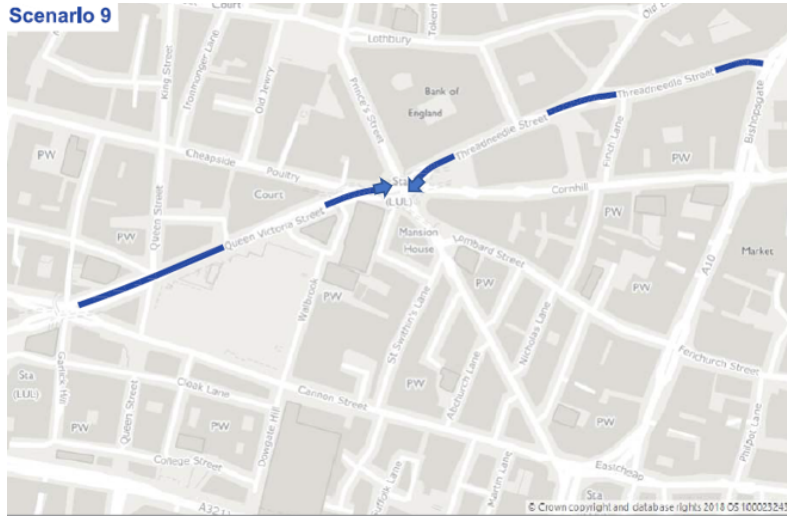


Figure 20: Scenario 9

Scenario 9

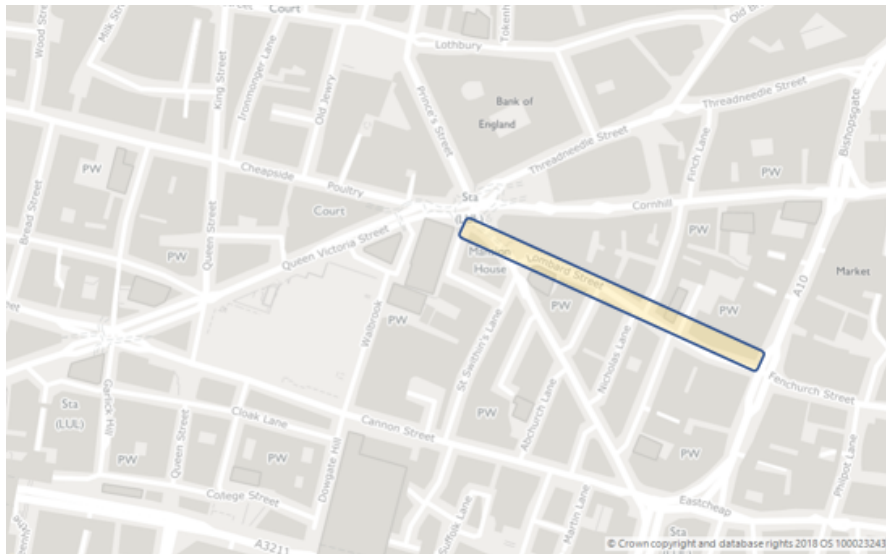


- Once within the Junction, all vehicles would be able to undertake any currently permitted turn.
- The images above depict the arm of entry to the junction available.

Lombard Street

Lombard Street is highlighted below. This is where there are concerns regarding increasing the flow of motor vehicles travelling eastbound. There is a contraflow cycle lane and high levels of pedestrian activity, particularly during peak periods.

Figure 21: Location of Lombard Street.



Appendix 7

Bank on Safety

Equalities Analysis



Prepared by: Gillian Howard (Programme Manager)

Approved by: Carolyn Dwyer (Director of the Built Environment)

Date 09 May 2018

Section One: The Proposal

The Bank on Safety scheme at Bank Junction in the City of London focuses on restricting the number of vehicles that cross Bank Junction during the working day, primarily in order to significantly reduce the number of collisions occurring at this location. Under the scheme only buses and pedal cyclists are allowed to cross Bank Junction or access Cornhill in a westbound direction from Monday - Friday 7am-7pm. This is when 75% of the collisions previously occurred.

The scheme has been in place since 22 May 2017 and was implemented using an experimental traffic order – which is in place for a maximum of 18 months. This approach allows for any necessary modifications and enables appropriate monitoring to take place before a decision is made on whether the scheme is made permanent or not. This Equalities Analysis will be considered amongst other documents in the final decision taken on the scheme.

The four approved key success criteria for the scheme are as follows;

1. Must significantly improve road safety.
2. Should maintain the ability for businesses to reasonably undertake servicing, deliveries and critical business movements.
3. Must not worsen the overall air quality in the wider area and desirably reduces pollution in the immediate location of the junction.
4. Must not unreasonably impact general traffic flow in the area and desirably improve bus journey times.

A second supplementary Traffic Order for the Bank on Safety scheme was modified in July of 2017 to allow local businesses on King William Street to service their premises.

An equality analysis has been undertaken in accordance with the guidelines listed in Annex One of this document.

Section Two: Who is affected by the proposal?

The City of London is subject to the general public-sector equality duty set out in Section 149 of the Equality Act 2010, which requires it to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

As part of its decision-making process on the Bank on Safety experimental scheme, the City of London Corporation has had due regard to any impacts on those with protected characteristics and the need to ensure that their interests are taken into account.

It should be noted that a Test of Relevance¹ was undertaken in November 2016 in order to understand whether an Equality Assessment (formally an Equalities Impact Assessment – EQIA) was necessary for the scheme. The Test of Relevance anticipated that there would be ‘no impact’ on protected groups, apart from those with a disability characteristic. Those with a disability were expected to be both positively and negatively impacted by the scheme.

It should be noted that emergency vehicles are exempt from the restriction.

As the trial scheme and the public consultation exercise have progressed, these matters have been kept under review. This document reflects the process by which the City of London has complied with its public-sector equality duty in implementing the Bank scheme.

¹ *‘On balance we believe the potential impact of the scheme on disabled users will be limited and at this stage does not require a full EQIA given the experimental nature of the scheme. As an experimental scheme, it has been developed mitigating the access impacts in the local area ensuring door to door access is maintained where it currently exists. The monitoring programme will assess the impact on equalities, giving opportunity where possible to change the scheme during the experiment to mitigate further where impacts are seen, but also so that before a final decision on whether the experiment is to become permanent is taken that a full understanding of any equalities impact (positive and negative) is understood. A full EQIA will be undertaken during the experiment. We will seek feedback from COLAG, and any other disability group that wants to take part, during the monitoring period and report back any findings to Committees in summer 2018 as part of our final recommendation of the experiment.’* **Test of Relevance - excerpt, November 2016.**

Section Three: Have you consulted on this project?

Officers consider all users of the junction to be affected by the Bank on Safety scheme at Bank Junction, including, but not limited to:

- Pedestrians, pedal cyclists and vehicle drivers
- Taxi drivers and passengers
- TfL bus passengers
- Servicing and delivery vehicle drivers
- Businesses in the surrounding area

Following approval by the City of London Corporation in December 2016 to implement the experimental scheme at Bank Junction, a number of statutory and public consultation exercises have been conducted amongst users over a period of 6 months, and as detailed in Annex Two of this document. These exercises have helped to inform key decision makers as to the impact and effectiveness of the scheme and, after the consultation and monitoring data has been collated, will help to determine whether the experiment should be made permanent or not.

The City of London has also contacted the following groups in the course of drafting this Equality Analysis;

- Age UK
- Guide Dogs for the Blind
- The City of London Access Group
- Royal National Institute of Blind People
- English Heritage
- Living Streets
- Sustrans

Section Four: Impacts on those with Protected Characteristics

The characteristics protected by the Equality Act 2010 are;

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

Within this document a variety of datasets have been used to seek to assess the impacts on the above characteristics, these datasets are as follows;

- 2011 Census Data – this data has been analysed at a number of levels including London-wide, City of London-wide and where possible, the Bank Junction area.
- Bank on Safety Monitoring Reports - To date, two monitoring reports have been published by the City of London which focus on the performance of key metrics as outlined in Section Two.

On 24 November 2017, the first report covering monitoring and performance was submitted to Streets and Walkways Sub (Planning and Transportation) Committee.
<http://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=67067>.

The second, updated monitoring and performance report was presented to Streets and Walkways Sub (Planning and Transportation) Committee on 10 April 2018
<http://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=71626>.

- Public Consultation data – while the Public Consultation exercise did not directly gather data on the above characteristics, some feedback in relation to the protected characteristics has been captured. The Bank on Safety public consultation report is available on the agenda for the Streets and Walkways Sub (Planning and Transportation) Committee on 10 April 2018
<http://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=71627>.
- Bank on Safety Perception Survey Results: The perception survey was an online survey which ran in parallel with the public consultation exercise.
- An independent report commissioned by the City of London and undertaken by Living Streets – ‘Bank on Safety’ Pedestrian Review December 2017 – February 2018
- STATS19 official collision statistics.
- Taxicard Data - Taxicard is a scheme for London residents with serious mobility impairments or who are visually impaired, the scheme allows residents to use both Private Hire Vehicles and Black Cabs. Taxicard data has been obtained by the City of London from London Councils for before and after the introduction of the Bank on Safety scheme.

- Office of National Statistics – Various datasets including conception and fertility rates.
*within some ONS datasets, to preserve confidentiality, counts for the City of London are combined with Hackney.

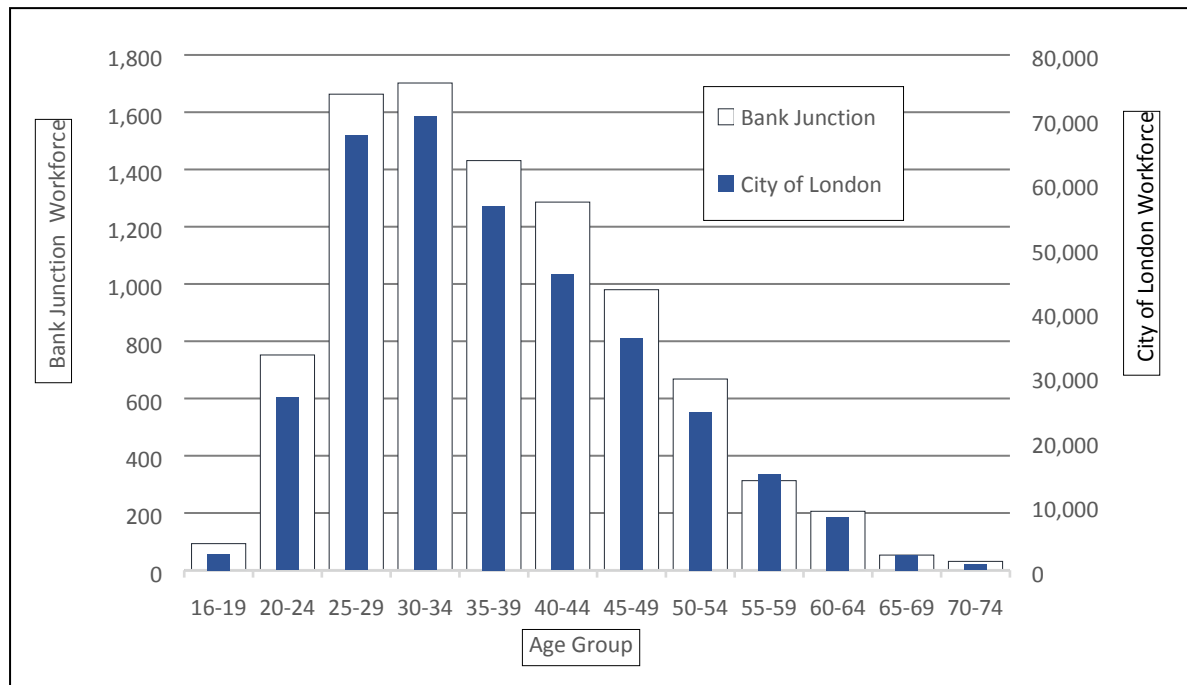
Each of the nine characteristics is assessed in the remainder of this report in the following structure:

- City of London level data for the protected characteristic
- Bank Junction level data for the protected characteristic (The area defined as Bank Junction for the purposes of this analysis is shown in Appendix 1)
- Scheme specific data for the protected characteristic
- Assessment of the impacts to the protected characteristic including any potential mitigation

Protected Characteristic: Age

City of London & Bank Junction Workforce Level Data (combined)

Figure 1: Census 2011 - age of daytime occupants within the Bank Junction Workplace Zone – Figure refers to the area defined in Appendix 1.



Source: Office for National Statistics © Crown Copyright 2014

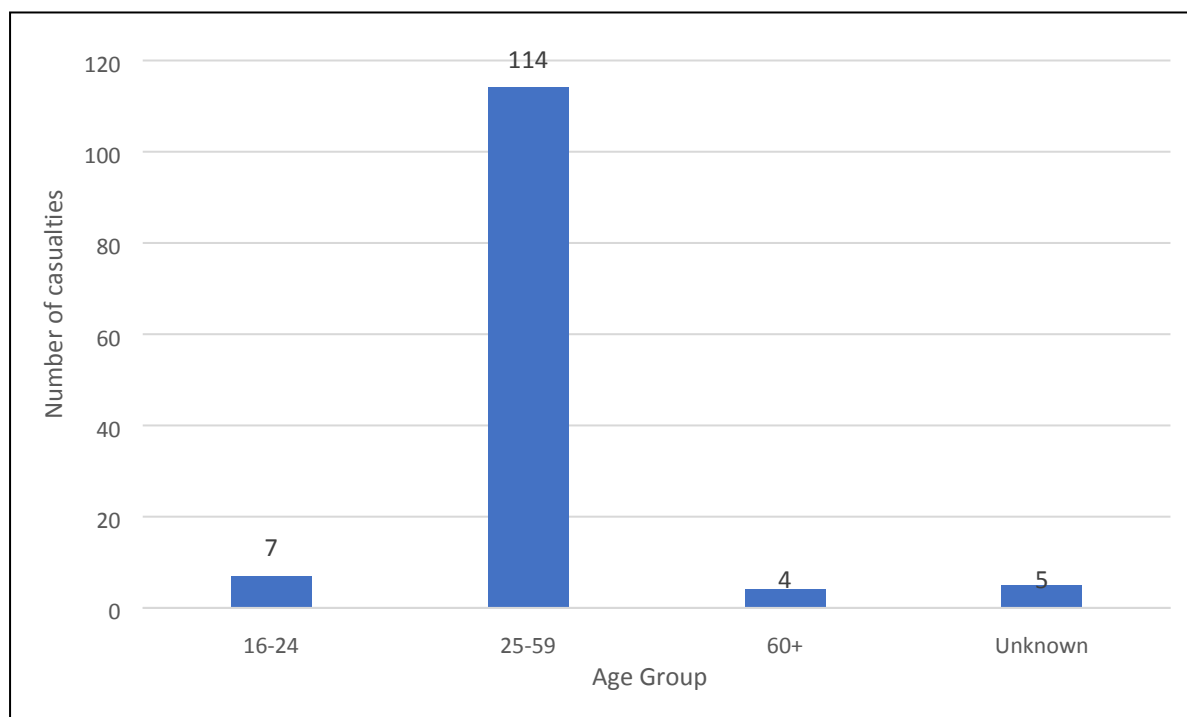
Within the City of London, the Census of Population Workforce for the City of London was 357,000 of which 9,100 was located within the Bank Junction zone.

Figure 2 shows that the age profile for the Bank Junction area is similar to that of the City of London, with the key age group being that of 30-34 and decreasing for each age group to a significantly lower level at the age 55 plus.

The Bank Junction workforce is orientated towards the age range 20 to 59 with a small number of teenagers and elderly people.

Scheme-Specific Data

**Figure 2: Number of casualties by age at Bank Junction over a six-year period (2011-2016)
(STATS19 data, 24 hours, Monday to Sunday)**



Assessment of impact on those with protected characteristic

What is the proposal's impact on the protected characteristic?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
<p>Positive impact – Elderly Pedestrians The consultation survey did not specifically identify elderly users however the benefits achieved for other pedestrians (such as a safer road environment) will have also been realised by elderly pedestrians. The consultation findings and responses received to date demonstrate a positive impact on many pedestrians (with the possible exception of some disabled pedestrians) at the junction, with many citing a safer environment and an area which is clearer and safer to cross.</p> <p>Positive impact - Elderly Cyclists Although not specifically identified, through dramatically reducing the volume of traffic at and on approach to Bank Junction, the scheme is considered to have had a positive impact on</p>	<p>Measures undertaken as part of scheme implementation</p> <ul style="list-style-type: none"> - Reduction of vehicles in the junction - Reduced cycle frequency of green phase for pedestrians <p>A report detailing the full monitoring of the scheme was published on 10 April 2018. Overall positive impacts include:</p> <ul style="list-style-type: none"> - a safer environment for pedestrians - a safer environment for cyclists - faster bus journey times for all passengers' - ability to cross the junction and the approach arms is improved with less vehicles travelling through the area.

<p>this group (as per the impact on cyclists in general).</p> <p>Positive impact - Elderly public transport users Early bus journey time data indicates that many bus journeys are quicker through Bank Junction since the introduction of the scheme. (Transport for London’s 2014 Bus User Survey suggest that overall as many as 18% of daytime - use bus passengers are over the age of 65).</p>	
<p>Negative impact – Elderly taxi / private vehicle users</p> <p>The Bank on Safety consultation survey received a small number (0.58% of all respondents) of comments stating that over 65s or elderly people had encountered difficulty in accessing the junction since the Bank on Safety scheme was introduced.</p> <p>The majority of the comments were associated with restricted taxi access to the junction during operational hours.</p> <p>It is acknowledged that if, for example on Cornhill, which during operational hours is effectively eastbound only, a person wished to travel west by vehicle, they would have to divert eastbound first and come back on themselves in a westerly direction on a different street. If in a taxi or private hire vehicle, this may incur an additional cost and journey time increase as the vehicle would not be permitted to cross the junction during the operational times of the restriction. It is therefore acknowledged that it may be more difficult to move between the approach arms of the Junction to be picked up or dropped off by a private vehicle or taxi. It is considered that the advantages of the scheme outweigh the limited diversions which could occur to some journeys and it is not felt that the impacts of the scheme weigh disproportionately on elderly people overall.</p> <p>Appendix 2 also illustrates that the Bank on Safety scheme restriction area broadly mirrors the original junction stop lines and that therefore the scheme is likely to have had little</p>	<p>Measures undertaken as part of scheme implementation</p> <p>Physical Changes</p> <ul style="list-style-type: none"> - Extended taxi rank hours on Cornhill to 24 hours - Introduced a taxi rank on the north-east side of Princes Street outside the Bank of England operating between 7 am and 7 pm - Introduced a taxi rank on the south-east side of Queen Victoria Street outside the Magistrates Court operating between 7 am and 7 pm [N/B this taxi rank has been suspended while highway work has taken place on Queen Victoria Street and to facilitate emergency building work and gas repairs] - Worked with Transport for London to optimise traffic signals to enable traffic to continue to flow in the surrounding area <p>Data</p> <p>Data surrounding taxi journey times and accessibility is presented in the latest version of the Bank on Safety Monitoring report as presented at Committee on 10 April 2018.</p> <p>Taxicard Data</p> <p>Analysis of Taxicard data is presented in Appendix 5 and shows the change in use of taxis and private hire vehicles by those with a severe sensory or mobility impairment.</p>

<p>effect on normal pick up and drop off by taxi at the Junction.</p> <p>Further detail is provided on Licensed Taxi availability in Appendix 4.</p>	<p>Communications</p> <ul style="list-style-type: none"> - Engaged with the taxi and private hire trade to ensure the scheme is publicised with drivers - Awareness raised for the scheme through consultation and engagement with the public and local businesses - For those consultation respondents that have left contact details such as email addresses, officers will make direct contact to discuss any concerns and provide clarification
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Summary of impact on the Protected Characteristic: Age

The overall impact on this protected characteristic within the modelling area is deemed to be neutral, but it is believed that there are a small number of possible negative impacts that could be created during the operational hours of the scheme. However as detailed, it is not felt that these impacts are disproportionate to the positive impacts of the scheme, namely a safer environment for all users including elderly users at the junction. Further, future monitoring and mitigation measures may reduce the negative impacts as the scheme progresses.

Protected Characteristic: Disability

City of London Level Data

In the City of London as a whole, 89% of the resident population feel they have no limitations in their activities – this is higher than both in England and Wales (82%) and Greater London (86%). In the areas outside the main housing estates, around 95% of the residents responded that their activities were not limited.

The 2011 Census identified that for the City of London’s population:

- 4.4% (328) had a disability that limited their day-to-day activities a lot
- 7.1% (520) had a disability that limited their day-to-day activities a little.

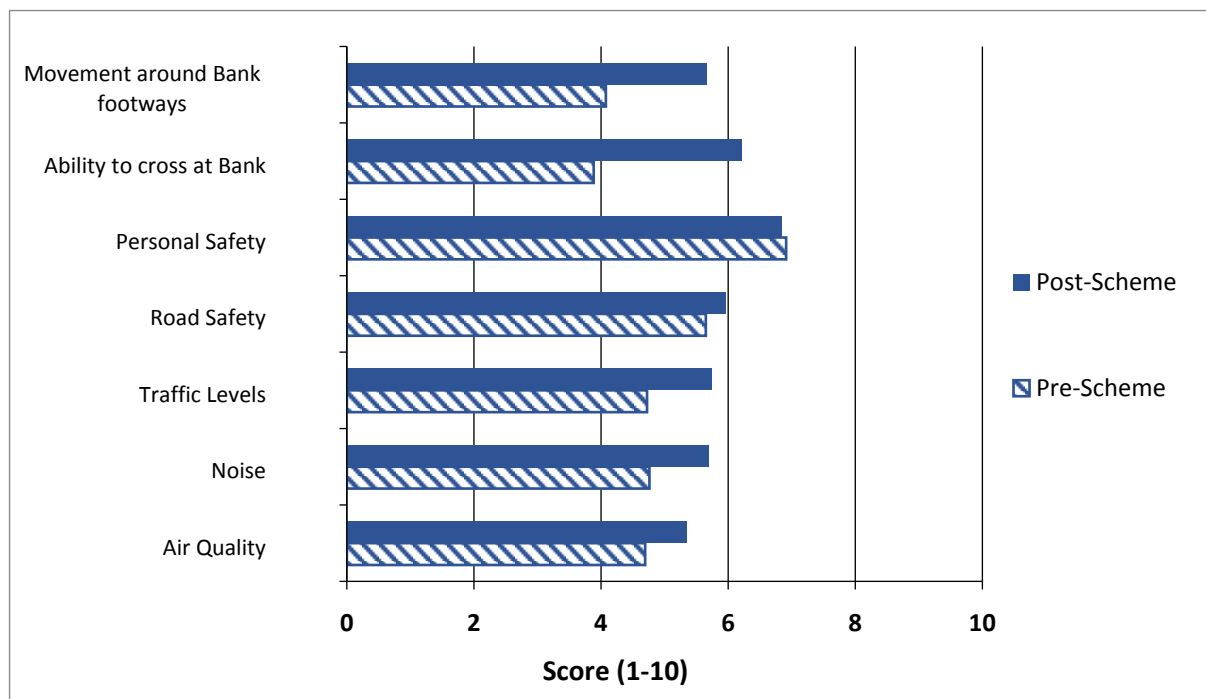
Bank Junction Level Data

No workforce data is available for this protected characteristic and the resident population for the Bank Junction area is too small to identify any trends, as such, the City of London resident population is relied upon.

Scheme-Specific data

While no data was collected specifically on disabled users via the Bank on Safety public consultation exercise, a separate perception survey was fielded which asked respondents whether the respondents considered themselves to have a disability. This survey ran before the scheme was implemented and again after the scheme had been in place for four months, for the purposes of comparison.

Figure 3: Change in disabled users’ perception of Bank Junction (where 0 is negative and 10 is positive)



14 respondents (6.79%) identified as disabled in the pre-scheme survey and 8 respondents (5.21%) identified as disabled in the post-scheme survey. Of the questions that were answered by disabled respondents in both surveys, Figure 4 shows the change in perception of the junction by those identifying as disabled. It should be noted that there were other questions in the survey which were not answered by disabled respondents in both surveys and as such the categories listed are the only ones that can be compared.

Appendices 2 and 3 are relevant to this protected characteristic and show the overall access to the Junction and accessible entrance locations at Bank Junction. Similar maps were presented to the City of London Access Group on 26 July 2017.

The Department for Transport sets minimum distances for the location of parking bays. As pedestrians, many disabled people will have a limited mobility range and will require specially designated parking bays closer to the places they wish to visit. Whether on-street or off-street, parking bays for disabled people should not be further from major destinations (eg bank, post office, large store or supermarket) than shown in Table 1. The Bank on Safety scheme does not push the distances from parking bays in and around the area over the thresholds shown in Table 1.

Table 1: recommended maximum walking distance without a rest according to disability, ‘walking’ includes travel by wheelchair

Disability	Distance (metres)
Visually impaired	150
Wheelchair users	150
Ambulatory without walking aid	100
Stick users	50

Assessment of impact to the protected characteristic

What is the proposal’s impact on the protected characteristic?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
<p>Positive impact – Disabled Pedestrians The consultation survey did not specifically identify disabled users however the benefits achieved for other pedestrians (such as a safer road environment) will have also been realised by disabled pedestrians. The consultation findings and responses received to date demonstrate a positive impact on many pedestrians (with the possible exception of some disabled pedestrians) at the junction, with many citing a safer environment and an area which is clearer and safer to cross.</p>	<p>Measures undertaken as part of scheme implementation</p> <ul style="list-style-type: none"> - Reduction of vehicles in the junction - Reduced cycle frequency of green phase for pedestrians <p>A report detailing the full monitoring of the scheme as presented at Committee on 10 April 2018. Overall positive impacts include:</p> <ul style="list-style-type: none"> - a safer environment for pedestrians - a safer environment for cyclists

<p>Positive impact - Disabled cyclists</p> <p>Although not specifically identified, through dramatically reducing the volume of traffic at and on approach to Bank Junction, the scheme is considered to have had a positive impact on this group (as per the impact on cyclists in general).</p> <p>Positive impact - Disabled public transport users</p> <p>Early bus journey time data indicates that many bus journeys are quicker through Bank Junction since the introduction of the scheme. (Transport for London’s 2014 Bus User Survey suggest that overall as many as 10% of daytime - use bus passengers have a disability that limits their daily activities).</p>	<ul style="list-style-type: none"> - faster bus journey times for all - passengers’ ability to cross the junction and the approach arms is improved with less vehicles travelling through the area.
<p>Neutral Impact – Disabled Pedestrians</p> <p>A new pedestrian refuge island was introduced on Threadneedle Street, with dropped kerbs and adjusted utility cover levels to provide for wheelchair access. This replaced an existing zebra crossing further to the east.</p> <p>In meetings between City of London officers and RNIB representatives, the RNIB raised no particular concerns about the Bank on Safety scheme itself but would like to see improved crossing facilities should infrastructure changes be made in the future.</p>	<p>Measures undertaken as part of scheme implementation</p> <ul style="list-style-type: none"> - Proposal reviewed with City of London Access Manager - Implemented new pedestrian refuge island - Should the scheme be made permanent, recommendations provided as part of the Living Streets Pedestrian review of Bank Junction could be implemented to mitigate any negative impacts to disabled pedestrians that may emerge.
<p>Negative Impact – Disabled parking bay users</p> <p>While the Blue Badge Scheme does not fully apply in the City, allocated parking in the Square Mile is provided for people with disabilities under the red badge scheme.</p> <p>The Red Badge Scheme provides extra parking facilities within the City of London for City residents and workers with disabilities.</p> <p>Badge holders can park:</p> <ul style="list-style-type: none"> • At Pay & Display bays and disabled bays without charge or time limit 	<p>Measures undertaken as part of scheme implementation</p> <ul style="list-style-type: none"> - Following consultation parking bays relocated <p>Measures to be undertaken</p> <ul style="list-style-type: none"> - Continue to consult with businesses to understand user demand of the bays - Update information on the City of London website regarding disabled persons parking bays in the Bank area

<ul style="list-style-type: none"> • On a single yellow line for up to 30 minutes <p>Through early engagement with businesses and regular use surveys it was decided that two of three disabled parking bays located on Bartholomew Lane should be relocated to Cornhill provide a better level of service to its users. This change created a net loss of one parking bay.</p> <p>A plan of this relocation is presented within Appendix 3.</p>	
<p>Negative Impact – Disabled taxi passengers</p> <p>The Bank on Safety public consultation exercise revealed that 2% of all respondents to the public consultation exercise believed that taxi access for disabled passengers was not working well (further information can be found at the link provided on page 6 of this document). This was stated by both taxi drivers and taxi passengers.</p> <p>Similar maps to those shown in Appendices 2 and 3 were presented to City of London Access Group by officers and illustrates that the Bank on Safety scheme restriction area broadly mirrors the original junction stop lines. the scheme therefore has had little effect on the normal physical access by taxi close to the junction for disabled users.</p> <p>It is acknowledged that if, for example on Cornhill, which during operational hours is effectively eastbound only, a person wished to travel west by vehicle, they would have to divert eastbound first and come back on themselves in a westerly direction on a different street. If in a taxi or private hire vehicle, this may incur an additional cost and journey time increase as the vehicle would not be permitted to cross the junction during the operational times of the restriction. It is therefore acknowledged that it may be more difficult to move between the approach arms of the Junction to be picked up or dropped off by a private vehicle or taxi. It is considered that the advantages of the scheme outweigh the</p>	<p>Measures undertaken as part of scheme implementation</p> <p>Physical Changes</p> <ul style="list-style-type: none"> - Extended taxi rank hours on Cornhill to 24 hours - Introduced a taxi rank on the north-east side of Princes Street outside the Bank of England operating between 7 am and 7 pm - Introduced a taxi rank on the south-east side of Queen Victoria Street outside the Magistrates Court operating between 7 am and 7 pm [N/B this taxi rank has been suspended while highway work has taken place on Queen Victoria Street and to facilitate emergency building work and gas repairs] - Worked with Transport for London to optimise traffic signals to enable traffic to continue to flow in the surrounding area <p>Data</p> <p>Data surrounding taxi journey times and accessibility is presented in the latest version of the Bank on Safety Monitoring report as presented at Committee on 10 April 2018.</p> <p>Taxicard Data</p> <p>Analysis of Taxicard data is presented in Appendix 5 and shows the change in use of taxis and private hire vehicles by those with a severe sensory or mobility impairment.</p>

limited diversions and increases in journey time which could occur to some journeys and it is not felt that the impacts of the scheme weigh disproportionately on disabled people.

Appendix 2 also illustrates that the Bank on Safety scheme restriction area broadly mirrors the original junction stop lines and that therefore the scheme is likely to have had little effect on normal pick up and drop off by taxi at the Junction.

Further detail is provided on Licensed Taxi availability in Appendix 4.

Communications

- Engaged with the taxi and private hire trade to ensure the scheme is publicised with drivers
- Awareness raised for the scheme through consultation and engagement with the public and local businesses
- For those consultation respondents that have left contact details such as email addresses, officers will make direct contact to discuss any concerns and provide clarification

Summary of impact on the Protected Characteristic: Disability

The overall impact on this protected characteristic within the modelling area is deemed to be neutral, but it is believed that there are possible negative impacts that could have been created during the operational hours of the scheme. However as detailed above, it is not felt that these impacts are disproportionate to the positive impacts of the scheme, namely a safer environment for all users, including disabled users at the junction. Furthermore, future monitoring and mitigation measures may reduce the negative impacts as the scheme progresses.

Protected Characteristic: Pregnancy and Maternity

City of London Level Data

Conception

*within ONS datasets, to preserve confidentiality, counts for the City of London are combined with Hackney.

Table 2: Conception rates in the City of London & Hackney in 2015 (latest dataset available)

Number	Conception rate per 1,000	Percentage of conceptions
6,095	80.5	25.80%

Bank Junction Level Data

No data is available at this level for this protected characteristic.

Scheme-Specific Data

No data is available at this level for this protected characteristic.

Assessment of impact to the protected characteristic

What is the proposal's impact on the protected characteristic?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
<p>Positive impact – Pregnant pedestrians As per consultation findings and responses received to date the Bank on Safety scheme is considered to have had a positive impact on many pedestrians at the junction, with many citing a safer environment and an area which is clearer and safer to cross. As stated the consultation survey did not include an option for pregnant users but it is assumed that the benefits for all pedestrians (such as a safer road environment) have also been realised by pregnant pedestrians.</p> <p>Positive impact - Pregnant cyclists Through dramatically reducing the volume of traffic at and on approach to Bank Junction, the scheme is considered to have had a positive impact on this group as per the impact on cyclists in general.</p>	<p>Measures undertaken as part of scheme implementation</p> <ul style="list-style-type: none"> - Reduction of vehicles in the junction - Reduced cycle frequency of green phase for pedestrians <p>A report detailing the full monitoring of the scheme was published on 10 April 2018. Indications suggest overall positive impacts include:</p> <ul style="list-style-type: none"> - a safer environment for pedestrians - a safer environment for cyclists - faster bus journey times for all passengers' - ability to cross the junction and the approach arms is improved with less vehicles travelling through the area.
<p>Negative impact - pregnant taxi / private vehicle users</p>	<p>Measures undertaken as part of scheme implementation</p>

The Bank on Safety public consultation exercise revealed that one taxi driver had encountered difficulty whilst attempting to access Bank Junction and drop off a pregnant passenger.

Physical Changes

- Extended taxi rank hours on Cornhill to 24 hours
- Introduced a taxi rank on the north-east side of Princes Street outside the Bank of England operating between 7 am and 7 pm
- Introduced a taxi rank on the south-east side of Queen Victoria Street outside the Magistrates Court operating between 7 am and 7 pm [N/B this taxi rank has been suspended while highway work has taken place on Queen Victoria Street and to facilitate emergency building work and gas repairs]
- Work with Transport for London to optimise traffic signals to enable traffic to continue to flow in the surrounding area

Data

Data surrounding taxi journey times and accessibility is presented in the latest version of the Bank on Safety Monitoring report as presented at Committee on 10 April 2018.

Communications

- Engaged with the taxi and private hire trade to ensure the scheme is publicised with drivers
- Awareness raised for the scheme through consultation and engagement with the public and local businesses
- For those consultation respondents that have left contact details such as email addresses, officers will make direct contact to discuss any concerns and provide clarification.

Summary of impact on the Protected Characteristic: Pregnancy and Maternity

The overall impact on this protected characteristic within the modelling area is deemed to be neutral, but it is believed that there are possible negative impacts that could have been created during the operational hours of the scheme. However as detailed above, it is not felt that these impacts are disproportionate to the positive impacts of the scheme, namely a safer environment for



all users, including pregnant users of the junction. Furthermore, future monitoring and mitigation measures may reduce the negative impacts as the scheme progresses.

Protected Characteristic: Race

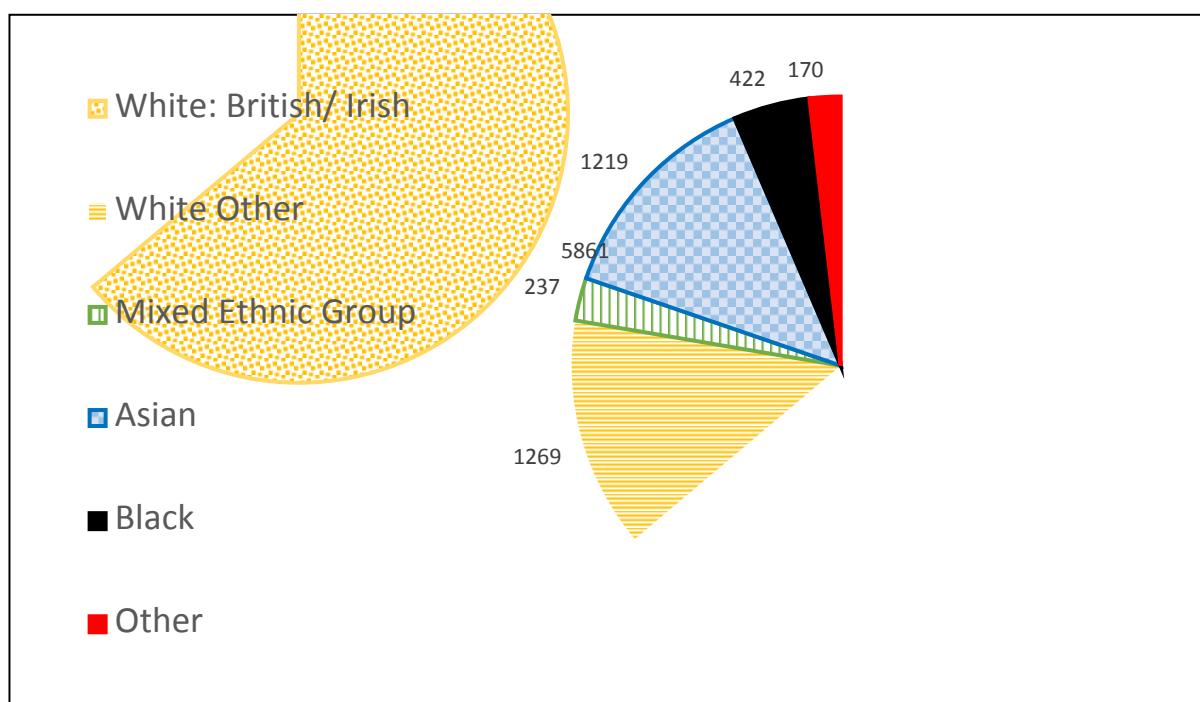
City of London Level Data

The City of London resident population is predominantly white. The largest minority ethnic groups of children and young people in the area are Asian/Bangladeshi and Mixed – Asian and White. The City has a relatively small Black resident population, less than London and England and Wales. Children and young people from minority ethnic groups account for 41.71% of all children living in the area, compared with 21.11% nationally. White British residents comprise 57.5% of the total population, followed by White – Other at 19%.

The second largest ethnic group in the resident population is Asian, which totals 12.7% - this group is fairly evenly divided between Asian/Indian at 2.9%; Asian/Bangladeshi at 3.1%; Asian/Chinese at 3.6% and Asian/Other at 2.9%. The City of London has the highest percentage of Chinese people of any local authority in London and the second highest percentage in England and Wales. The City of London has a relatively small Black population comprising 2.6% of residents. This is considerably lower than the Greater London wide percentage of 13.3% and also smaller than the percentage for England and Wales of 3.3%.

Bank Junction Level Data

Figure 4: Ethnic Group Profile of the Bank Junction Zone Workforce



Source: Office for National Statistics © Crown Copyright 2014

Scheme-Specific Data

No data is available at this level for this protected characteristic.

Assessment of impact to the protected characteristic

What is the proposal's impact on the protected characteristic?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
No evidence of impact to race was discovered as part of the Bank on Safety public consultation survey and other engagement exercises conducted by the City of London.	N/A

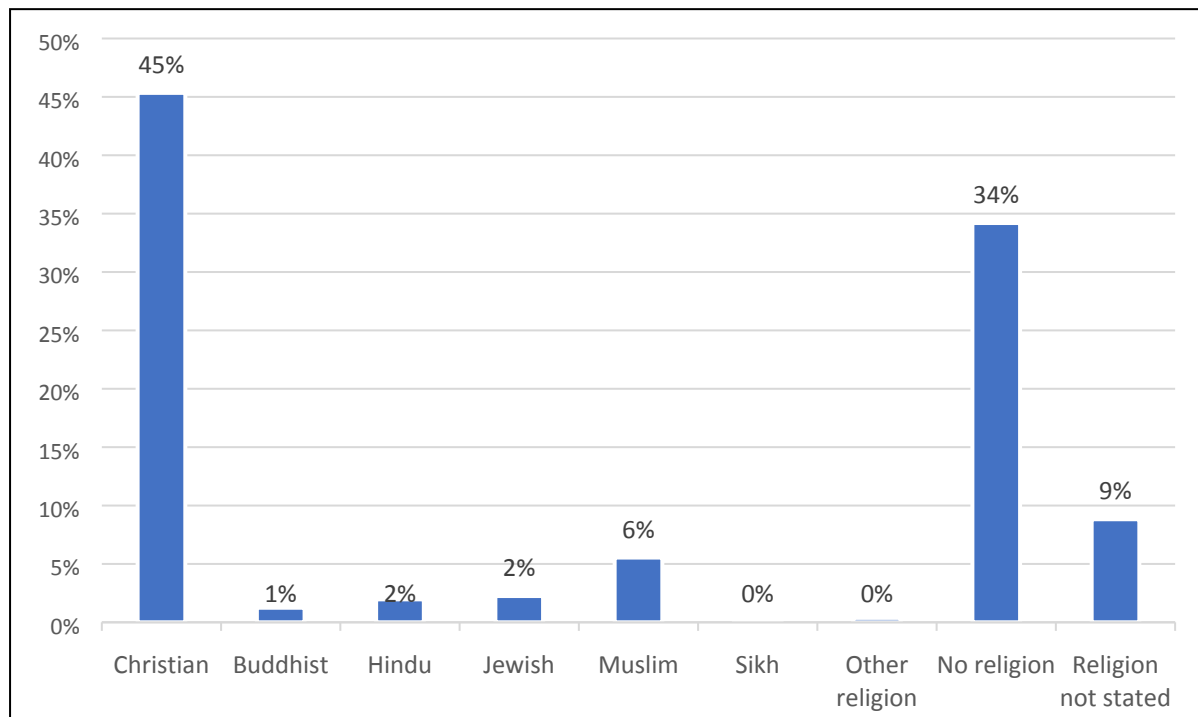
Summary of impact on the Protected Characteristic: Race

The overall impact on this protected characteristic within the modelling area is deemed to be neutral.

Protected Characteristic: Religion or Belief

City of London Level Data

Figure 5: Census 2011 Religion or belief of City of London Resident Population



Bank Junction Level Data

Scheme-Specific Data

No data is available at this level for this protected characteristic.

Assessment of impact to the protected characteristic

What is the proposal's impact on the protected characteristic?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
No evidence of impact to Religion or Belief was discovered as part of the Bank on Safety public consultation survey and other engagement exercises conducted by the City of London.	N/A

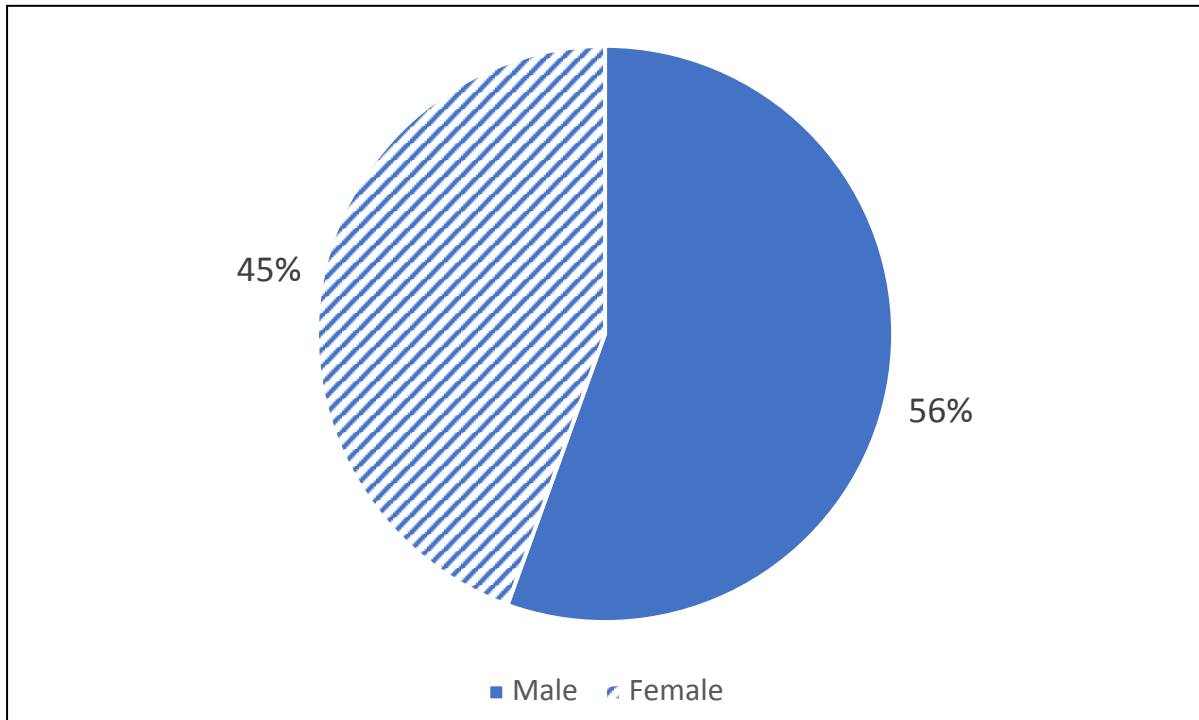
Summary of impact on the Protected Characteristic: Religion or Belief

The overall impact on this protected characteristic within the modelling area is deemed to be neutral.

Protected Characteristic: Sex

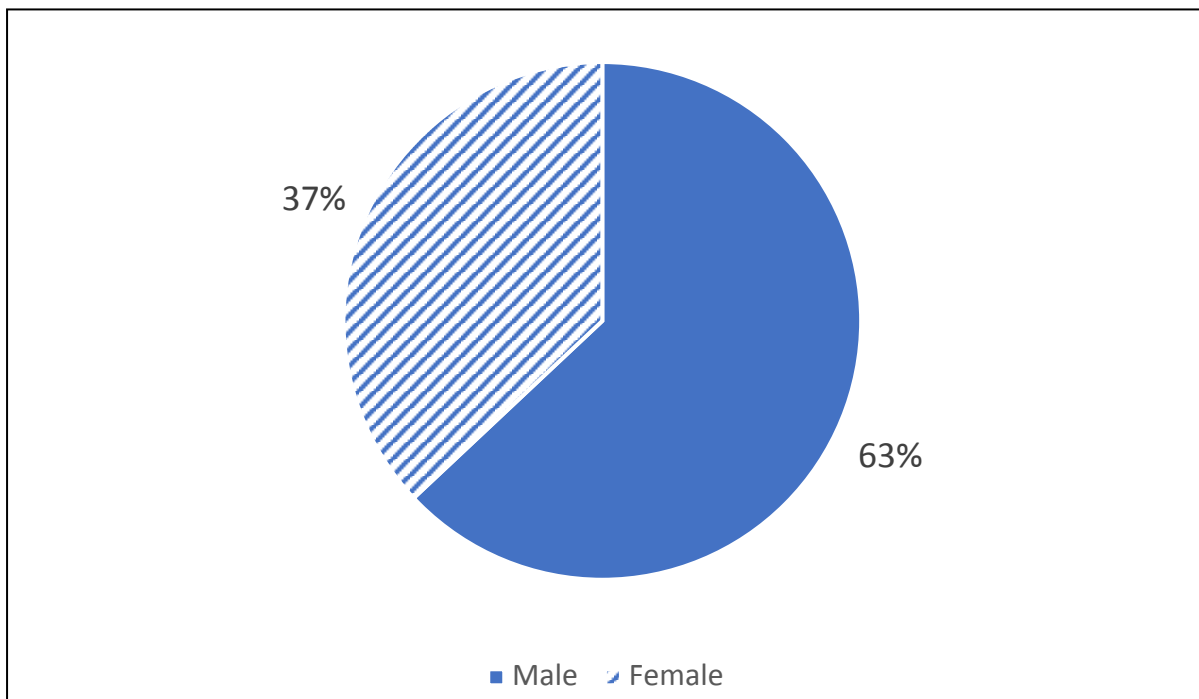
City of London Level Data

Figure 6: Census 2011 Split of Residents by Sex



Bank Junction Level Data

Figure 7: Sex of daytime occupants within the Bank Junction Workplace Zone – Figure refers to the area defined in Appendix 1.



Scheme-Specific Data

No data is available at this level for this protected characteristic.

Assessment of impact to the protected characteristic

What is the proposal's impact on the protected characteristic?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
No evidence of impact to Sex was discovered as part of the Bank on Safety public consultation survey and other engagement exercises conducted by the City of London.	N/A

Summary of impact on the Protected Characteristic: Sex

The overall impact on this protected characteristic within the modelling area is deemed to be neutral.

Protected Characteristic: Sexual Orientation and Gender Reassignment

City of London Level Data

No data is available at this level for this protected characteristic.

Bank Junction Level Data

No data is available at this level for this protected characteristic.

Scheme-Specific Data

No data is available at this level for this protected characteristic.

Assessment of impact to the protected characteristic

What is the proposal's impact on the protected characteristic?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
No evidence of impact to Sexual Orientation and Gender Reassignment was discovered as part of the Bank on Safety public consultation survey and other engagement exercises conducted by the City of London.	N/A

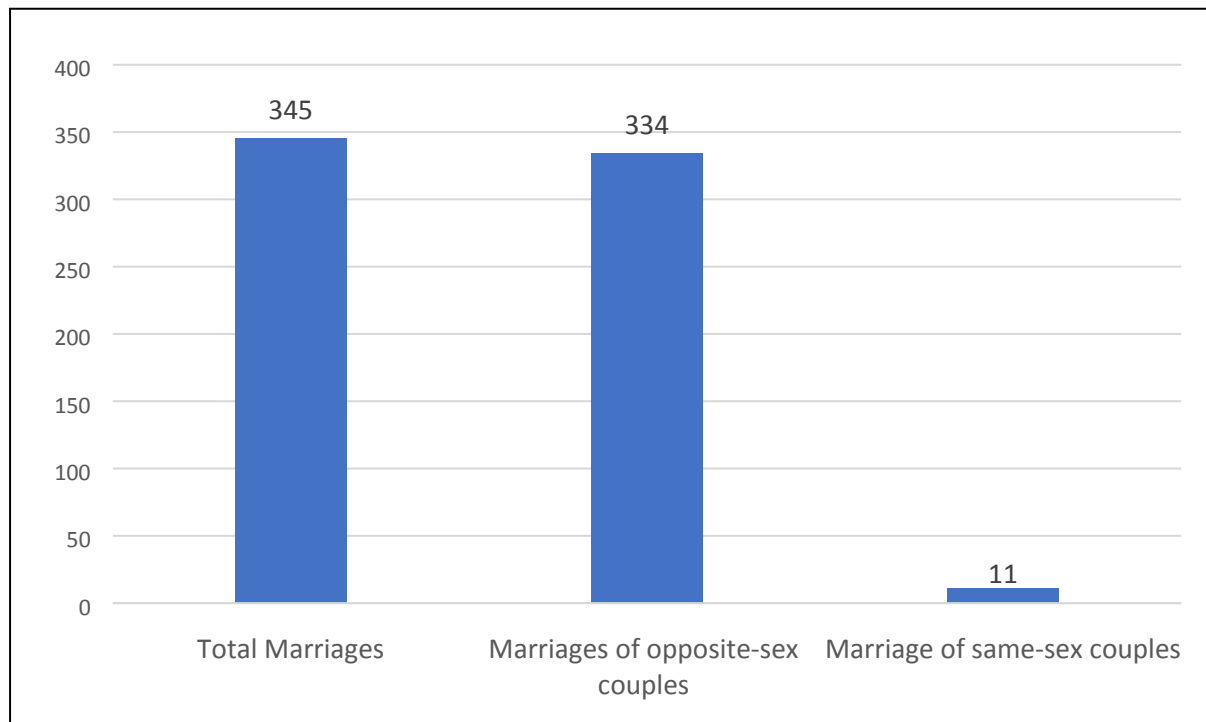
Summary of impact on the Protected Characteristic: Sexual Orientation and Gender Reassignment

The overall impact on this protected characteristic within the modelling area is deemed to be neutral.

Protected Characteristic: Marriage and Civil Partnership

City of London Level Data

Figure 8: ONS 2015: Marriages and Civil Partnerships in the City of London



Bank Junction Level Data

No data is available at this level for this protected characteristic.

Scheme-Specific Data

No data is available at this level for this protected characteristic.

Assessment of impact to the protected characteristic

What is the proposal's impact on the protected characteristic?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
No evidence of impact to Marriage and Civil Partnership was discovered as part of the Bank on Safety public consultation survey and other engagement exercises conducted by the City of London.	N/A




Summary of impact on the Protected Characteristic: Marriage and Civil Partnership









The overall impact on this protected characteristic within the modelling area is deemed to be neutral.

Section Six: Summary of Impacts to the Protected Characteristics

As detailed in Section Five, Table 4 below provides a summary of the impacts to each protected characteristic.

Table 3: Summary of impacts to protected characteristics

	= neutral with possible negative impacts which can be mitigated
	= neutral with no impact
	= negative impact that cannot be mitigated

Protected Characteristic	Impact rating
Age	
Disability	
Gender Reassignment	
Marriage and Civil Partnership	
Pregnancy and maternity	
Race (Ethnicity)	
Religion and Belief	
Sexual Orientation	

As demonstrated in Table 4 there are three protected characteristics which are deemed to have possible negative impacts as a result of the Bank on Safety scheme, however it is reasoned that there are measures which can be undertaken to mitigate these impacts. Further details on mitigation measures are presented in Section Five of the report, however these are summarised in Table 4 below;

Table 4: Summary of mitigations to protected characteristics

	Protected Characteristic		
	Age	Disability	Pregnancy and Maternity
Proposed Mitigations	<p>In addition to the physical changes made as part of scheme implementation officers intend to;</p> <ul style="list-style-type: none"> Continue to monitor key performance data including Taxicard data Continue to engage with the taxi trade Raise awareness through publications Meet with representatives of Age-UK to outline scheme-specific adjustments 	<p>In addition to the physical changes made as part of scheme implementation officers intend to;</p> <ul style="list-style-type: none"> Continue to monitor key performance data including Taxicard data Continue to engage with the taxi trade Raise awareness through publications Meet with representatives of RNIB to outline scheme-specific adjustments 	<p>In addition to the physical changes made as part of scheme implementation officers intend to;</p> <ul style="list-style-type: none"> Continue to monitor key performance data including Taxicard data Continue to engage with the taxi trade Raise awareness through publications

Section Seven: Next Steps

In combination with the final iteration of the Bank on Safety monitoring report and an officer's recommendation report, the outcomes of the Equalities Analysis will be used to inform the ultimate decision on whether to make the Bank on Safety Scheme permanent.

In addition to informing any final decision, the impacts identified in this report will continue to be monitored by officers on an ongoing basis and engagement with key stakeholders

Annex One: What is an Equalities Analysis (EA)?

An equality analysis is a risk assessment tool that examines whether different groups of people are, or could be, disadvantaged by service provision and decisions made. It involves using equality information, and the results of any engagement or consultation with particular reference to the protected characteristics to understand the actual effect or the potential impact of policy and decision-making decisions taken.

The equality analysis should be conducted at the outset of a project and should inform policy formulation/proposals. It cannot be left until the end of the process.

The purpose of the equality analysis process is to:

- Identify unintended consequences and mitigate against them as far as possible, and
- Actively consider ways to advance equality and foster good relations.

The objectives of this equality analysis are to:

- Identify opportunities for action to be taken to advance equality of opportunity in the widest sense;
- Try and anticipate the requirements of all service users potentially impacted;
- Find out whether or not proposals can or do have any negative impact on any particular group or community and to find ways to avoid or minimise them;
- Integrate equality diversity and inclusion considerations into the everyday business and enhance service planning;
- Improve the reputation of the City Corporation as an organisation that listens to all of its communities;
- Encourage greater openness and public involvement.

However, there is no requirement to:

- Produce an equality analysis or an equality impact assessment
- Indiscriminately collect diversity data where equalities issues are not significant
- Publish lengthy documents to show compliance
- Treat everyone the same. Rather, it requires public bodies to think about people's different needs and how these can be met
- Make services homogeneous or to try to remove or ignore differences between people.

An equality analysis should indicate improvements in the way policy and services are formulated. Even modest changes that lead to service improvements are important. If it is not possible to mitigate against any identified negative impact, then clear justification should be provided for this.

By undertaking an equality analysis officers will be able to:

- Explore the potential impact of proposals before implementation and improve them by eliminating any adverse effects and increasing the positive effects for equality groups
- Contribute to community cohesion by identifying opportunities to foster good relations between different groups
- Target resources more effectively
- Identify direct or indirect discrimination in current policies and services and improve them by removing or reducing barriers to equality

Annex Two: Statutory Consultation

The Statutory Consultation process is the formal procedure for feedback or objection on the detail and content of the experimental traffic orders themselves. The below timeline shows how this consultation was advertised and managed by the City of London:

April 2017: Fifteen letters concerning the experimental traffic order were sent directly to the City of London Police, Freight Transport Association, Road Haulage Association, London Transport Buses, Dowgate Fire Station, London Ambulance Service, London Cycling Campaign, London Cab Ranks Committee, London Taxi Drivers Association, City Property Association, Radio Taxis, Cyclist Tourist Club, London Tourist Coach Operators Association and RMT Taxis.

May 2017: Notice of the experimental traffic orders was published in CityAM and London Gazette. City of London website for experimental traffic order goes live.

November 2017: The experimental traffic order consultation for the main restriction closes with 25 formal responses.

February 2018: the experimental traffic order for the loading changes consultation closes with zero responses.

Public Consultation

May 2017: Information towers were placed in two locations at Bank for eight weeks. Over 600 emails were sent to members of the public wishing to be contacted when the consultation went live, as well as City of London Members. Responses to frequently asked questions regarding the consultation are drafted and distributed to the City of London Parking Ticket Office, City of London website and Call Centre.

May 2017 – November 2017: Local businesses who were engaged with prior to Bank on Safety going live receive a follow up email/letter inviting them to meet with the Project Team on how they were operating since implementation, 24 businesses were individually met with. Direct meetings were also taken with taxi, cyclist and pedestrian interest groups. In total, around 507 emails from individuals and organisations were received and responded to regarding the scheme and/or consultation. The public consultation was advertised in CityAM, City Matters and City Resident Magazine. Twitter was also utilised with tweets from highly followed accounts: the City of London, Square Highways, interest groups and high-profile accounts (Val Shawcross and Will Norman).

July 2017 – November 2017: The Public consultation survey was live, 2000 cards advertising the consultation were distributed to visitors, businesses, local workers, churches and residents. Several specific sessions were held to hand out consultation cards to pedestrians at peak traffic times.

September 2017: A letter detailing the consultation and consultation sessions was mailed and couriered to 3000 businesses and residents.

September 2017 – November 2017: Several consultation events were held at locations including: One New Change, St Stephen’s Walbrook Church and the Bank of England.

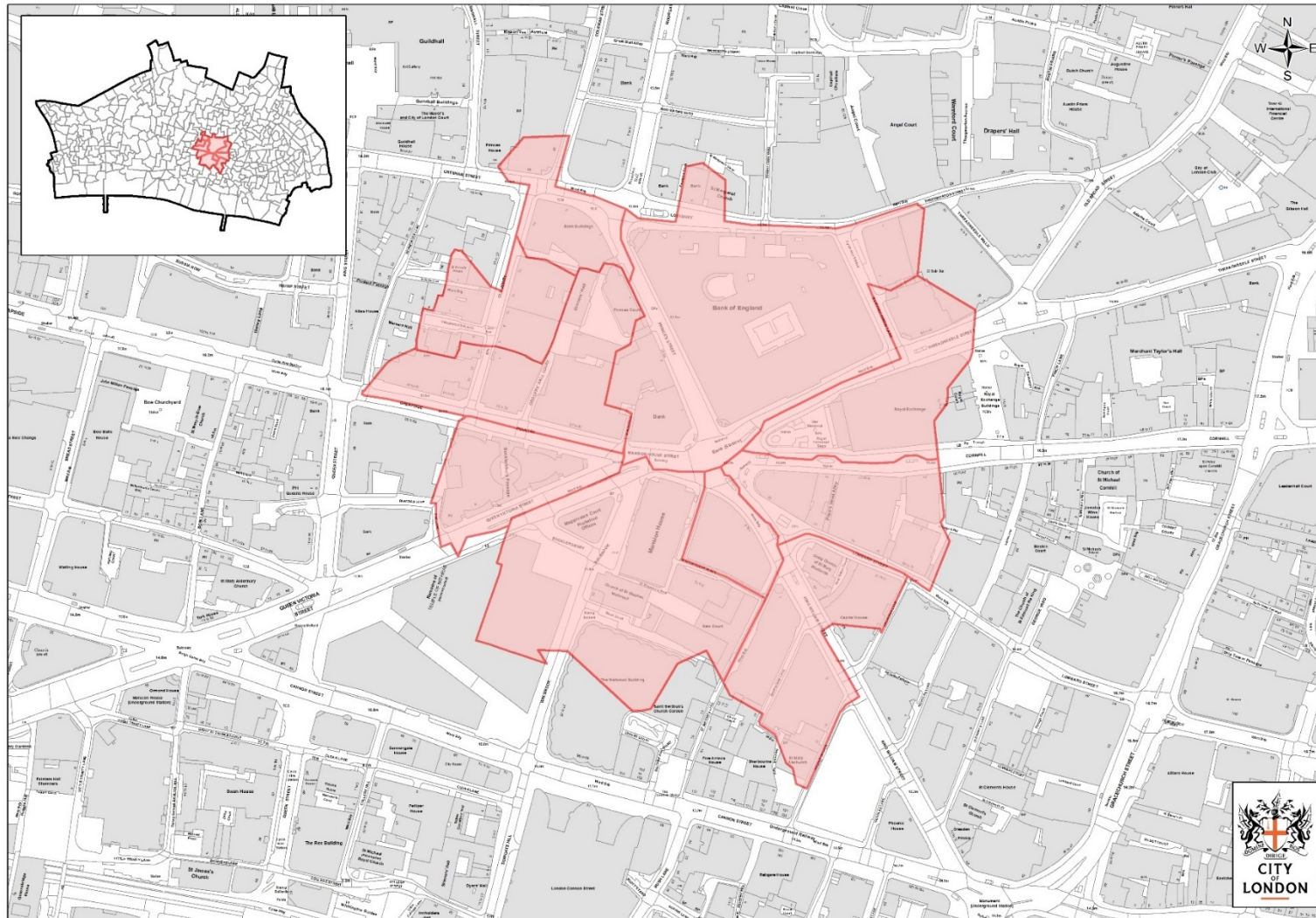
November 2017: Public consultation survey closes with 3730 completed responses.



Figure 9: Bank on Safety public engagement event

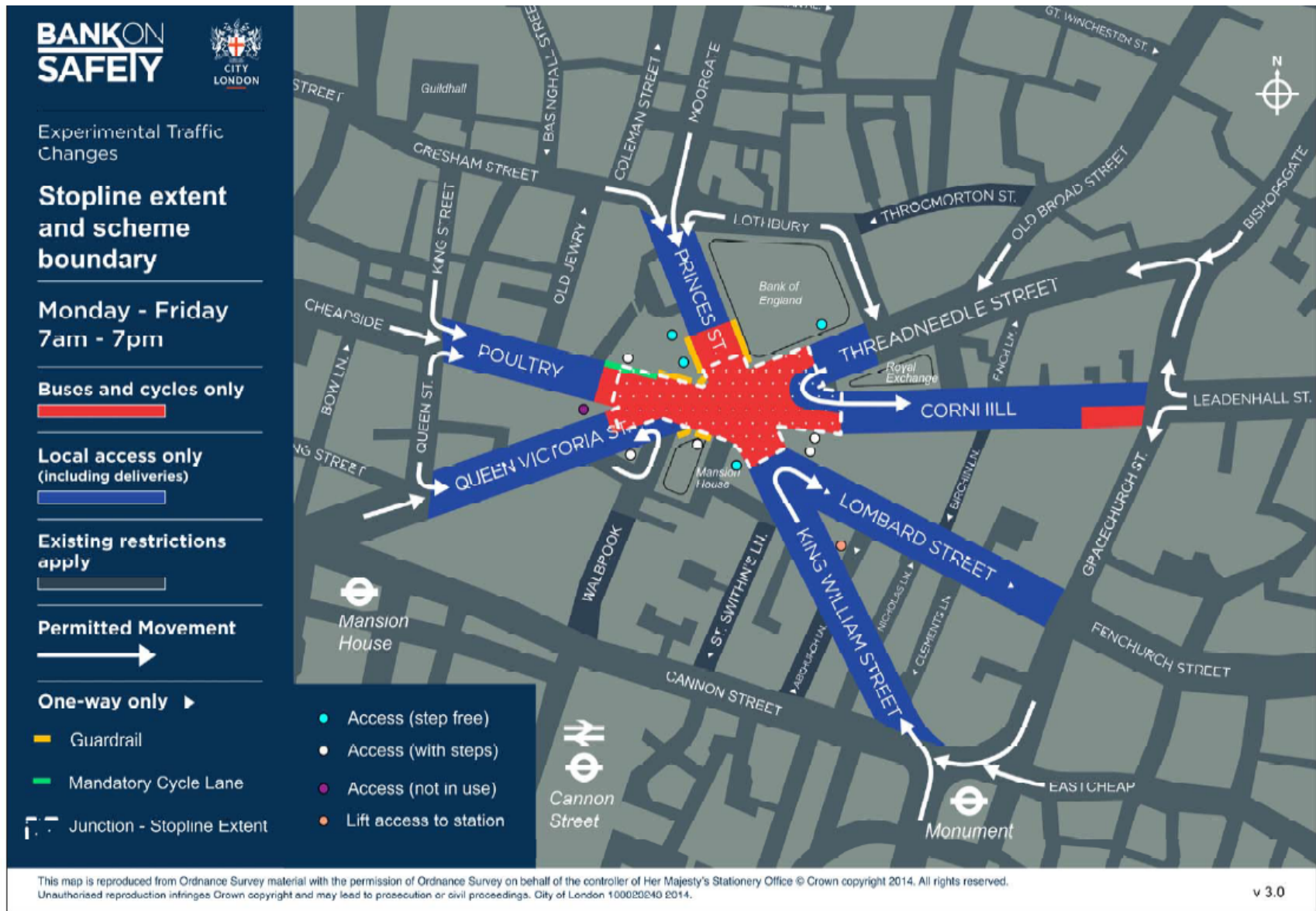
Section Eight: Appendices

Appendix 1 – Area Defined as ‘Bank Workplace Zone’ for data analysis purposes

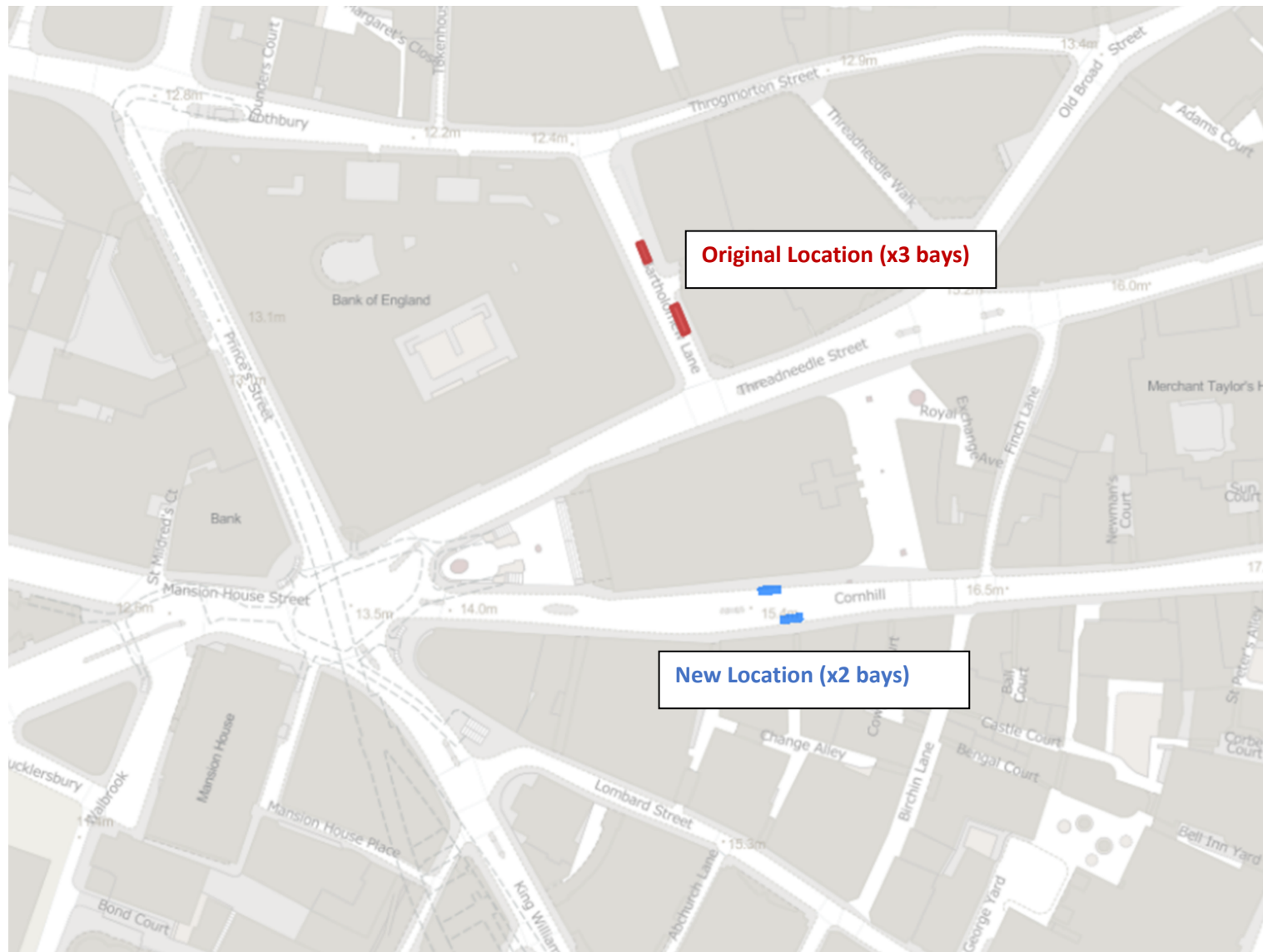


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Appendix 2 – Map showing: Bank Junction Stopline Extent, Bank on Safety Scheme Boundary, Accessible Entrance Locations and building accesses.



Appendix 3 – Indicative Relocation of Disabled Parking Bays from Bartholomew Lane to Cornhill



Appendix 4 - Licensed Taxi availability

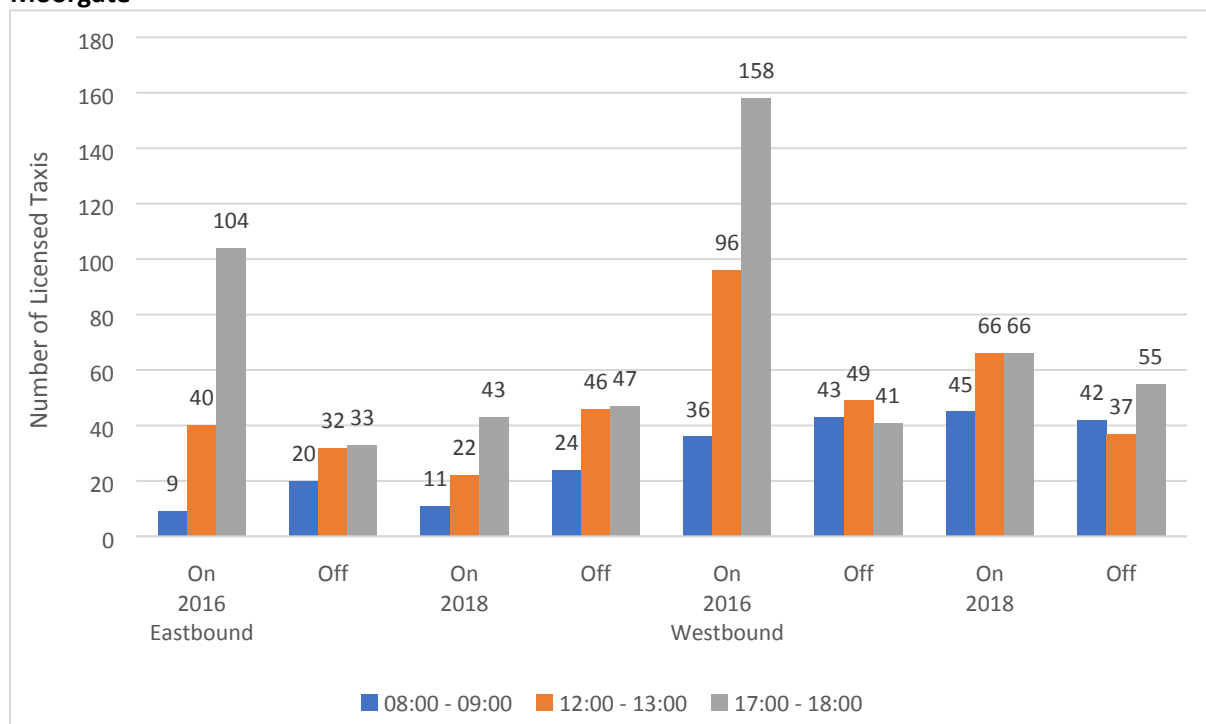
As part of the City of London’s ongoing monitoring of the changes brought about by the Bank on Safety Scheme, the April 2017 Monitoring Strategy stated that the ability to hail a taxi should not be unreasonably worsened by the implementation of the scheme. Access to Licensed Taxis and private hire vehicles in the vicinity of Bank Junction has been raised in the public consultation exercise and by City of London Access Group members.

The original intention of officers was to undertake two sets of surveys – one before the scheme was implemented and one after the scheme was implemented (and traffic behaviour had sufficiently re-adjusted), to give an accurate picture of the change to taxi availability.

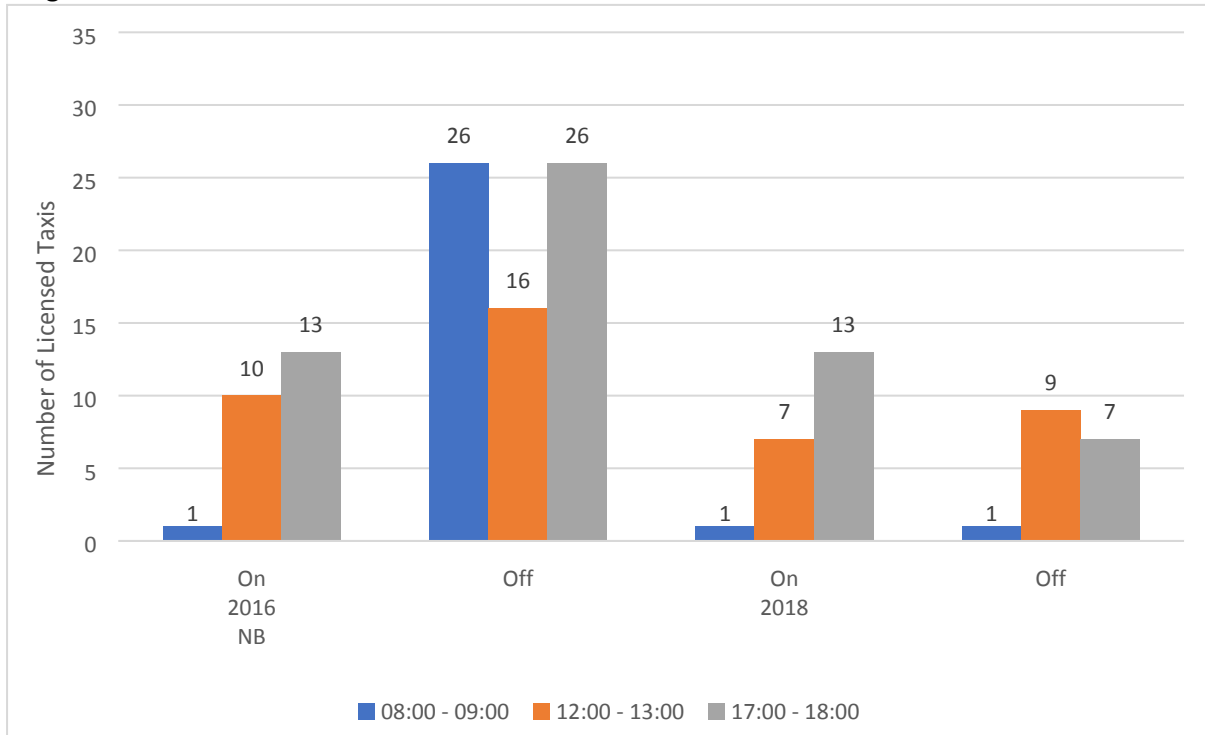
Pre-Scheme Surveys were undertaken in March 2016 by Nationwide Data Collection across a total of 17 sites at Bank Junction and in the surrounding area. The surveys were due to be repeated in March of 2018 in the same locations, however in late January 2018 Cannon Street was closed to traffic due to emergency gasworks. At the time of writing, the works have resulted in a full eastbound closure of Cannon Street, a partial closure of Monument Junction, and the partial re-opening of Bank Junction to traffic via Queen Victoria Street only. It is expected that the current network operation will extend into Autumn 2018, i.e. beyond the date of the final decision on whether to make the Bank on Safety Scheme permanent.

Repeating the surveys under current network operation would not give an accurate reflection of the changes to Licensed Taxi Availability caused by the Bank on Safety Scheme and would most likely mean that a higher availability of Licensed Taxis would be indicated than otherwise (due to Licensed taxis using Queen Victoria Street in higher volumes). Officers intend to repeat these surveys as soon as the Bank on Safety Scheme is operating as normal, however in the interim, spot checks were undertaken by officers on a number of key sites around Bank Junction in April 2018. The findings of these site surveys are summarised below. It should be noted that the counts displayed below are of Licensed Taxis only (i.e. black cabs), split by whether vehicles were driving with their lights on or off.

Moorgate

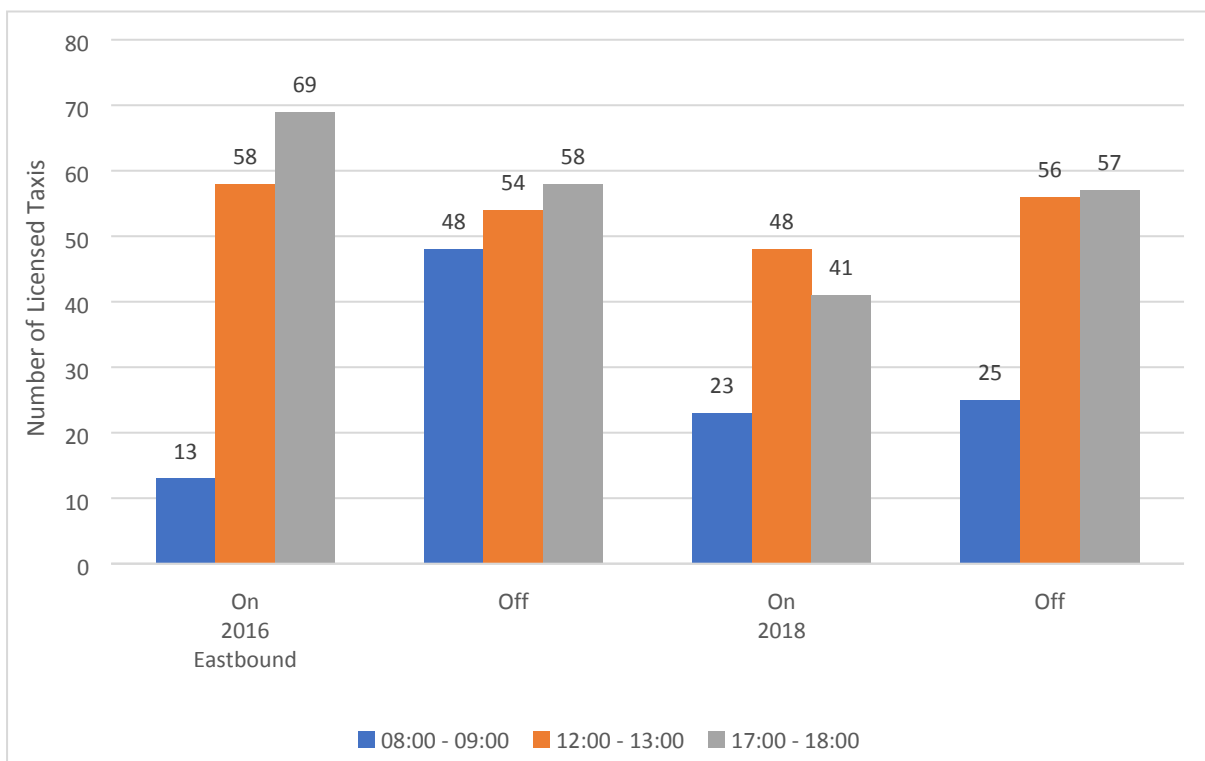


King William Street



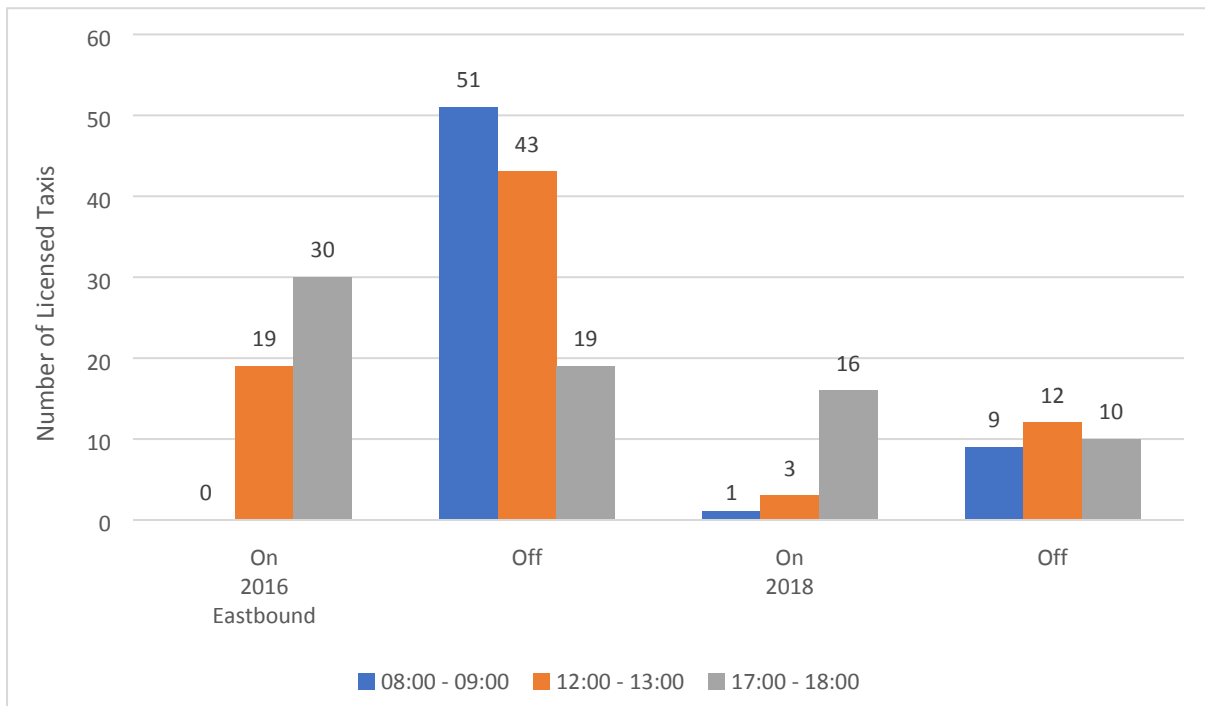
King William Street southbound is not included as this movement is no longer possible

Poultry



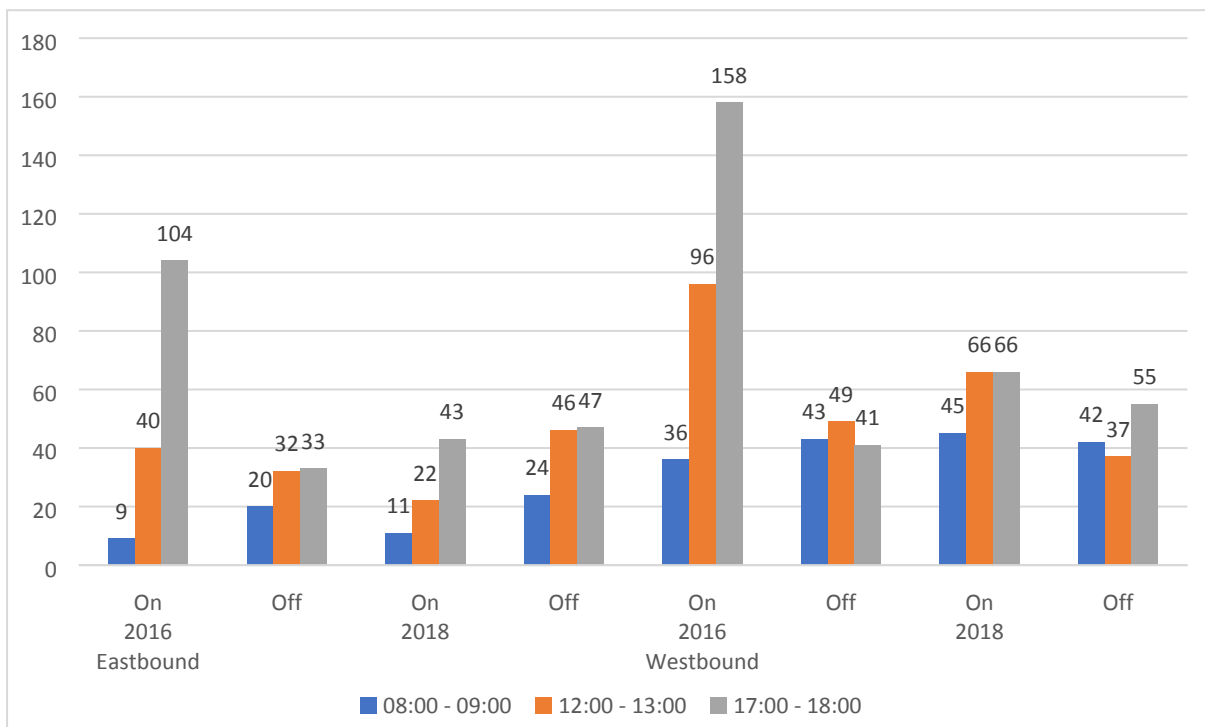
Poultry Westbound is not included as this movement is no longer possible

Threadneedle Street



Threadneedle Street Westbound is not included as this movement is no longer possible

Gresham Street



The counts summarised above demonstrate that based on the spot checks undertaken by officers to date, the volume of Licensed taxis operating has decreased at all sites surveyed. We believe that this decrease is possibly influenced by the following;

- **The length and depth difference between the surveys** – 2016 surveys took place across 17 sites and picked up taxis with and without passengers in addition to those displaying lights or otherwise. 2018 surveys were undertaken over five sites only and counted taxis with lights on or off only.
- **Licensed Taxi usage of Queen Victoria Street** – under the current operation, Bank Junction is formally open to vehicular traffic in an eastbound direction via Queen Victoria Street, observations have shown that Licensed Taxis are using this route in higher volumes than other surveyed streets such as Poultry and Gresham Street.

Whilst there are limitations in the current operation of the junction and the surveys have been undertaken on a provisional basis, it is acknowledged that the Bank on Safety Scheme may have resulted in a reduction in taxi availability in the vicinity of Bank Junction. However, it is also observed that there are still licensed taxis operating in this area and no zero values were recorded in the 2018 counts. Therefore the opportunity to hail may have decreased somewhat in the immediate vicinity but there are still opportunities to hail licensed taxis at the surveyed sites.

Appendix 5 – Taxicard

Within the Equality Analysis process for the Bank on Safety scheme and as demonstrated by responses to the public consultation exercise, taxi access to Bank Junction, particularly for those with a disability has been identified as a concern. Taxicard is a scheme for London residents with serious mobility impairments or who are visually impaired, the scheme allows residents to use both Private Hire Vehicles and Black Cabs.

Taxicard data has been obtained by the City of London from London Councils for before and after the introduction of the Bank on Safety scheme and has been anonymised and analysed to understand the change to trips into and out of the area shown in Figure 10;

Figure 10: Definition of the Bank Area for Taxicard data analysis



The area shown in Figure 10 includes the Bank on Safety scheme area in addition to a number of prominent local properties and businesses such as The Ned Hotel, the Bank of England and the Royal Exchange. Due to data protection restrictions, exact number of trips to individual properties cannot be presented, however Figure 10 below shows the number of trips into and out of this area in the 8 months before Bank on Safety was implemented and the 8 months since Bank on Safety was implemented.

Figure 11: Taxicard trips into and out of to the Bank Junction area, 8 months pre-scheme and 8 months post-scheme

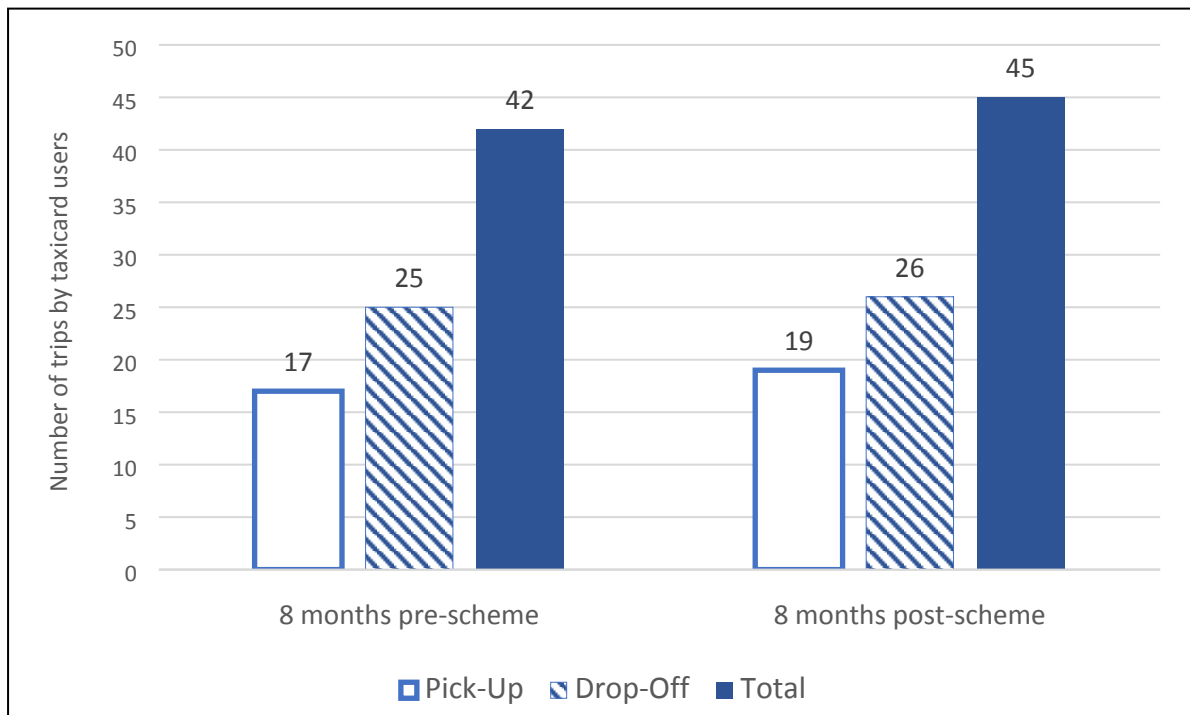


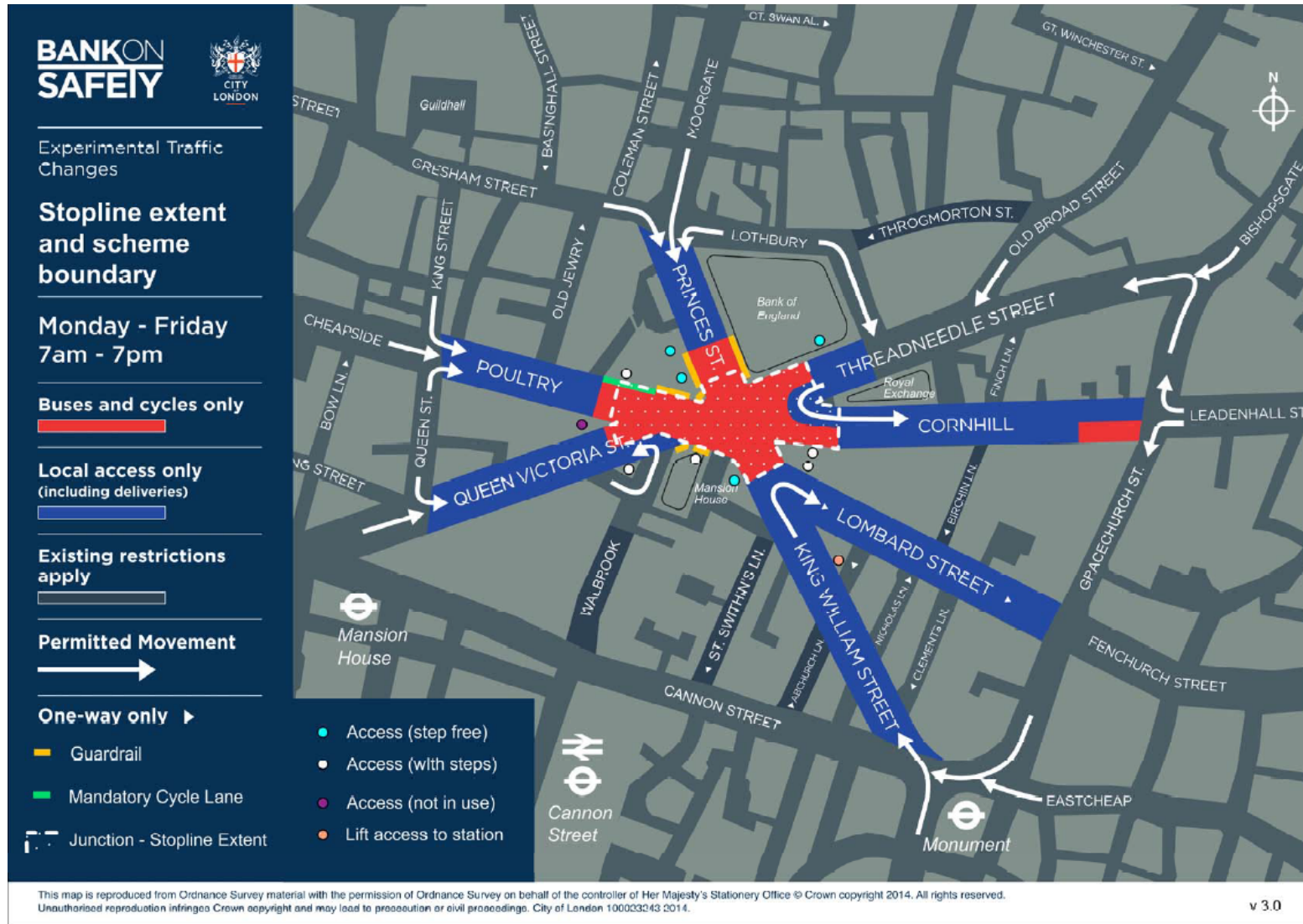
Figure 11 demonstrates that there has not been a meaningful change in the numbers of Taxicard users taking taxis into and out of the area shown in Figure 10 since the implementation of the Bank on Safety Scheme.

It should be noted that the taxicard journeys outlined above are undertaken by a large number of users travelling to and from addresses which differ pre and post scheme, as such it is not possible to robustly compare the change to journey times or costs. Data around taxi journey times and costs can be found in Appendix 5 of the Bank on Safety monitoring report published at this link;

<http://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=71626>.

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Map 3: Access to the buildings surrounding the junction.



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Appendix 9

Technical Note – City of London and LTDA/BWB Consulting Data Comparison

To date, the City of London has published two monitoring reports on the progress of the Bank on Safety Scheme which have measured the performance of the scheme against its original objectives and a number of other metrics which were deemed to be of interest.

In parallel with the City's own monitoring programme, the Licensed Taxi Driver Association (LTDA) and their consultants, BWB Consulting, have undertaken a number of data collection exercises (predominantly associated with journey times and licensed taxi availability) to inform their public consultation response and subsequent ongoing discussions with City of London officers.

Following this a review the City of London have accepted a number of the monitoring datasets collected by the LTDA and BWB for inclusion in its ongoing monitoring portfolio. The data gathered has been summarised within this note and is compared to similar datasets collected by the City of London.

The following datasets have been included in this analysis:

- City of London Mystery Shopper Taxi Journeys – a total of 241 taxi journeys were undertaken across three surveys
 - May 2017 (pre-scheme),
 - July 2017 and
 - November 2017,which surveyed 10 key routes (five routes in two directions), informed by the taxi trade. An average of the July and November surveys has been used in this note.
- LTDA GPS Surveys – a total of 207 taxi journeys were undertaken across two surveys,
 - 91 journeys undertaken between 27/04/2017 – 11/05/2017; and
 - 116 journeys undertaken between 21/09/2017 – 29/09/2017)which surveyed 7 routes in total.
- iBus data – outputs have been generated for 27/04/2017 – 11/05/2017 to be in line with LTDA GPS Surveys.
- Pre-Scheme Licensed Taxi ANPR data undertaken between 15/05/2017 and 19/05/2017, as provided to the City of London by BWB Consulting and the LTDA.

The following datasets were not included in this analysis:

- Post-Scheme iBus data – as Buses are able to travel through Bank Junction in the post-scheme scenario, this dataset is not able to provide an accurate benchmark.
- Post-Scheme Licensed Taxi ANPR data undertaken between 18/09/2017 – 22/09/2017 undertaken by BWB Consulting and the LTDA. This data has not been included as the surveys were undertaken whilst Bishopsgate was closed southbound and Threadneedle Street was closed westbound. In addition, following review of the methodology it was not deemed to be fit for purpose to detect licensed taxi journeys in the post-scheme scenario.

It should be noted that there is a high degree of variance between the above datasets and the journeys they measure, i.e. not all of the surveys begin and end in the same place, as such it is only possible to compare the datasets across the directions presented in this note. In some cases, not all datasets can be used – where this is the case a notation is made within the analysis.

For these reasons the data presented within this note is indicative only and robust conclusions around the accuracy of the data provided by the LTDA and BWB Consulting cannot be drawn.

It should be noted that the LTDA ANPR data has had anomaly timings removed of over 40 minutes and under 2 minutes to provide average journey times.

South to North (Approximately London Bridge to Moorgate stations)

Figure 22: South to North Journey Lengths

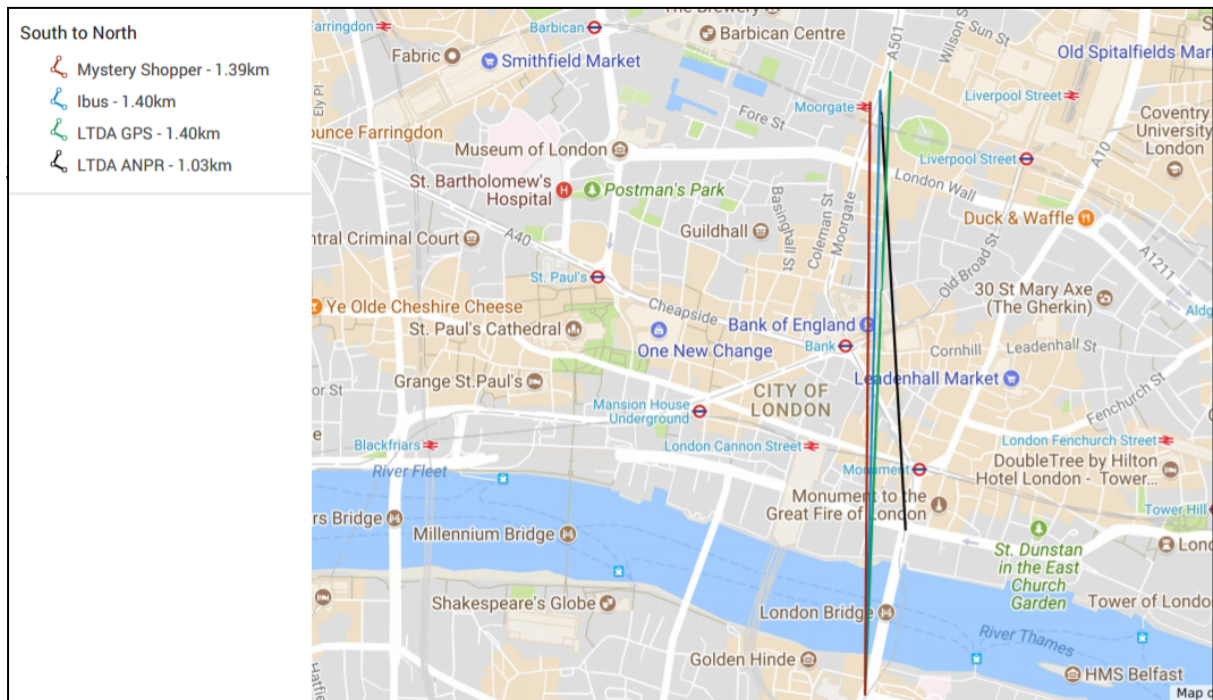
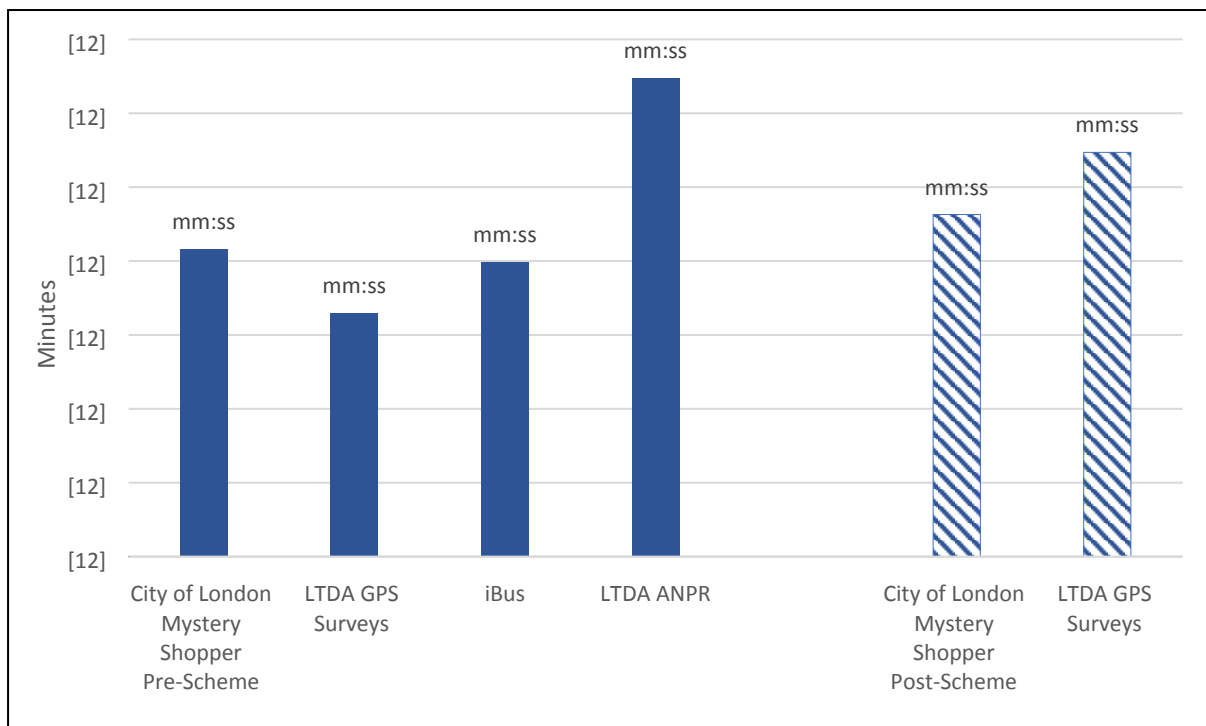


Figure 23: Average Journey Times for South to North Journeys by dataset, split by pre and post scheme.



The LTDA ANPR data for the Pre-scheme does seem comparatively high to the other survey results. The GPS survey and the mystery shopper both show increases between the before and after surveys, with the LTDA GPS showing much greater impact. This is likely to have

been influenced by the work on Bishopsgate in September 2017, when the LTDA post GPS survey was undertaken.

North to South

Figure 24: North to South Journey Lengths (Approximately Moorgate to London Bridge stations)

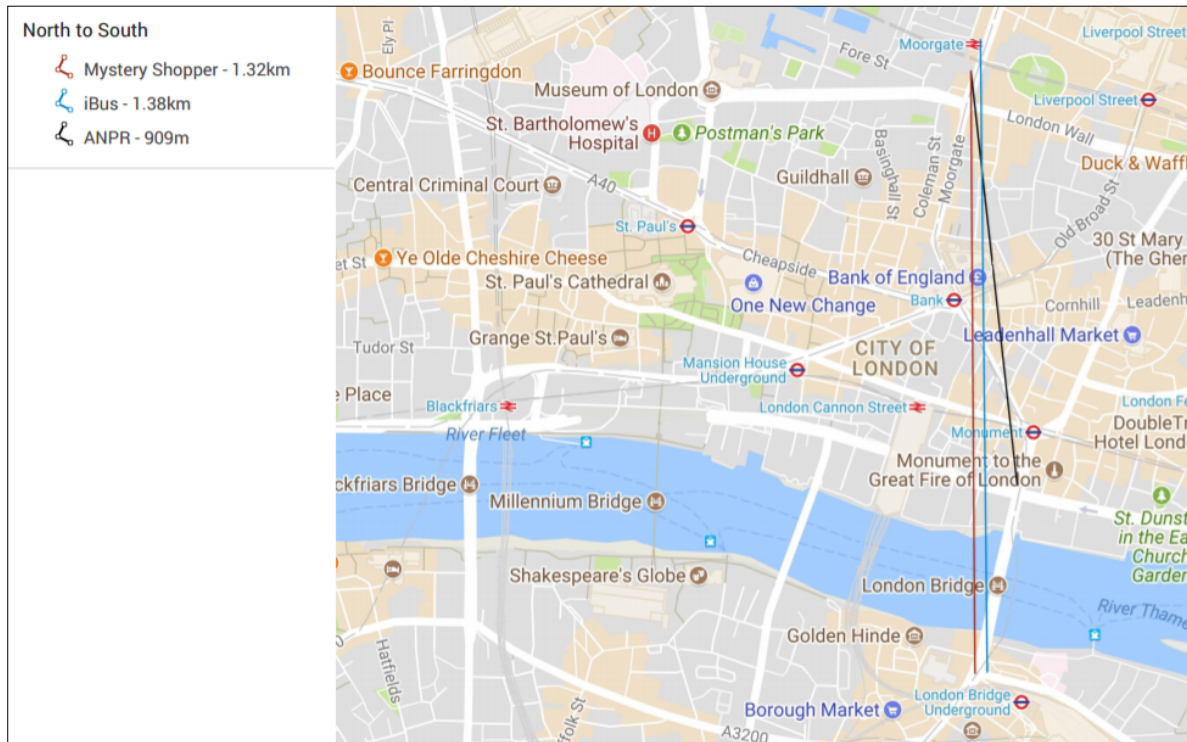
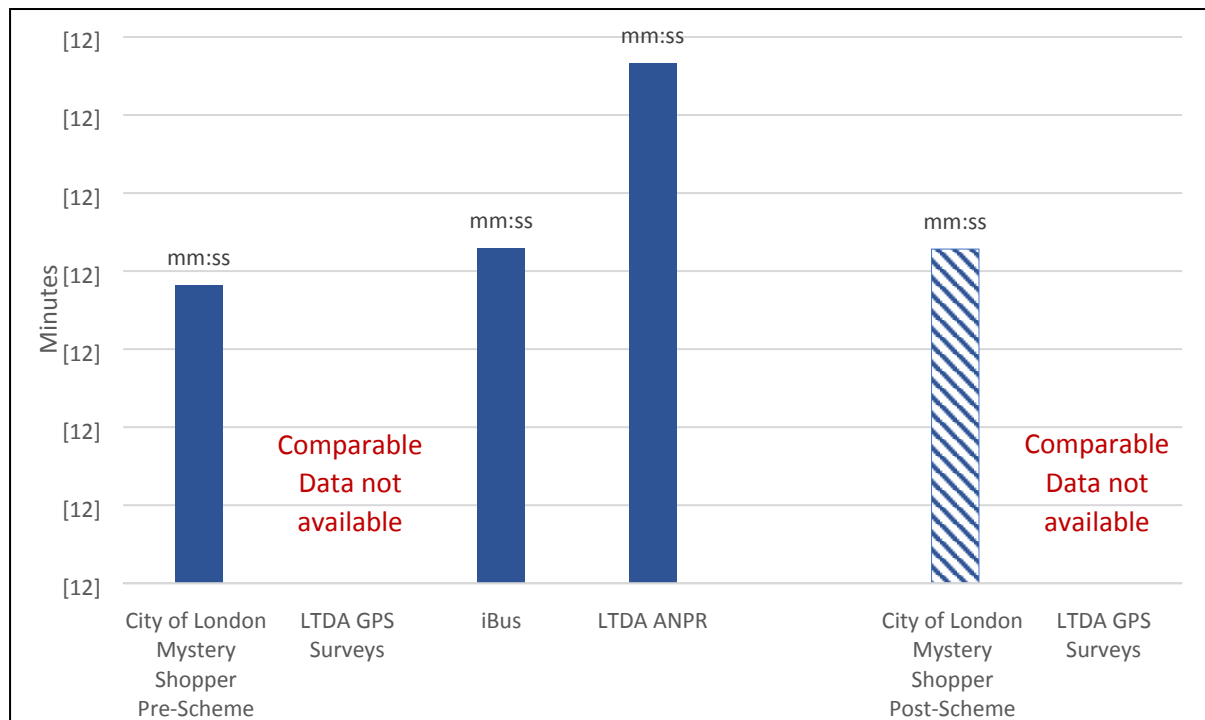


Figure 25: Average Journey Times for North to South Journeys by dataset, split by pre and post scheme.



The LTDA surveys did not record the return trip which is why there is no comparable data for this direction. The LTDA ANPR data for pre-scheme on this corridor does seem high in comparison to the IBus data (IBus data covers the same route and a longer distance).

West to East

Figure 26: West to East Journey Lengths (Approximately Fenchurch Street to St Paul's Stations)

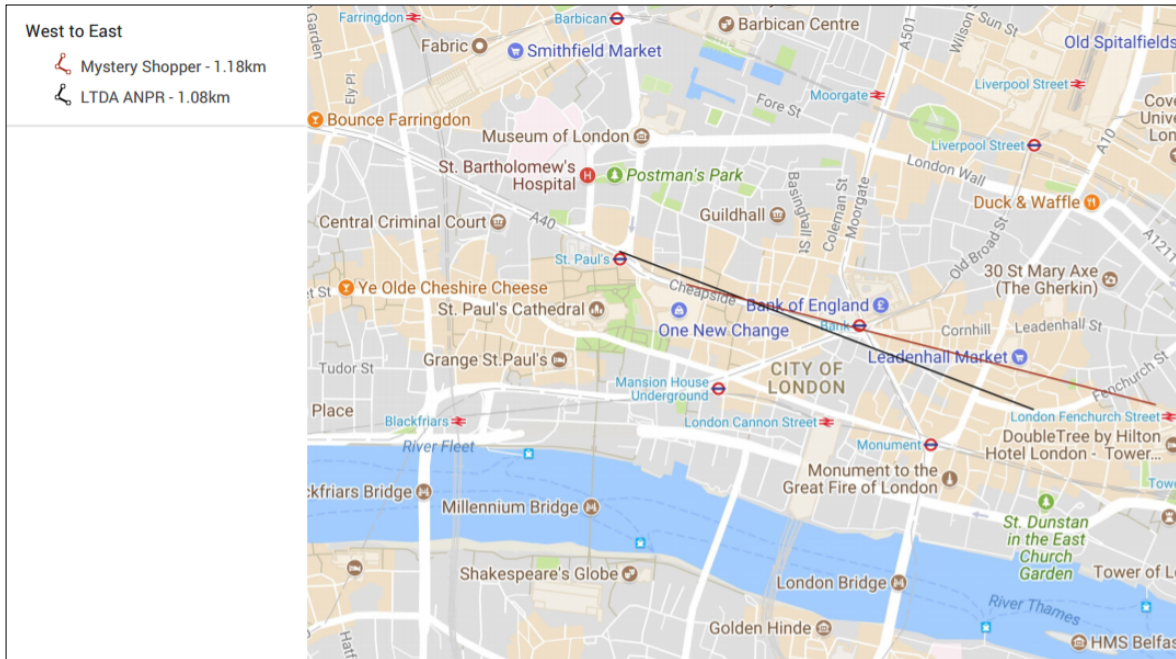
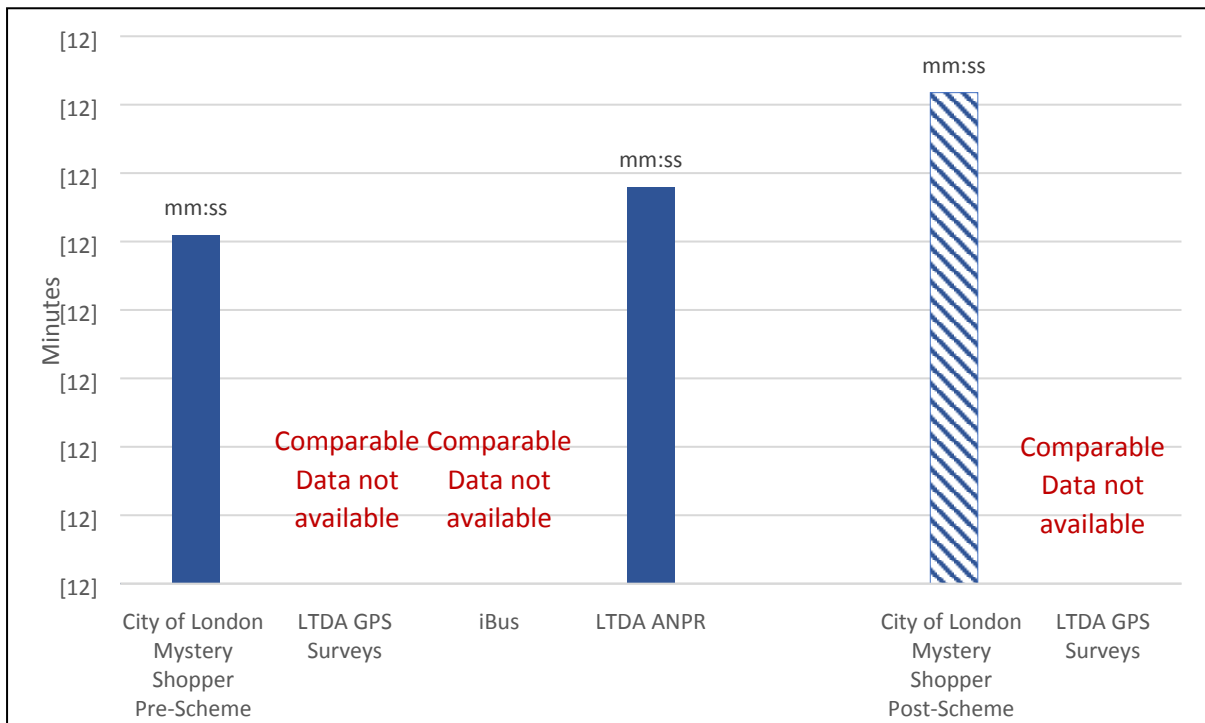


Figure 27: Average Journey Times for West to East Journeys by dataset, split by pre and post scheme.



The LTDA ANPR data supports the pre-scheme mystery shopper result, however there is no comparable data for the post scheme scenario.

East to West

Figure 28: East to West Journey Lengths (Approximately St Paul's to Fenchurch Street)

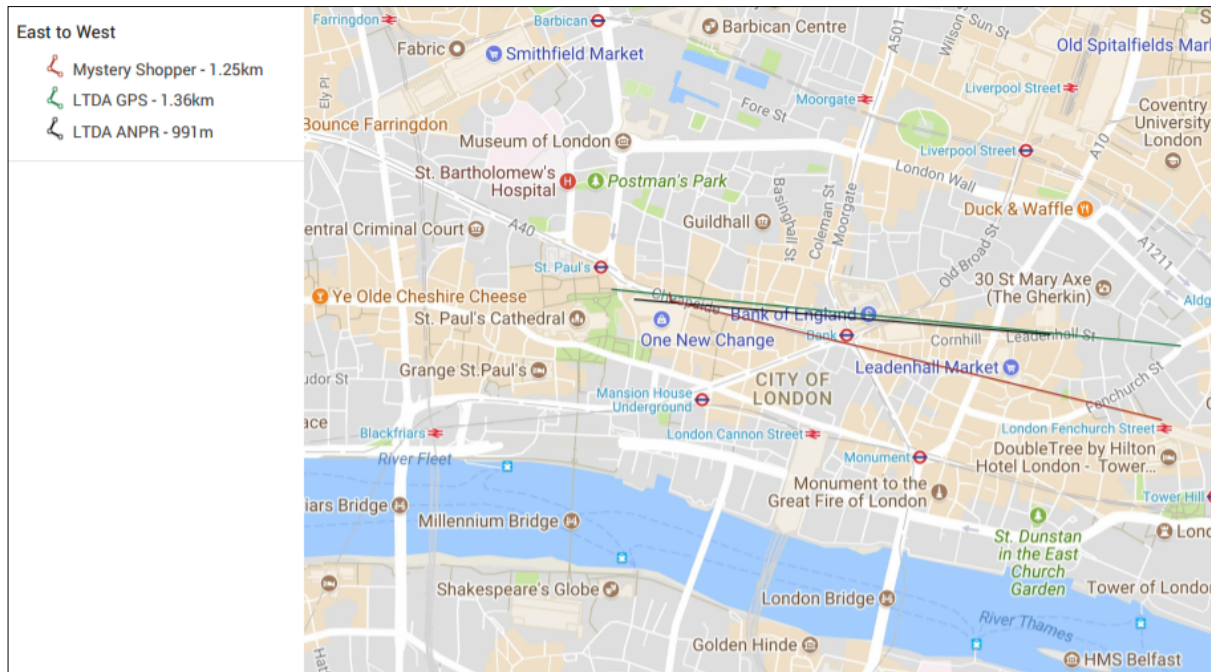
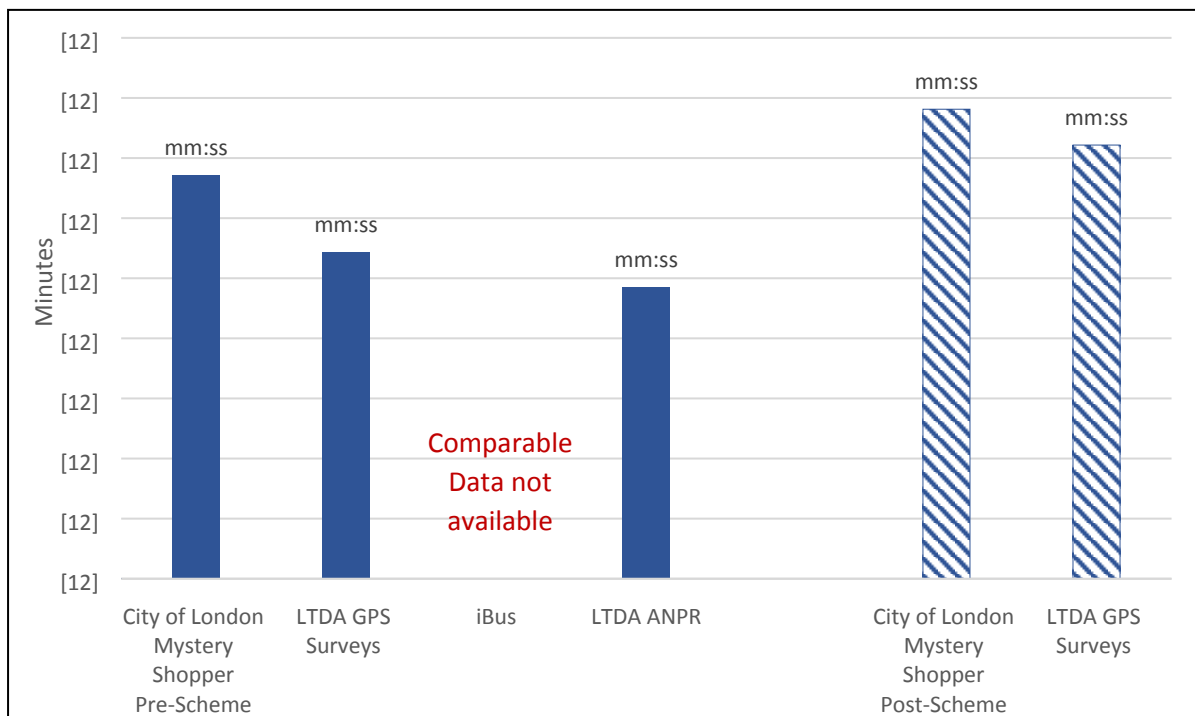


Figure 29: Average Journey Times for East to West Journeys by dataset, split by pre and post scheme.



There is good correlation of the post survey data sets with some variability of the pre-survey data. The ANPR data is a shorter route and therefore does correlate very well with the LTDA GPS survey.

North East to South West (Approximately Liverpool St to St Paul's Cathedral)

Figure 30: North East to South West Journey Lengths

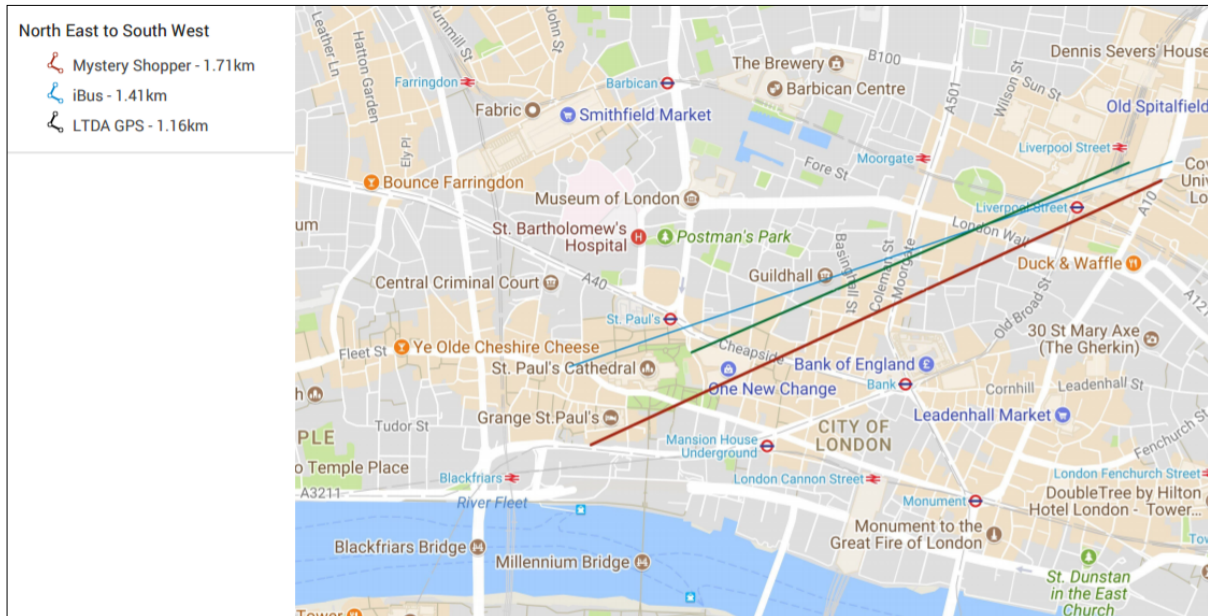
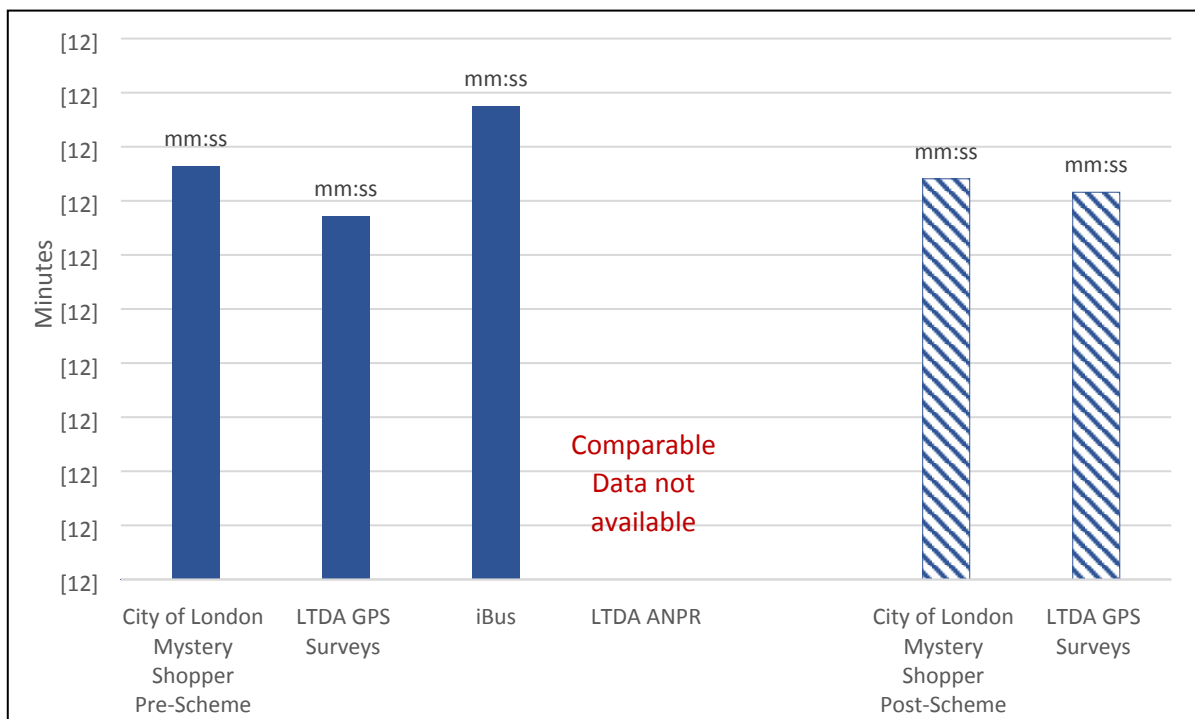


Figure 31: Average Journey Times for North East to South West Journeys by dataset, split by pre and post scheme.



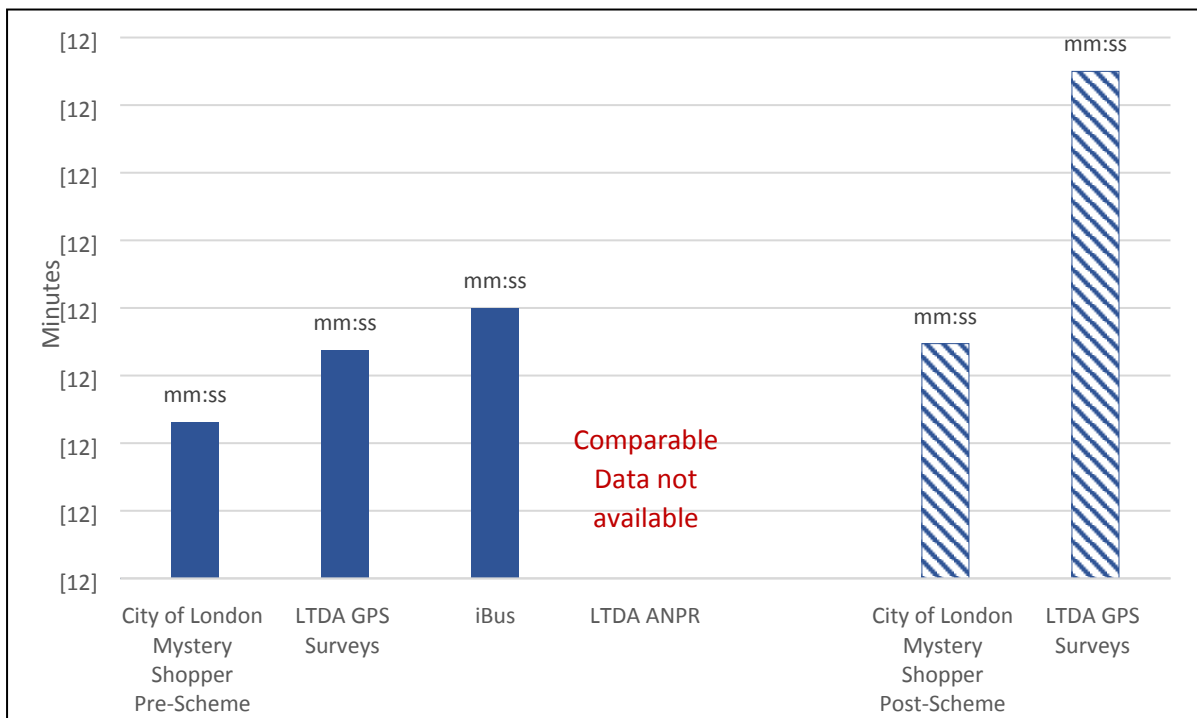
There is good correlation in the post scheme surveys between the City's Mystery Shopper and the LTDA GPS surveys. Variance in the pre-survey can most likely be attributed to the different journey distances observed in Figure 30.

South West to North East (Approximately St Paul's Cathedral to Liverpool St station)

Figure 32: South West to North East Journey Lengths



Figure 33: Average Journey Times for South West to North East Journeys by dataset, split by pre and post scheme.



This routing shows a great deal of variation in the post survey results, there were a total of seven LTDA GPS surveys, four of which had journey times in excess of 20 minutes, resulting in a high post-scheme average.

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Appendix 10

Finance tables:

Table - 6

Bank Junction Interim Safety Scheme - Expenditure incurred			
Description	Approved Budget (£)	Spend (£)	Balance (£)
Staff Costs	781,997	792,768	(10,771)
Staff Cost - Taxi Modelling	14,285	2,142	12,143
Fees	418,584	367,789	50,795
Fees - Taxi modelling	18,715	17,179	1,536
Works	167,626	167,625*	1
Total	1,401,207	1,347,503	53,704

* Approximately £35,000 is due to be returned to this line at the time of writing the report, but not yet available on CBIS.

Table - 7

Bank Junction Interim Safety Scheme - Revised budget			
Description	Approved Budget (£)	Adjustments (£)	Revised Budget (£)**
Staff Costs	781,997	86,000	867,997
Fees	418,584	-15,000	403,584
Works	167,626	-35,000	132,626
Staff: PS contingency	14,285	0	14,285
Fees: PS Contingency	18,715	0	18,715
Total	1,401,207	36,000	1,437,207

**Includes the additional £36k requested.

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Appendix 11

Casualty Data

Reporting to date

1. There is a significant delay in the provision of fully verified STATS19 casualty data from Transport for London to the City of London. Currently fully verified data is only available to the end of 2016. As such, to date officers have used provisional casualty data which has been supplied by the City of London Police, in order to gain insight into the influence of the Bank on Safety scheme to casualty numbers at the junction and across the City. At the time of drafting the previous monitoring reports this was the most up to date information available to officers.
2. TFL have since provided provisionally verified STATS19 data to the end of August 2017. This data is unlikely to change but could still be amended. Data from September 2017 onwards still has the potential to be amended from the data being presented in this report whilst it is processed into provisional STATS19 data.
3. Current data has been provided by the City of London Police whilst drafting this decision report. It should be noted that casualty data can takes some time to be loaded onto the police system when the Police have not been in attendance. The reasons for late entry to the City of London Police system are as follows;

‘A considerable number of personal injury collisions are not reported to Police at the time of occurrence and are subsequently reported at a later time which can be from a few days to several months.

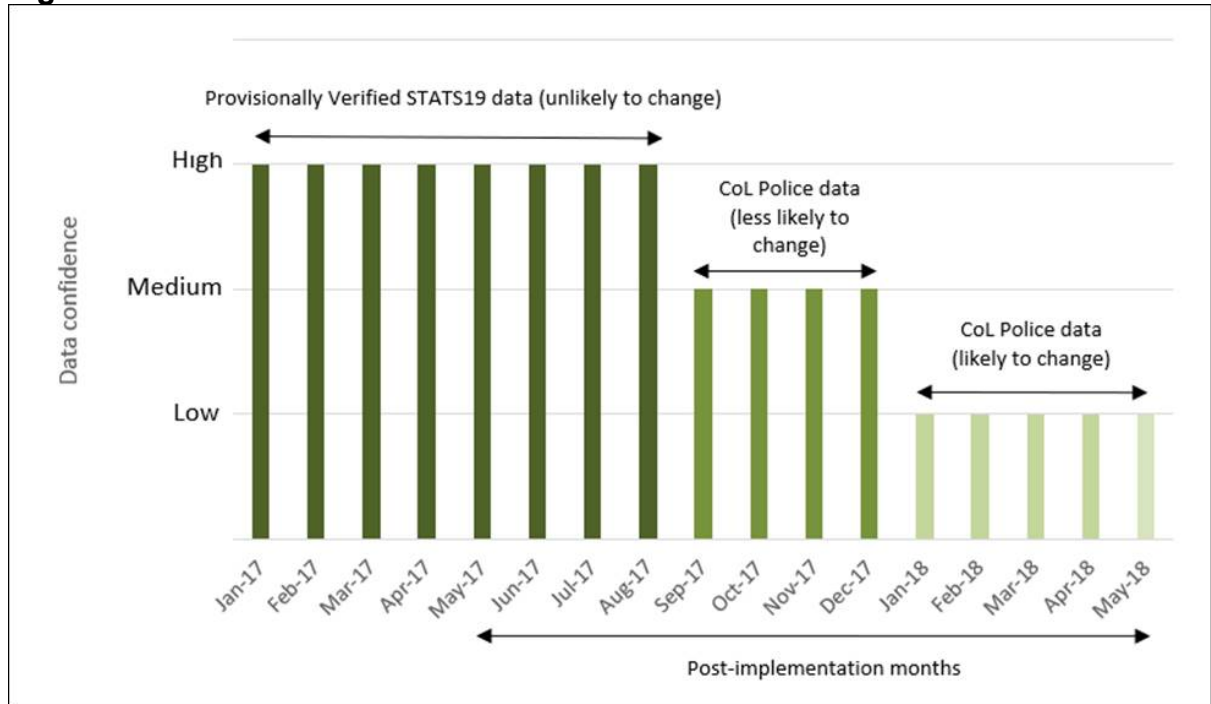
Such collisions are either reported online directly to the City of London Police or by the person attending a Police Station, which can be anywhere in the country, and completing a self-report form. Reports to other Police Forces pass through that Force’s internal systems before being received by the City of London Police and this can take considerable time.

Reports received on line, or from other Forces, have to be manually entered on to the Force’s computer system for further action, and onto the DfT CRASH system for statistical purposes. This information is only visible once that process has been completed.”

Additionally, some collisions on or near the City of London Police Force boundary are dealt with at the scene by the Metropolitan Police. When the data is verified, the casualty information is then transferred to the correct authority.

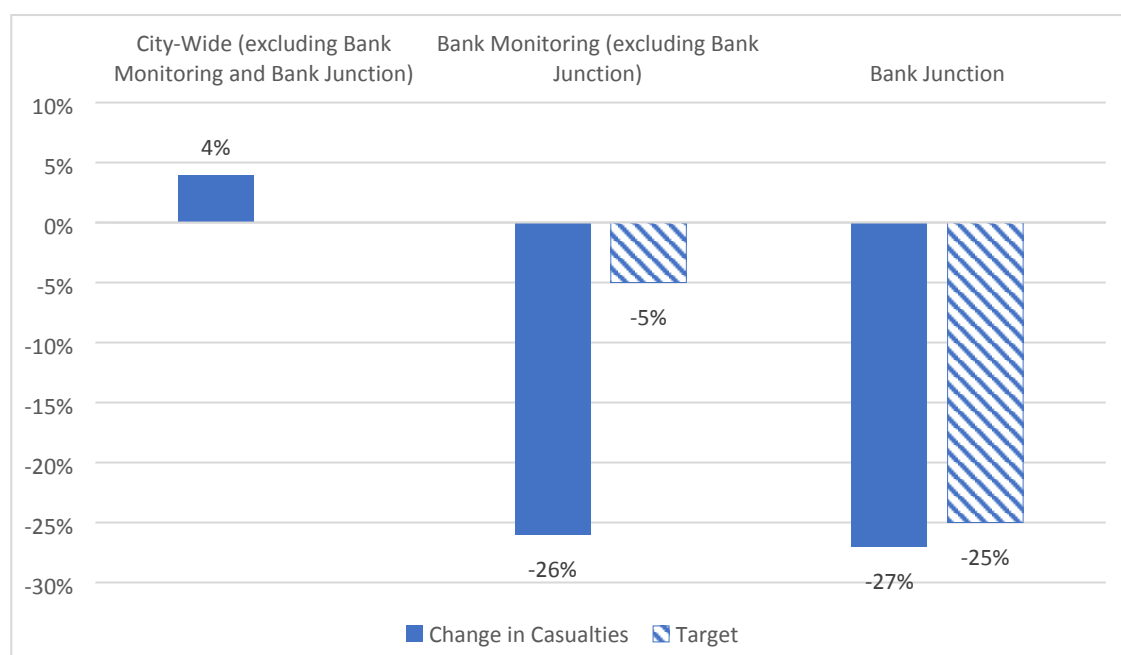
4. Figure 22 below shows the casualty datasets being used by officers to inform this report and an indication as to the data’s likelihood in being amended in the future.

Figure 22: Datasets used and officer confidence level



5. As figure 22 shows, a combination of datasets are being used to report on casualties. Reporting exclusively on STATS19 data would be the most accurate method of reporting, however this would severely limit the ability for Members to make an informed decision within the timeframe of the experimental period. The September to December 2017 data set is possible, but less likely to change again. This is because incidents not requiring police attendance at the scene are most likely to have been reported within six months and processed by the various forces.
6. 12 months of post-scheme casualty data made up of both provisionally verified STATS19 data and City of London Police data is therefore being used with the caveat that this data is subject to change. 12 months of provisionally verified STATS19 data is not expected to be available until February 2019. The use of provisional data was set out in the Bank on Safety monitoring strategy.
7. It should be noted that until 12-months of post-scheme verified STATS19 data is available to officers, it will not be possible to finalise what effect the Bank on Safety scheme has had on casualty numbers at Bank Junction or the monitoring area.
8. The analysis set out below and in the main body of the report is based on the information that has been made available to date and is subject to change.

Figure 23: % change in casualties during operational hours compared to five-year average vs the scheme success criteria.



9. Figure 23 above demonstrates that based on the data currently available for 12 months of operation of the Bank on Safety scheme, it has exceeded its target of casualty reduction within the bank monitoring area and has met the minimum criteria at Bank Junction. It should be noted that given the relative small numbers when looking at one junction, each casualty can change the percentage by a large number.

10. Table 8 below shows the raw figures used to arrive at the five-year annual average which the performance of the scheme is being benchmarked against. Data is for Monday to Friday collisions only.

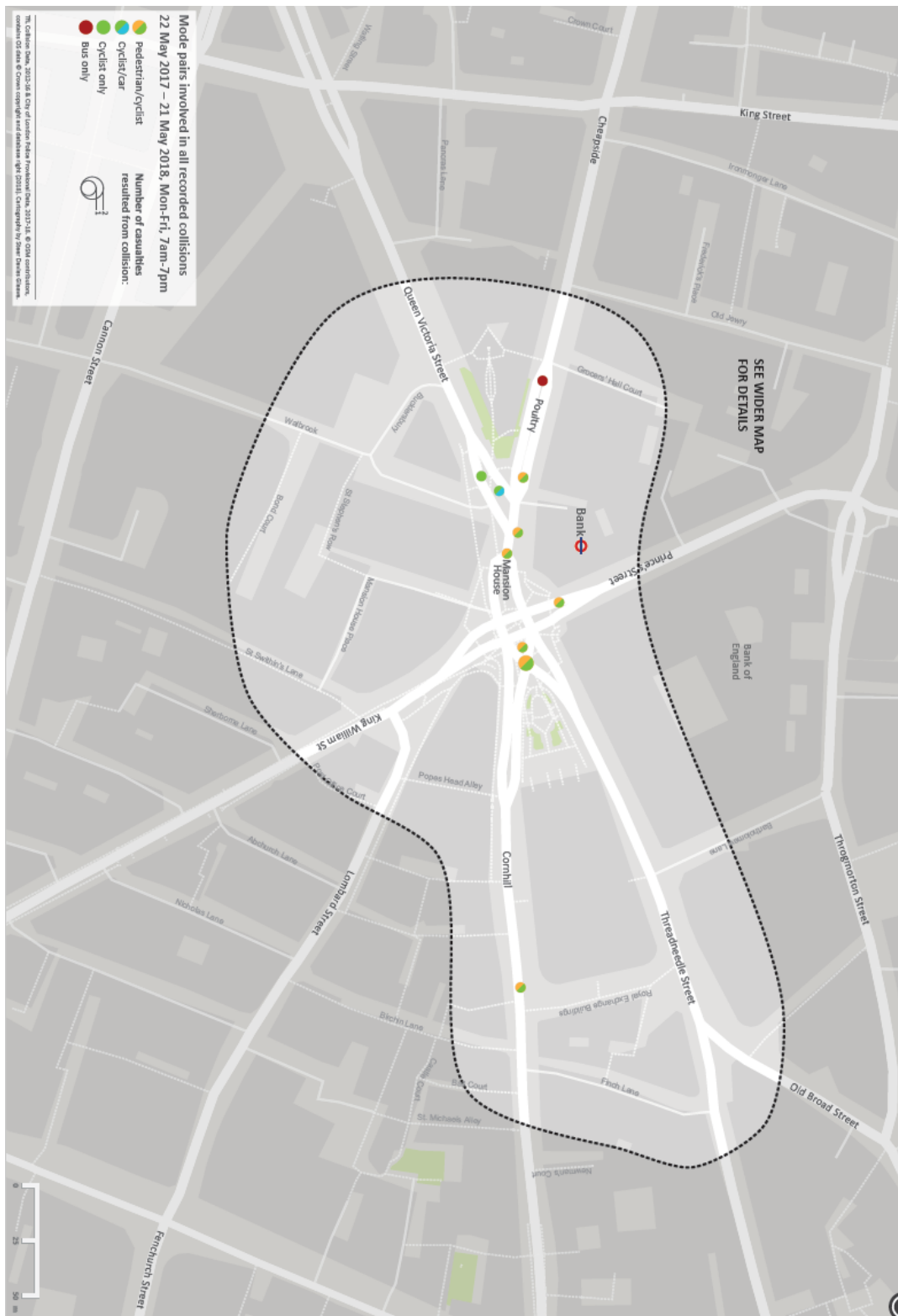
Table 8: % Total casualty breakdown by area.

	Date Range (from to) excluding weekends		Bank Junction		Bank Monitoring (excluding Bank Junction)		City-Wide (excluding Bank Monitoring and Bank Junction)	
			7am-7pm	7pm-7am	7am-7pm	7pm-7am	7am-7pm	7pm-7am
Post-scheme	22/05/2017	21/05/2018	11	5	59	27*	161	41
Years used for 5-year average	22/05/2016	21/05/2017	13	7	60	29	159	54
	22/05/2015	21/05/2016	10	6	71	21	148	53
	22/05/2014	21/05/2015	15	5	103	16	175	49
	22/05/2013	21/05/2014	23	4	87	27	147	40
	22/05/2012	21/05/2013	15	4	79	19	148	52
5-year average (rounded to whole number)			15	5	80	22	155	50

** there was one collision which resulted in 5 casualties (slight) which is unusual. This one collision represents the 21% increase in 7pm-7am casualties shown in figure 2 in the main body of the report.*

Figure 24 below shows the casualty pairings of the 11 post-scheme casualties at Bank Junction which have occurred during operational hours.

Figure 24: Post-Scheme Casualty pairs at Bank Junction during operational hours



11. Below is a breakdown of the 11 casualties that have occurred at Bank Junction during operational hours since the implementation of the scheme;

- In June 2017 a pedestrian and cyclist collided at the Cornhill pedestrian crossing on Bank Junction, resulting in a slight injury to the pedestrian.
- In July 2017, two cyclists collided at the Queen Victoria Street / Walbrook junction, resulting in a slight injury to one of the cyclists.
- In September 2017 a pedestrian and cyclist collided on Poultry, resulting in a serious injury to the cyclist
- In October 2017 a pedestrian and cyclist collided on Mansion House Street, resulting in a serious injury to the pedestrian.
- In November 2017 a pedestrian and cyclist collided on Poultry, resulting in a slight injury to the pedestrian
- In November 2017, a car turned right into a cyclist on Mansion House Street, resulting in a slight injury to the cyclist.
- In November 2017, a pedestrian and cyclist collided at the Cornhill pedestrian crossing on Bank Junction, resulting in a slight injury to the pedestrian and a slight injury to the cyclist.
- In January 2018 a bus applied the brakes on Poultry, causing a standing passenger to fall over, resulting in a slight injury to the passenger.
- In March 2018, a cyclist fell as a result of an interaction with a pedestrian, resulting in a slight injury to the cyclist.
- In May, a pedestrian and cyclist collided on Threadneedle Street, resulting in a slight injury to the pedestrian.

12. Since the implementation of the Bank on Safety scheme there have been a total of 11 recorded casualties at Bank Junction during the scheme's operational hours over a 12-month period, two of which were recorded as serious. Eight of the 11 casualties have occurred as the result of a pedestrian / cyclist collision or interaction. The previous five-year average for collisions of this nature was one per year, suggesting that the Bank on Safety scheme has changed the pattern of collision pairings from predominantly occurring between motor vehicles and pedestrians and cyclists, to between pedestrians and cyclists.

13. The locations of the collisions since the scheme became operational appear to cluster around the junction of Queen Victoria Street/Poultry and also Cornhill. The previous collision pattern was dominant in the centre of the junction. It is believed that subtle engineering improvements could be made to help improve this situation.

14. It should be noted that there has been a general trend change across the City with an increase in pedestrian casualties and pedestrian / cyclist 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.

15. There appears to be a significant casualty saving within the monitoring area during operational hours which strongly implies that casualties haven't simply been displaced from Bank junction to the surrounding area.

16. 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. These programmes of work are already underway as part of the road

danger reduction programme. Overall whilst there is still work to do, the experiment has so far had a positive impact on reducing casualty numbers at Bank junction during operational hours. There are also strong indications that the schemes operations is making a positive difference to the casualty numbers in the wider monitoring area.

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Committee(s):	Date(s):
Policy & Resources Committee – for decision	05/07/2018
Planning & Transportation Committee – for decision	26/07/2018
Property Investment Board – for decision	18/07/2018
Public Relations and Economic Development sub-committee – for decision	28/06/2018
Subject: MIPIM property conference 2018/2019	Public
Report of: The City Surveyor / Director of the Built Environment	For Decision

Summary

This report informs your Committees of the City of London Corporation’s activities at the MIPIM property exhibition in March 2018 and seeks approval for City of London Corporation attendance at MIPIM 2019. This report also identifies potential areas to develop to maximise the benefit of the City Corporation’s attendance at MIPIM 2019.

MIPIM provided an opportunity to engage with local and international representatives of the property industry together with high-level representatives of other international and UK cities and regions. It provided a unique opportunity to engage in the debate relating to key issues and demonstrate how the City Corporation will provide leadership in taking forward matters of local and international importance. The programme of activities was extremely well received by delegates attending.

Key activities from MIPIM 2018 included:

- Promote the City and London
- Relationship building with UK/international cities and regions
- Launch of the *City as a Place for People* research report:
- A pre-MIPIM research launch event hosted by the City Property Association and media interviews to generate publicity on the research report before MIPIM
- A City-hosted dinner with high-level guests.
- An evening reception hosted jointly with the City Property Association and the London Chamber of Commerce
- Meetings with high-level representatives of property companies and stakeholders active in the Square Mile.
- Participation in six panel sessions involving the Chairman of Policy and Resources Committee, the Chairman of Planning & Transportation Committee and Director of the Built Environment.
- Production of a new promotional video for the City stand
- Significant pieces of media coverage in national, local and trade publications
- Property tech company Built ID’s dynamic platform that incorporates many of the City developments was on display at the City stand.

The cost of representation at MIPIM 2018 was above the approved budget of £98,000 totalling £99,197. The additional cost related to last minute loss of accommodation due to flooding for 4 members of the delegation and the need to source alternative accommodation.

Recommendations

- I. That this report on MIPIM 2018 is received
- II. That the additional cost of attending MIPIM 2018 be noted
- III. That the Policy & Resources, Planning & Transportation Committees, and the Property Investment Board, approve that the City of London Corporation should attend MIPIM 2019 with a total budget of £94,000.

Main Report

Background

1. **MIPIM** is widely recognised as the world's leading and most influential event for the property sector. It is a global marketplace that offers the opportunity to connect with key players in the industry, from investors to end-users and local government to international corporations. This year 28,000 delegates attended from 100 countries.
2. The focus of The City Corporation's attendance at MIPIM 2018 centred on the following headline objectives:
 - a) Promoting the City to the international property investment market, including investors from the Far East, building on last year's research theme of *The City as the original co-working space* while also incorporating the key messages from this year's research theme: *The City as a place for people*.
 - b) Managing relationships with and extending hospitality to new and existing investors, developers and influencers.
 - c) Positioning the City as a thought leader in property and place making.
 - d) Supporting the London stand, and a joined-up message of London is Open.
 - e) Building relationships with UK cities and regions.
3. The City Corporation representatives attending MIPIM 2018 were the Chairman of Policy and Resources Committee, Chairman of Planning and Transportation Committee, Chairman of the Property Investment Board in addition to the City Surveyor, Director of the Built Environment, Chief Planning Officer and the Director of Investment Property Group. The senior team were supported by three representatives from the City Property Advisory Team and one officer from the Communication's team
4. **City Corporation events and speeches:**
 - The City Corporation jointly hosted a seminar with the City Property Association (CPA) to launch "*The City as a Place for People* – based on [research](#) undertaken

by the City Corporation's research team. 130 delegates attended the session chaired by the Chairman of Policy & Resources Committee. The report was an opportunity to highlight future work trends and the impact of "place" on current and future occupier needs.

5. The Head of Research in the Economic Development Office was flown over for 24 hours to present the findings of this report at the seminar. The cost of flights and accommodation (£500) came out of the research local risk project budget utilised for disseminating the research to key audiences. This cost together with the cost of producing the report has not been included as part of the main MIPIM budget.
6. The seminar examined the current trends and drivers of change – including Brexit, automation; and the rise of agile working which all have the potential to disrupt the existing links between jobs and location. The session also explored the ways in which firms are putting people at the heart of their location decisions.
7. A pre-MIPIM launch of the research was also hosted by the CPA with the Chairman of Planning and Transportation Committee providing the keynote address at an event in the City.
8. The Chairman of Policy & Resources chaired the seminar promoting the research at MIPIM and also participated in three other panel sessions. This year, the Chairman was invited to participate on a panel in the main conference programme as part of the "*London: a special city in a world of cities*" together with the Deputy Mayor for Planning Regeneration and Skills. The Chairman also chaired a seminar that was promoted by the City Corporation with the title "Collaboration not competition: the integrated UK offer for financial and professional services" together with representatives of Edinburgh, Belfast, Manchester and the Department for International Trade (DIT). The Chairman also sat on a panel as part of a City Property Association session titled "The power of public private partnerships for regenerating UK City centres", as part of the DIT programme of events within their pavilion.
9. The Chairman of the Planning & Transportation Committee participated in a specific panel session hosted on the London Stand entitled "*Smart Streets*" which looked at the work the City Corporation is doing in the areas of vehicle/pedestrian discord, air quality and freight consolidation.
10. The Director of the Built Environment was invited to sit on the Placemaking panel session which examined key placemaking strategies across the capital.
11. One City dinner and one evening reception were held during MIPIM 2018. The key City dinner was hosted for 7 high level guests and a joint evening reception was hosted in conjunction with the CPA and the London Chamber of Commerce where 120 delegates attended. The evening reception was a new feature for MIPIM 2018 and was organised and funded in partnership with the London Chamber of Commerce (LCCI) and the City Property Association (CPA). Delegates from across the property sector attended the event, including Far Eastern investor contacts with the DIT. It was felt that this form of event provided considerable opportunities to make new contacts and develop existing relationships that were invaluable and that the event should form part of the City's MIPIM programme for 2019.

12. The Chairman of Policy and Resources participated in a programme specifically designed to engage with UK and European cities to promote new contacts and enhanced relationships and support development of the Regional Strategy. A focussed engagement programme with the UK regional stands included: Belfast, Manchester, Birmingham, Glasgow, Leeds, Bristol and Bath. The Chairman also met with senior level representatives from Paris, Berlin and Amsterdam. The meetings were felt to be a valuable opportunity to engage with key officials from other UK and international cities and regions.

Meetings

13. Programmed meetings were held with 18 developers and investors actively investing in the Square Mile. The meetings provided an opportunity to engage on emerging trends and issues and to reinforce existing relationships. In addition, there were several un-programmed meetings relating to inquiries that MIPIM provides an opportunity to engage in.

City Stand

14. The stand also showcased emerging property tech company Built ID's dynamic platform that incorporates many of the developments in the City providing key information relating to stakeholders that were involved in delivering the project. Built ID also produced a video that highlighted these developments which was complementary to the City Corporation film. The stand design incorporated a new film commissioned by CPAT that highlights key elements of the City's economy and built environment which showcases many of the vibrant new developments recently completed in the City as well as future opportunities and developing strategies such as Culture Mile.

Media campaign and coverage

15. Media consultants FTI Consulting provided support for the City's attendance of MIPIM, working closely with the Communications Officer, as part of its year-round engagement to support development of key messages relating to initiatives being delivered by the Department of the Built Environment. Key messages were delivered through a co-ordinated campaign which commenced in the week prior to MIPIM when briefings were undertaken with national, local and trade media. The campaign picked up on key City messages about the City as a place to work and invest which aligned closely with the research launched the week before MIPIM "The City as a Place for People".
16. The campaign secured coverage in: Le Monde, Estates Gazette, Property Week, MIPIM News, Evening Standard, City AM, CoStar, Building Magazine, The Telegraph, London Loves Business and Commercial News Media. A complementary social media campaign was launched on Twitter with the hashtag #TheCityforPeople.
17. A new promotional video was created to showcase the totality of the City's offer in terms of offices, leisure amenities, arts, culture and green space.
18. "The City of London: The Original Co-Working Space" brochure and the CPAT brochure were both refreshed for the trade show. The brochures were

accompanied by a Chinese information fact sheet highlighting some of the key points that were set out in the brochure, for use when engaging with Chinese businesses / investors.

MIPIM 2019

19. The MIPIM 2018 programme provided an opportunity to fully engage with local and international representatives of the property industry together with high level representatives of other London boroughs and UK cities. It provided a unique opportunity to engage in the debate relating to key issues and demonstrate how the City Corporation will provide leadership in taking forward matters of local and international importance. The programme of activities was extremely well received by those who attended. Due to the value derived from the programme, it is considered that there will be similar/better opportunities to develop a programme that would be beneficial to the City Corporation's attendance at MIPIM 2019.
20. Following an event de-brief by those attending, it was considered that there are areas where further thought should be given to ensure the value of the City Corporation's attendance at MIPIM 2019 is maximised and to support emerging strategic priorities. These include:
 - A greater emphasis placed on promoting the City and the wider London area and delivering the Regional Strategy.
 - Ensure that meetings with investors are not specific to development but have a strong focus on the wider City offer to support on-going investment to maintain the City as the pre-eminent place to do business.
 - An increased focus on Brexit readiness in light of the March 2019 transition period which coincides with the timing of MIPIM 2019
 - The 2019 research report will similarly focus on the competitiveness and attractiveness of the City for location decisions post-Brexit
 - The composition of the MIPIM team will be reviewed to reflect strategic business objectives
 - The layout of the City stand will be reviewed to make it more open and welcoming to delegates by creating an open meeting space on the stand
 - Following the success of this year's evening reception It is considered worthwhile to repeat in 2019. The London Chamber of Commerce and City Property Association have both indicated their willingness to jointly support such an event at MIPIM 2019.

MIPIM Team

21. The Chairman asked for the MIPIM team to be reviewed in light on the more strategic approach on promoting the City and London around Brexit. It is not intended to hold meetings about individual developments, which can be done in London. As such the proposed team to attend MIPIM 2019 are: The Chairman of the Policy & Resources Committee, the Chairman of the Planning & Transportation Committee and the Chairman of the Property Investment Board who will be accompanied by the Director of the Built Environment, the City Surveyor, the Investment Property Director and the CPAT Team Manager. To ensure the smooth running of the event, two members of the CPAT team and one member of the

Communications team will also be in attendance. It is not proposed that the Chief Planning Officer attends on this occasion.

MIPIM Expenditure

- 22. There was a slight overspend of £1,197 on the approved MIPIM budget of £98,000 which was as a direct result of hotel accommodation for some of the team being cancelled two days before the event due to flooding. The estimated budget and actual budget for MIPIM 2018 are set out in the table below. The additional cost of £1,197 was absorbed by the CPAT local risk budget. Whilst there was an underspend in the actual Corporate hospitality budget there was an increase in the cost of accommodation which in part was a consequence of the cancellation of accommodation 2 days prior to the event and in part due to a general increase in the cost of accommodation.
- 23. The City Property Association has jointly sponsored the delivery of the research for MIPIM over the last 4 years and as part of its contribution towards next year’s research they have agreed to fund the costs of the auditorium hire for the seminar which will be a cost saving of £4,750. They have also agreed to absorb any costs associated with flying out the Head of Research to present the findings.
- 24. The reduction of the team to attend MIPIM by one person would deliver a cost saving of £3,350 (event pass, flights, accommodation).
- 25. The cost savings will reduce the overall cost for MIPIM 2019 by £8,100. The table below sets out a full cost comparison between 2018-19. It is proposed that the baseline budget for MIPIM 2019 should be reduced to £94,000 reflecting the savings set out in Para’s 21-22 and a contingency of £3,000 from the CPAT local risk budget to cover any additional costs that could be associated with stand design, hotel accommodation and airfares. Previous budgets have not built in a contingency, but it is considered prudent to do so.

MIPIM 2018/2019 Budget

Item	Approved budget 2018	Actual spend 2018	Proposed budget 2018
Exhibition and attendance costs: City Model, stand delegate passes, artwork graphics, furniture hire and technical support	£58,500	£58,200	£56,850
Travel (including transfers) accommodation and subsistence expenses	£21,000	£24,010	£21,650
Seminar room hire and technical support	£5,000	£4,743	£0
Corporate hospitality (evening reception and dinner)	£13,500	£12,244	£12,500
Contingency			£3,000
Total	£98,000	£99,197	£94,000

26. In the previous sixteen years, each committee has contributed a sum of money for MIPIM in approximate proportion to the level of representation and relevance to the work of each committee.

The anticipated contributions from existing budgets for MIPIM 2019 are:

Policy & Resources Committee

Communications Director Budget	£5000.00 – City Fund
Planning & Transportation Committee	£11,250.00 – City Fund
Property Investment Board	£23,750.00 – <i>(split equally between City Fund, City Cash and Bridge House)</i>
City Property Advisory Team	£54,000.00 – City Fund
Total:	£94,000.00

Legal implications

27. The main purpose of the City’s attendance is to support key adopted strategies to promote the City as a leading world business centre and encourage inward investment. As such, its power to undertake the activity in its City Fund capacity and to incur City Fund expenditure is in Section 1 of the Localism Act 2011. No power is required in respect of its City’s Estate capacity and expenditure. In respect of its involvement and expenditure in its capacity as trustee of Bridge House Estates, this may be considered in the best interests of the charity in that, as a significant owner of property within the City, it is in the charity’s interests that inward investment be encouraged, and the City’s status as leading business centre be promoted. In addition, potential investors with an interest in any particular BHE property will have an opportunity to explore that interest.

Conclusion

28. MIPIM 2018 provided the City Corporation with an excellent opportunity to showcase the City’s attributes as a place to live, work and invest. MIPIM is still the premier event of its kind, and it is felt that there is no real alternative to MIPIM at which the City Corporation’s City of London message would be as effectively disseminated, given the predominance of senior and influential property professionals and the increasing number of representatives of UK and European cities attending MIPIM, and the amount of press attention that it receives. It is also felt that the City Corporation’s attendance is a key factor in promoting the Square Mile as a place to invest and do business in the face of increasing competition from other centres and countries, and underpinning confidence in London post Brexit, as the leading global financial centre.
29. MIPIM 2019 takes place from 12-15 March 2019 and will provide similar opportunities as experienced at MIPIM 2018. The Policy & Resources Committee, Planning and Transportation Committee, and the Property Investment Board are now asked to decide if the City Corporation should attend MIPIM 2019.

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Agenda Item 12

Committee	Dated:
Planning & Transportation Committee	10 July 2018
Subject: Revenue Outturn 2017/18	Public
Report of: Chamberlain Director of the Built Environment Director of Open Spaces The City Surveyor	For Information
Report author: Dipti Patel, Chamberlain's Department	

Summary

This report compares the revenue outturn for the services overseen by your Committee in 2017/18 with the final budget for the year. Overall total net expenditure across all risks during the year was £20.926m, whereas the total budget was £20.676m, representing an overspend of £250k as set out below:

Summary Comparison of 2017/18 Revenue Outturn with Final Agreed Budget			
Direct Net Expenditure	Final Budget £'000	Revenue Outturn £'000	Variations (Increase)/ Reduction £'000
Director of Built Environment	(5,838)	(5,735)	103
Director of Open Spaces	(1,676)	(1,646)	30
The City Surveyor	(795)	(955)	(160)
Total Direct Net Expenditure	(8,309)	(8,336)	(27)
Capital & Support Services	(12,367)	(12,590)	(223)
Overall Total	(20,676)	(20,926)	(250)

Chief Officers submitted requests to carry forward underspends and these have been considered by the Chamberlain in consultation with Chairman and Deputy Chairman of the Resource Allocation Sub Cttee. The Director of Built Environment now has agreement to carry forward £65,000 for the Committees within her remit.

Recommendation

It is recommended that this revenue outturn report for 2017/18 and the carry forward of local risk underspending to 2018/19 are noted.

MAIN REPORT

Revenue Outturn for 2017/18

1. Actual net expenditure across all risks for your Committee's services during 2017/18 totalled £20.926m, an overspend of £250k compared to the final budget of £20.676m. A summary comparison with the final budget for the year is tabulated below. In this and subsequent tables, expenditure and adverse variances are presented in brackets. Only significant variances (generally those greater than £50,000) have been commented on.

Table 1 - Summary Comparison of 2017/18 Revenue Outturn with Final Budget

	Final Budget £'000	Revenue Outturn £'000	Variations (Increase)/ Reduction £'000	Variation (Increase)/ Reduction %
Local Risk				
Director of Built Environment	(9,953)	(10,009)	(56)	(0.6)
Director of Open Spaces	(1,676)	(1,646)	30	1.8
The City Surveyor				
- Breakdown Repairs Mtce	(283)	(230)	53	18.7
- Additional Works Programme	(512)	(725)	(213)	(41.6)
	-----	-----	-----	-----
The City Surveyor	(795)	(955)	(160)	(20.1)
	-----	-----	-----	-----
Total Local Risk	(12,424)	(12,610)	(186)	(1.5)
	-----	-----	-----	-----
Central Risk				
Director of Built Environment	4,115	4,274	159	3.9
Capital and Support Services	(12,367)	(12,590)	(223)	(1.8)
Overall Total	(20,676)	(20,926)	(250)	(1.2)

2. The main local risk overspend of £186,000 comprises:

- **Director of Built Environment £56,000 overspend:**

- (i) Highways overspend totalled £241,000, mainly due to a £347,000 increase in repairs and maintenance works being carried out as a result of one of the harshest winters, which led to an increase in emergency callouts from 11% to 46% to correct defects for which there is a mandatory duty to make the highway safe, plus increases in electricity costs £65,000 and consultant costs for the Street Lighting Strategy £25,000. These were partly offset by reduced salary costs £38,000 and increase in recoverable staff costs from working on capital projects £158,000.

- (ii) Building Control overspend £187,000 due to a shortfall in Building Regulation fee income £261,000 which was partly offset by salary savings due to difficulties in recruiting and other running cost savings £74,000.
- (iii) Transportation Planning underspend £185,000 due mainly to increase in recoverable staff costs from working on capital projects, salary savings due to difficulties in recruiting, lower than anticipated spend on professional fees and reduced printing costs.
- (iv) Off-Street Parking underspend £82,000 mainly due to increased car park income.
- (v) Structural Maintenance underspend £54,000 mainly due to structures breakdown maintenance works not required and increase in income from SLA funding for work on Thames Tideway Tunnel.
- (vi) Committee Contingency underspend £46,000. A budget of £479,000 was allocated during the 2017-18 estimate review which was agreed by P&T Committee on 12 December 2017. This related to departmental underspends awaiting to be re-allocated to priority projects required within the department, of which £46,000 remained unspent at year end.

- **The City Surveyor £160,000 overspend:**

The Additional Works Programme (AWP) overspend of £213,000 was mainly due to works for 2017/18 completed ahead of schedule and additional works undertaken at all car parks to complete projects. The £53,000 underspend on 'Breakdown Repairs Maintenance' was due to a reduced requirement for reactive works during the year. The AWP does not form part of the City Surveyor's local risk budget and any variances will be carried over to 2018/19. This is a three year rolling programme reported to the Corporate Asset Sub Committee (CASC) quarterly, where the City Surveyor will report on financial performance and also phasing of the projects. Under the governance of the programme, variances on budgets are adjusted for the life of the programme to allow for the completion of projects which span multiple financial years.

3. The main central risk underspend of £159,000 comprises:

- (i) Off-Street Parking underspend £69,000 due to increased funding transfer required from the Parking Reserve Account to fund increased spending by the City Surveyor on the AWP.
- (ii) On-Street Parking underspend £67,000 due to increased income of £4,262,000, mainly as a result of additional PCN's issued for the Bank on Safety Scheme and additional parking meter and suspended meters/dispensations income generated, plus reduced service operating costs £185,000 relating to the Bank on Safety Scheme. This was largely offset by an increased bad debt provision for PCN's £2,344,000 and surplus funds of £2,036,000 transferred to the Parking Reserve Account.
- (iii) Town Planning underspend £37,000 mainly as a result of additional planning application fee income.

- (iv) Bridge House Estates overspend £41,000 due to increased funding contributions for the London Bridge Staircase project £73,000, partly offset by £32,000 underspend on consultant works for the Thames Bridges.
4. The capital and support services overspend of £223,000 is mainly due to increase in costs and changes in time allocations of central departments, the most significant of which are:
- (i) Central Support (including, Chamberlain, Town Clerks, Comptroller & City Solicitor and Surveyors) - £160,000
 - (ii) City Procurement - £86,000
5. Appendix A provides a more detailed comparison of the local and central risk outturn against the final budget, including explanation of significant variations.
6. Appendix B shows the movement from the 2017/18 original budget and the latest approved budget (as reported to your Committee in December 2017) to the final budget.

Local Risk Carry Forward to 2018/19

7. The Director of the Built Environment had local risk overspending of £56,000 on the activities overseen by your Committee. The Director also had local risk underspends of £175,000 on activities overseen by other Committees she supports, providing a net local risk underspend position of £119,000 which is eligible for carry forward to 2018/19. Agreement has been reached with the Chamberlain in consultation with the Chairman and Deputy Chairman of the Resource Allocation Sub-Committee to carry forward £65,000 of her eligible carry forward for activities overseen by your Committee for the following purposes:
- (i) Town Planning (smart city initiatives) £36k – funds will be used towards developing a smart app to identify loading bay spaces and available parking space in the City for disabled parking. The app will work similar to the toilets app and use technology to indicate unoccupied spaces at any point in time through sensors installed on the relevant parking spaces.
 - (ii) Highways resurfacing £29k - the Highways maintenance budget has been subject to reduction due to efficiency savings required from local risk budgets over the years and has been supplemented since 2012 from TFL and general DBE underspends. Inflationary effects of raw materials have outstripped the limited increases to the budget, making the situation worse. Additional funding towards repairs & maintenance works to counter the deteriorating condition of our highways is required and this is evident from the increased number of potholes within the City.
8. The Director of Open Spaces had a local risk underspend of £30,000 on the activities overseen by your Committee, mostly relating to salary underspends for the Tower Bridge Operational service. The Director also had a local risk underspend totalling £458,000 on activities overseen by the Culture, Heritage and Libraries Committee and is proposing that £130,000 of his underspend be carried forward to 2018/19, none of which relates to activities overseen by your Committee.

Thames Bridges' Repairs, Maintenance and Major Works Fund

9. The Bridges Repairs, Maintenance and Major Works Fund is operated to provide sufficient resources to meet the maintenance costs of the five bridges over a period of 50 years. The fifty year programme of works undertaken by the City Surveyor and the Director of the Built Environment to be met by the fund was agreed by your Committee on 12th December 2017. The breakdown is shown below in Table 2.
10. The actual expenditure for 2017/18 was £1.778m against a budget of £3.108m, representing an underspend of £1.330m.

	Final Budget £'000	Outturn £'000	Variance (Increase)/ Reduction £'000	Variation (Increase)/ Reduction %
Blackfriars Bridge	(166)	(83)	83	50.0
Southwark Bridge	(144)	(36)	108	75.0
London Bridge	(181)	(100)	81	44.7
Millennium Bridge	(194)	(140)	54	27.8
Tower Bridge	(2,423)	(1,419)	1,004	41.4
Total	(3,108)	(1,778)	1,330	42.8

11. The principal reasons for the £1.330m variances are set out below:
- **All Bridges** – The postponing of the Police CCTV camera project £114,000 and unspent consultancy fees £90,000, affected all bridges this year and contributed to the overall underspend. Furthermore, the installation of the Hostile Vehicle Mitigation barrier on the bridges stalled several maintenance works packages. In addition to these general underspends:
 - **Southwark Bridge** - underspend of £108,000 was due to further delays in trying to resolve the leaking water main on Park Street Bridge, reducing the spend on the re-waterproofing project on the bridge in 2017/18.
 - **London Bridge** - underspend of £81,000 was caused by delays in gaining Committee approval for the project requiring bearing replacement work.
 - **Tower Bridge** - underspend of £1,004,000 was largely made up from unused risk allowance from the Tower Bridge Re-decking Project. There was also an underspend on the heating replacement project in 2017/18 due to the spend profile altering slightly after the last review. The loss of key staff also contributed to the postponing of some smaller building maintenance projects.

12. The balance on the fund at 31st March 2018 was £145.587m (£147.799m 31st March 2017), a decrease of £2.212m from a year earlier, as set out in Table 3 below.

Table 3: Thames Bridges' Repairs, Maintenance & Major Works Fund Movement in Fund 2017/18	
	£'000
Balance brought forward 1st April 2017	147,799
<u>Expenditure:</u>	(1,778)
<u>Income:</u>	
Planned contributions to fund on 1 st April	1,104
Interest accruing	15
Rental income	1,205
Investment income	206
<u>Capital Movements</u>	
Gain/(loss) on property revaluation	(2,964)
Balance carried forward at 31st March 2018	145,587

13. The balance on the fund as at the 31st March 2018 of £145.587m will be carried forward to meet the cost of works in 2018/19 and later years.
14. An updated 50 year programme will be presented later on in the year to your committee for approval, as part of the annual estimate cycle.

Contact Officers:

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Appendices:

Appendix A – Planning & Transportation Committee – Comparison of 2017/18 Revenue Outturn with Final Budget

Appendix B – Planning & Transportation Committee – Movement in 2017/18 Latest Approved Budget to Final Budget

Planning & Transportation Committee**Comparison of 2017/18 Revenue Outturn with Final Budget**

	Final Budget £000's	Revenue Outturn £000's	Variation (Increase)/ Reduction £000's	Variation (Increase)/ Reduction %	Notes
LOCAL RISK					
Director of Built Environment					
City Fund					
Town Planning	(2,787)	(2,745)	42	1.5	1
Planning Obligations	0	0	0	0	
Transportation Planning	(1,030)	(845)	185	18.0	2
Road Safety	(434)	(416)	18	4.1	
Building Control	(283)	(470)	(187)		3
)		(66.1)	
Structural Mtce/Inspections	(510)	(456)	54	10.6	4
Highways	(3,158)	(3,399)	(241)	(7.6)	5
Traffic Management	1,167	1,126	(41)	(3.5)	
Off-Street Parking	475	557	82	17.3	6
On-Street Parking	(2,865)	(2,895)	(30)	(1.0)	
Drains & Sewers	(225)	(192)	33	14.7	
Committee Contingency	(46)	0	46	100.0	7
Total City Fund	(9,696)	(9,735)	(39)	(0.4)	
Bridge House Estates					
Thames Bridges	(257)	(274)	(17)	(6.6)	
Total Director Built Environment	(9,953)	(10,009)	(56)	(0.6)	
Director of Open Spaces					
Tower Bridge	(1,676)	(1,646)	30	1.8	
The City Surveyor*					
Town Planning	(101)	(95)	6	5.9	
Highways	(222)	(244)	(22)	(9.9)	
Off-Street Parking	(472)	(616)	(144)	(30.5)	
Total City Surveyor	(795)	(955)	(160)	(20.1)	8
TOTAL LOCAL RISK	(12,424)	(12,610)	(186)	(1.5)	

(*includes the Additional Works Programme)

Reasons for significant Local Risk variations

1. **Town Planning** - underspend mainly due to reduced salary costs as a result of vacancies.
2. **Transportation Planning** - underspend due to increase in recoverable staff costs from working on capital projects £67,000, lower than anticipated spend on professional fees £50,000, reduced salary costs due to vacancies £46,000 and reduced printing and other running costs £22,000.
3. **Building Control** - overspend due to shortfall in Building Regulation fee income £261,000, which has been partly offset by salary underspends due to vacancies and delays in recruitment of District Surveyor's post £63,000 and reduced spend on other running budgets £11,000.
4. **Structural Maintenance** – underspend mainly due to reduced Highways Structures breakdown maintenance costs £26,000, other running budget savings £3,000 and increased income from SLA funding for work on Thames Tideway Tunnel £25,000.
5. **Highways** – overspend mainly due to high levels of repairs and maintenance works being carried out due to the harsh winter which significantly affected the roads and led to increased emergency callouts to correct defects £347,000, increased electricity costs £65,000 and increased consultant costs for the Street Lighting Strategy £25,000. These were partly offset by an increase in recoverable staff costs from working on capital projects £158,000 and salary underspends due to vacancies £38,000.
6. **Off-Street Parking** - underspend mainly due to increased car park income £124,000, which has been partly offset by increased car park maintenance contract costs due to higher than anticipated CPI and LLW increases £42,000.
7. **Contingency** - a budget of £479,000 was allocated during the 2017-18 estimate review which was agreed by P&T Committee on 12 December 2017. This related to departmental underspends awaiting to be re-allocated to priority projects required within the department, of which £46,000 remained unspent at year end.
8. **City Surveyor** - AWP overspend of £213,000 due to works for 2017/18 completed ahead of schedule and additional works undertaken at all car parks to complete projects. This was partly offset by a £53,000 underspend on 'Breakdown Repairs Maintenance' due to a reduced requirement for reactive works during the year and change in the expected works programme.

Planning & Transportation Committee
Comparison of 2017/18 Revenue Outturn with Final Budget

	Final Budget £000	Revenue Outturn £000	Variation (Increase)/ Reduction £000	Variation (Increase)/ Reduction %	Notes
CENTRAL RISK					
Director of Built Environment					
City Fund					
Town Planning	648	685	37	5.7	9
Transportation Planning	(291)	(255)	(36)	(12.4)	
Street Scene	(477)	(477)	0	0	
Highways	1,938	1,936	(2)	(0.1)	
Off-Street Parking	253	322	69	27.3	10
On-Street Parking	3,205	3,272	67	2.1	11
Structural Maintenance	60	38	(22)	(36.7)	
Committee Contingency	(15)	0	15	100.0	
	5,321	5,521	200	3.8	
Bridge House Estates					
Thames Bridges	(1,206)	(1,247)	(41)	(3.4)	12
TOTAL CENTRAL RISK	4,115	4,274	159	3.9	

Reasons for significant Central Risk variations

9. **Town Planning** - underspend mainly as a result of additional planning application fee income.
10. **Off-Street Parking** – underspend due to increased funding transfer required from the Parking Reserve Account to fund increased spending by the City Surveyor on the AWP
11. **On-Street Parking** – underspend £67,000 due to increased income of £4,262,000, mainly as a result of additional PCN's issued for the Bank on Safety Scheme and additional parking meter and suspended meters/dispensations income generated, plus reduced service operating costs £185,000 relating to the Bank on Safety Scheme. This was largely offset by an increased bad debt provision for PCN's £2,344,000 and surplus funds of £2,036,000 transferred to the Parking Reserve.
12. **Bridge House Estates** - overspend due to increased funding contributions to the City Fund for the London Bridge Staircase project £73,000, partly offset by £32,000 underspend on consultant fee work for the Thames Bridges.

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Planning & Transportation Committee**Movement in 2017/18 Latest Approved Budget to Final Budget**

Service Managed	Original Budget 2017-18 £'000	Latest Approved Budget* 2017-18 £'000	Final Budget 2017-18 £'000	Movement £'000	Notes
CITY FUND					
Town Planning	(2,597)	(3,022)	(3,087)	(65)	1
Transportation Planning	(1,545)	(2,185)	(2,373)	(188)	2
Planning Obligations	0	0	0	0	
Road Safety	(463)	(536)	(550)	(14)	
Street Scene	0	0	(477)	(477)	3
Building Control	(700)	(722)	(736)	(14)	
Structural Maintenance/Inspections	(199)	(244)	(245)	(1)	
Highways	(10,207)	(8,580)	(8,912)	(332)	4
Rechargeable Works	0	0	0	0	
Traffic Management	740	823	797	(26)	
Off- Street Parking	0	0	0	0	
On – Street Parking	0	0	0	0	
Drains & Sewers	(417)	(369)	(370)	(1)	
Contingency	(15)	(494)	(61)	433	5
TOTAL CITY FUND	(15,403)	(15,329)	(16,014)	(685)	
BRIDGE HOUSE ESTATES					
Bridges	(2,024)	(2,304)	(2,329)	(25)	
Tower Bridge Operational	(2,034)	(2,333)	(2,333)	0	
TOTAL BRIDGE HOUSE ESTATES	(4,058)	(4,637)	(4,662)	(25)	
TOTAL	(19,461)	(19,966)	(20,676)	(710)	

*Latest Approved Budget as reported to your Committee on 12th December 2017.

Notes:

- Budget transfer of £45,000 from Contingency for consultancy support for Zero Emissions City Trajectory and Article 4 Direction evidence base and adjustment for DBE Directorate recharge and support service recharge of £20,000.
- Transfer of £125,000 from Contingency for Transport Strategy, £44,000 adjustment for Supplementary Revenue project budget, £4,000 Apprenticeship funding, adjustment for DBE Directorate recharge £14,000 and capital recharge £1,000.
- Supplementary Revenue project budget adjustment of £477,000 for schemes mainly relating to London Development S278 Ph2, 11-19 Monument St Enhancement, 52-54 Lime Street & Leadenhall St Pedestrian Crossing and London Wall Place.

4. Supplementary Revenue project budget adjustment of £300,000, £15,000 transfer from Town Clerks for Lord Mayor's Show HVM costs, adjustment for capital recharge £10,000 and DBE Directorate recharge £7,000.
5. DBE SLT agreed departmental budget transfers to priority projects £433,000 relating to:
 - £125,000 transfer to Transportation Planning for Transport Strategy – Stakeholder engagement and staffing costs.
 - £100,000 towards Thames Footbridge capital project.
 - £60,000 to Cleansing Services for Plastic Free City Campaign.
 - £50,000 to fund modelling of the area in preparation for Centre 4 music project.
 - £45,000 to Planning Policy for consultancy support relating to Zero Emissions City Trajectory and Article 4 Direction evidence base.
 - £40,000 to DBE Directorate for View City and London Festival of Architecture.
 - £13,000 to Road Safety for Cycling Etiquette campaign.

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 8 May 2018 29 May 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 8 May 2019 29 May 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	DECEMBER COMMITTEE	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 8 May 2019 29 May 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	ONGOING	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 29 May 2018	<u>Dockless Bikes</u> It was agreed that a copy of the Code of practice should be circulated to all members of the Committee together with details for how to report obstructions.	Bruce McVean	Withdrawn from 29 May meeting	Completed - Update circulated to members on 11/01/2018 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.

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
5.	9 January 2018 20 February 2018 26 March 2018 29 May 2019	<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> <p>A Member questioned why Transport for London were reluctant to allow the CoL Corporation to take over responsibility for the underpass and asked if officers had engaged at a senior level.</p> <p>Members expressed concern at the state of the underpass and the fact that people were likely to try and cross the road as an alternative to using it which was extremely dangerous.</p>	Steve Presland		<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> <p>Officers undertook to report back on the options available.</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 9 May 2018 29 May 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	<p>Consultant instructed to commence structural assessment and review defects identified in inspection report. Progressing towards next Gateway report in usual Projects process.</p> <p>On Agenda</p>
7.	26 March 2018 9 May 2018 29 May 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	19 June 2018	

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
8.	9 May 2018 29 May 2018	<p>Funding Officer for Enforcement Officer for City Bridges.</p> <p>Members questioned if one officer was sufficient for the task and it was agreed that the Committee should be provided with a progress report in case further resources were needed,</p>	Director of Markets & Consumer Protection	Ongoing	

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